

Mobility 21: A Transportation Summit



Los Angeles County Supervisor Zev Yaroslavsky addresses conference. Some 400 elected officials along with business, labor, transit and community leaders attended the day-long *Mobility 21* transportation summit meeting in downtown LA.

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Mobility 21 Summit Calls for Fair Share of State, Federal Funding

By ED SCANNELL

(Nov. 19, 2002) Los Angeles County's first-ever transportation summit wrapped up, Monday, with a call for more state and federal funding for transportation improvements to combat the growing congestion that threatens the region's quality of life and economic vitality.

Sponsored by MTA and the LA Area Chamber of Commerce, *Mobility 21: LA County Moving Together* drew some 400 elected officials, business, labor, transit and community leaders for an all-day session at the Wilshire Grand Hotel in downtown LA.

The summit was intended to foster a broad-based coalition that will seek significant increases in transportation funding in Sacramento and Washington, D.C.

"Never before has LA County been so determined to find the most workable solutions to congestion," said MTA Board Chairman Hal Bernson. "*Mobility 21* drove home the point that we all have a stake in keeping this county moving and that we can focus on the greater good while still meeting the needs of the individual."

Mobility 21 participants adopted a series of resolutions that included endorsement of the State of California and MTA principles for reauthorization of the Transportation Equity Act for the 21st Century (TEA 21) and a recommendation for additional federal and state funding for transit needs in Los Angeles County.

Funds for airport security

Other resolutions included a recommendation to create an advocacy coalition for Los Angeles County; endorsement of new federal programs that promote more coordinated land use; and acknowledgement of the need to secure all available funds for air passenger and cargo safety and security and ground access improvements.

Resolutions also included endorsement of a partnership between the freight industry and the public sector to examine future freight-related needs, strategies and alternatives; and a recommendation to address the adequacy of state and federal gas taxes and ensure that loans to the California general fund are paid back to the Traffic Congestion Relief Program.

"Everyone who attended *Mobility 21* knows well the urgency with which we must act," said CEO Roger Snoble. "We agreed that our most pressing need is to grow the transportation funding pie and to make sure LA County gets a bigger piece of it to pay for the transportation projects that will keep our people and goods moving. Our quality of life depends on it."

Los Angeles Area Chamber of Commerce CEO Rusty Hammer stressed the importance of the public and private sector acting in concert, something that has not always happened in the past.

"*Mobility 21* underscored the importance of a strong coalition of business, transportation professionals and lawmakers," said Hammer. "The participation of members of Congress demonstrated their strong interest in taking our case to Washington, D.C., and securing the funding we need to solve our very pressing mobility issues."

The opening and closing sessions and the luncheon included addresses by several speakers who included Congresswoman Lucille Roybal-Allard, Assembly Speaker Emeritus Robert Hertzberg, Bernson and Thomas McKernan, CEO of the Automobile Club of Southern California.

Mobility 21: Summary of Adopted Resolutions

Streets and Freeways : Supports increased funding and resources to help maximize mobility benefits from Los Angeles County streets and freeways. Endorses a focus on corridor coordination, project development, implementation, and the streamlining of project delivery.

Land Use and Transportation Planning : Supports creation of new federal programs to promote more coordinated land use and transportation decision-making through the reauthorization of the Transportation Equity Act for the Twenty-First Century ("TEA-21"). Calls for incentives to strengthen the link between land use and transportation planning in Los Angeles County.

Aviation : Acknowledges the need to secure all available funds for air passenger and cargo safety/security and ground access improvements to Southern California's airports to enhance the economic vitality of the Los Angeles region.

Freight Movement : Acknowledges that addressing freight infrastructure funding is a national issue that requires national solutions and that freight-related needs should be considered in transportation plans and corridor studies. Also endorses a partnership between the freight industry and public sector in examining future freight needs, strategies and alternatives.

Transit : Requests additional federal and state funding for transit needs in Los Angeles County, including funding for buses, new fixed guideway systems and expansions, and transit capital. Advocates more flexibility in the use of federal transportation funds.

Building Effective Lobbying Coalition : Endorses the creation of an advocacy coalition comprising transportation stakeholders and their representatives to advocate on behalf of Los Angeles County transportation needs.

How To Bring More Money To Los Angeles County : Recommends addressing the adequacy of state and federal gas taxes; support for the preservation of the Traffic Congestion Relief Program by ensuring that loans to the California general fund are paid back and Proposition 42 funds be continued. Proposes a half-cent increase in sales taxes for transportation purposes through a reduced voter threshold for approval of those taxes. [<Back to top](#)

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