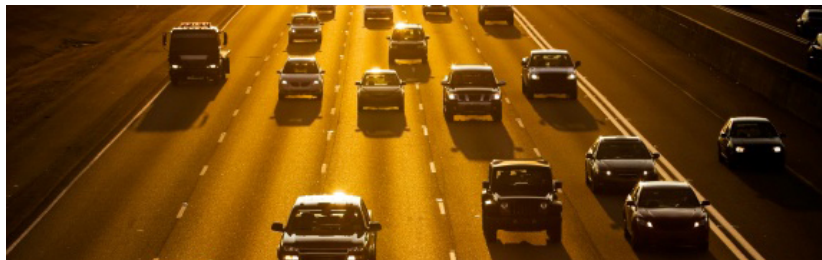



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Project Acceleration Brings Accelerated Traffic Relief

Several of the traffic relief projects funded by the 2008 sales tax are about to begin, have already been completed, or are underway and do not need to be accelerated — including Expo to Santa Monica, the Foothill Extension of the Gold Line, and the extension of the Orange Line to Chatsworth. **Measure J** will accelerate the 7 transit lines and up to 8 highway projects listed below, with construction beginning within 5 years, instead of 20 years as currently planned under the 2008 sales tax, and completion within 13 years instead of 27 — thereby accelerating improvements in traffic flow in all 88 cities and unincorporated areas of LA County. **MORE**

Funding Flexibility for Subregions

The Metro Board adopted an amendment to **Measure J** in June that will allow Metro to transfer funding between highway and transit projects within a geographic subregion — such as the San Gabriel Valley, South Bay or San Fernando Valley, which are all contemplating making additional transit investments — but only if approved by a two-thirds vote of the Metro board.

Learn More About Measure J

Measure J creates thousands of jobs by accelerating construction of traffic relief projects that improve the flow of traffic, and the longer revenue stream can keep transit fares low for seniors, students and the disabled.

[Click here to learn more.](#)

Measure J = Thousands of Jobs

Measure J would create thousands of local jobs, with all funding used for traffic relief projects within Los Angeles County, and annual independent audits

Funding for Transit Operations and Local Transportation Projects Brings Traffic Relief

Transit Operations: Traffic relief is also provided by the funding that **Measure J**, like the 2008 transportation sales tax measure, would provide for bus and rail operations. The 2008 sales tax dedicates 20% of revenues to bus operations and 5% to rail operations — a total of \$9.9 billion by 2039 — funding that has helped keep fares low and minimized service cuts at a time when budget constraints have caused transit agencies around the U.S. to increase fares and cut service. **Measure J** would provide an additional \$22.2 billion for bus and rail operations from 2039 to 2069, for a total of \$32.1 billion, helping stabilize both fares and service over the long term.

MORE

Possible Funding for Program Enhancement

Measure J requires that funding be prioritized for the Measure R list of traffic relief projects, but once these are completed funds could be directed to projects in the Long Range Transportation Plan — a mandated plan that lists the highest priority projects in LA County. Accelerated project completion, however, is anticipated to free up other non-Measure J funds for new traffic relief projects some time in 2025, or possibly sooner, after the completion of the accelerated projects — the seven transit and up to eight highway projects listed above. The **Measure J** funds would not be available for any major new traffic relief projects until the loans used to accelerate the seven transit and up to eight highway projects have been repaid, probably some time after 2050. However, the timing depends in part on the economy and on whether sales tax revenues are up or down.

• **Metro's Long Range Transportation Plan is downloadable here:**

of expenditures with full public review.

Click here to find out how.

Measure J = What Leaders Say

Measure J has earned the support of a range of local business, labor, environmental, public health, arts, civic and community-based organizations, as well as support from other community leaders.

Click here to find out why.

a Coalition of Charitable, Business and Labor Organizations.
Major funding by Museum Associates and Los Angeles Dodgers, LLC.

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