

VOTE YES ON MEASURE M ON NOV. 8! LA COUNTY TRAFFIC IMPROVEMENT PLAN

What's in it for low-income communities?

Keeping Fares Low & Service Expanding

Transit fares that are affordable to low-income people without cars is a huge transportation equity goal. When the state and federal governments cut transportation budgets, as they did during the last recession, LA Metro is left holding a half-empty bag and has to balance its budget with service cuts or fare increases, both of which hurt transit users. Measure M dedicates 25% of new funds to bus and rail operations so we can keep fares low and service expanding. Many people are not aware that LA Metro transit passes are good on both rail and buses. This is very unusual in the US and a great deal for low income people in LA County.

More & Better Connections . . .

. . . To Jobs

As Metro expands its bus and rail system, people can get to more places faster and at lower cost. For example, Expo Line now stretches through South LA to jobs-rich Santa Monica, but it also means people who live near the Red Line in Westlake, MacArthur Park or East Hollywood, can cut through the gridlock to get to jobs on the Westside. Service is also improving to other job-rich communities like Pasadena, downtown LA, San Fernando Valley, and LAX.

. . . To Educational Opportunities

It's expensive to own a car, and so it's important for students to be able to save money by taking transit. A few of the colleges located near rail or busway lines are: Cal State LA, USC, Valley College, Pierce College, Cal State Northridge, LA City College, Santa Monica College, LA Trade Tech College, Citrus College, and Pasadena City College. The subway down Wilshire to UCLA is under construction. As the system expands, more people living in more neighborhoods will have better transit access to higher education.

. . . To Recreation

An expanding bus and rail system also means better and more affordable access for more people to cultural events, museums, sporting events, parks and the beach. Called out in the measure is funding to close the gaps in the LA River Bike Path that will run 51 miles from the San Fernando Valley to Long Beach.

Creating Good Jobs for People in LA

Transit expansion creates new jobs. Right now we have 16,000 people at work building and operating new bus and rail lines. With LA Metro's Project Labor Agreement, the construction jobs are good jobs with benefits. LA Metro's Construction Careers Program requires that 40% of hours on construction be performed by people living in low income census tracts, and 10% of hours by disadvantaged workers.

10%

of Hours Performed by
"Disadvantaged Workers"

A "Disadvantaged Worker" is someone whose income is below \$40,000/year and faces at least two of the following barriers to employment ➔

- Is homeless
- Is a single parent
- Receives public assistance
- Lacks a high school diploma or GED
- Has a history of involvement with the criminal justice system
- Has experienced chronic unemployment
- Is emancipated from foster care
- Is a veteran of the Iraq or Afghanistan wars
- Is an apprentice with less than 15% of the hours required to graduate to journey level

Streets that are Safer for Walking & Biking

Low income people are more likely to get around by walking and riding bikes. Measure M has significantly more funding to repair neighborhood sidewalks, add curb cuts, enhance bicycle routes, and improve connections to bus stops and rail stations. Investments from Measure M will make streets safer throughout the county, including improving access to rail stations, a Safe Routes to School program in Los Angeles and a Bike Master Plan in San Fernando City.

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More Access for Students, Seniors & People with Disabilities

Measure M will dedicate about \$2.4 billion over 40 years to help older adults and people with disabilities live independently and for discounted transit passes for students. \$2.4 billion is a floor not a ceiling—and could be increased by the Metro board. Metro has also adopted a “Countywide Services for Older adults and People with Disabilities” policy that ensures Metro will consider the transportation needs of seniors before moving forward on projects. Metro is rolling out a new discounted student transit pass program this fall and funding from Measure M would enable the agency to engage more schools in the program, make the discounted pass available to more part-time as well as full-time students, and deepen the discount.

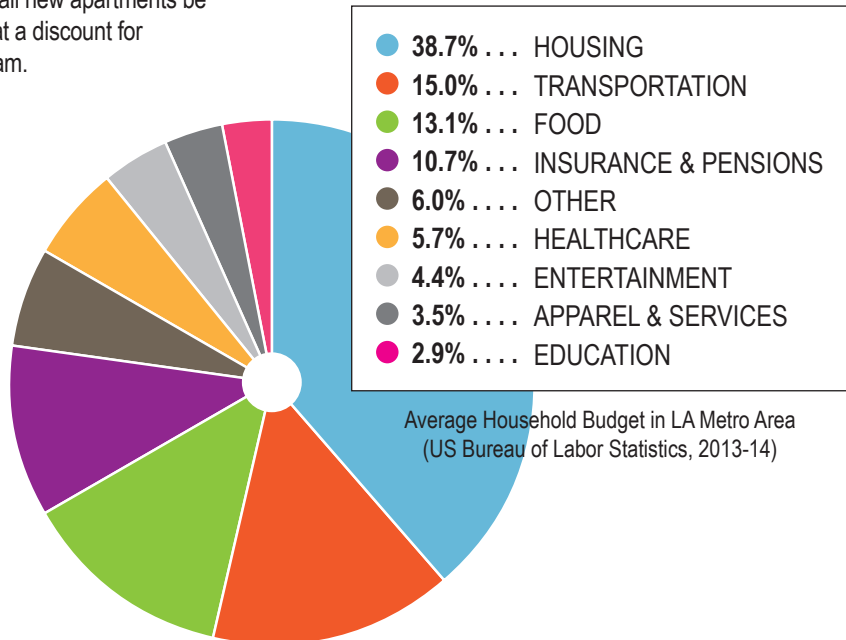
Local City Policies are the Key to Stopping Displacement & Gentrification

People living near transit should benefit from transit investments and not be pushed out of their neighborhoods. People matter. Neighborhoods matter. Communities matter. But with coastal California’s housing crisis, that has been 30 years in the making, any improvements in low-income neighborhoods (transit, parks, bikeways, schools) are likely to attract private investors to the neighborhood. Although some places like South LA have been wooing such investment for years, when not properly harnessed it can lead to pernicious displacement. Most displacement is indirect and caused by rent increases. In some cities with rent control, like LA, such increases are often illegal, and enforcement is lax. We have the additional challenge that while LA Metro builds the transit, it’s the cities that have the regulatory authority to address indirect displacement through rent control and land use controls. A ballot measure in the City of LA, called Build a Better LA, is aimed at changing LA City development policy so that workers building new apartments make good wages and some of the apartments are reserved for low income people. With respect to developing Metro-owned land, Metro’s policy is for 35% of all new apartments be affordable to working people. In addition, Metro will sell land at a discount for affordable housing and has an affordable housing loan program.

Impact of Sales Taxes on Low-Income People

California doesn’t tax the “necessities of life” – rent, utilities, food, prescription drugs, health care, transit passes, etc. Low income people in LA County spend most of their income on rent, utilities, and food – none of which are subject to sales tax in California. Surprisingly, residents pay only 42% of sales tax in LA County. Businesses pay the largest share (estimated at 55%). Tourists pay an estimated 4% leaving residents picking up the remaining 42%. This also makes the sales tax here less regressive than in other places. (“Sources of Sales Tax Revenue Collected in LA County,” LAEDC, 2008). And, the money will be invested in transit services that are heavily used by low-income people

NO SALES TAX IN CA ON
Housing <ul style="list-style-type: none"> • Rent • Utilities
Transportation <ul style="list-style-type: none"> • Transit fares • Transit passes
Food <ul style="list-style-type: none"> • Food products not prepared or served in a restaurant
Health Care <ul style="list-style-type: none"> • Prescription medicines • Services from doctors and other health care professionals



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