



CITY OF LOS ANGELES

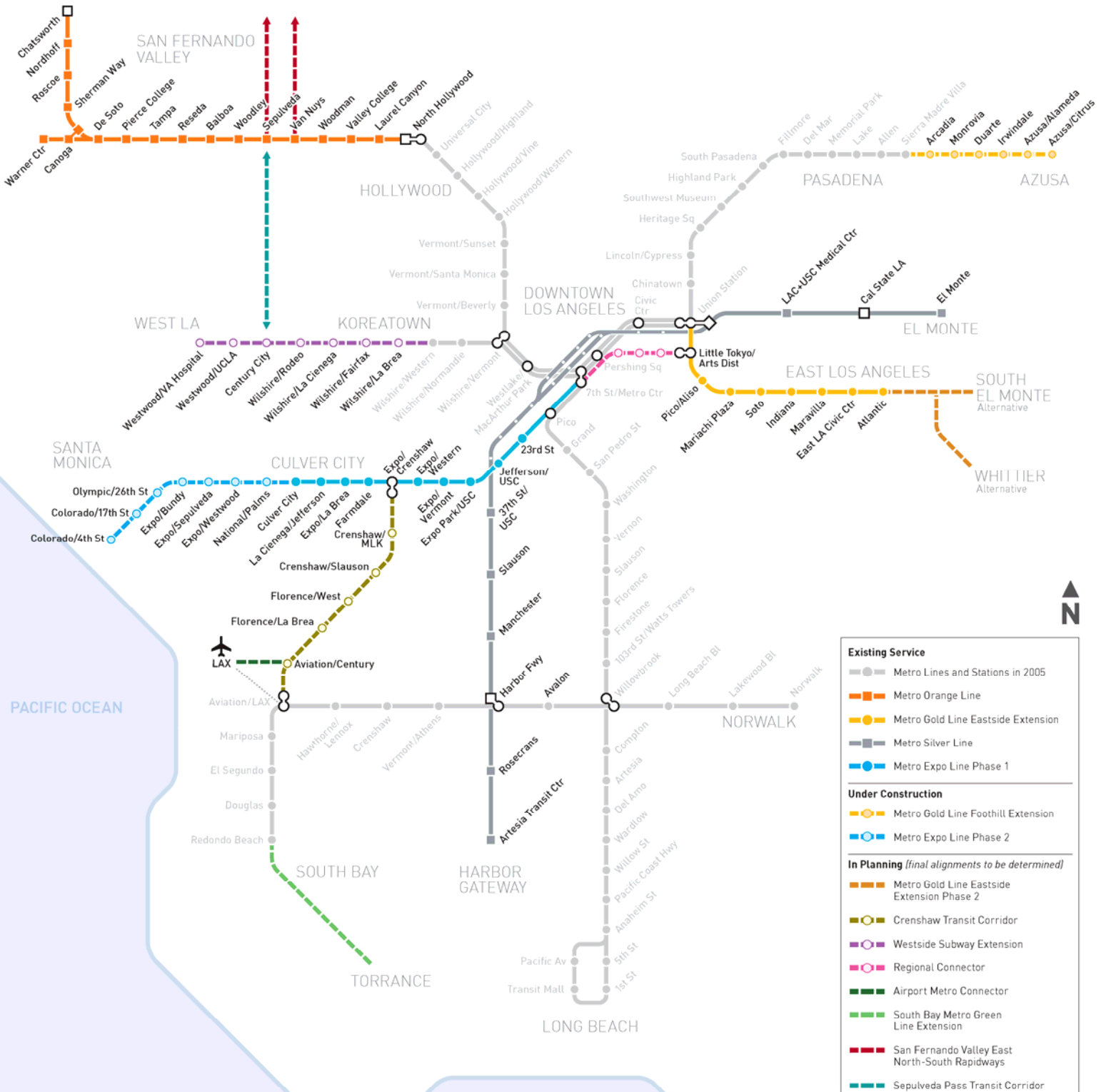
Progress Report

November 13, 2012



TRANSPORTATION

DOUBLING LOS ANGELES' RAIL NETWORK



Subject to Change 13-1097 ©2012 LACMTA



CREATING JOBS, BUILDING A 21ST CENTURY TRANSPORTATION SYSTEM

Mayor Villaraigosa set out to build a 21st Century transportation system to provide traffic relief while creating jobs, and after years of tireless work, Los Angeles is starting to move and work once again. With over \$40 billion¹ in federal, state and local funding, the Mayor's transportation initiatives are doubling the size of our rail network and creating 410,000 jobs over the next 30 years.

Mayor Villaraigosa also invested in common-sense plans to fight gridlock. By securing \$150 million to complete an unfunded traffic signal upgrade, 100% of LA's traffic lights will be synchronized by January 2013. For drivers, that means up to a 24% cut in travel time. The Mayor fought to expand the carpool networks on the I-405/Sepulveda Pass, I-5 Orange County, and I-5 San Fernando Valley North freeway segments. These new features will save the average Angeleno 50 hours a year on a 10-mile commute. The innovative I-110 and I-10 Express Lanes are giving motorists choices to get places faster. Fighting traffic gridlock also includes adding 76 miles of bikeways to LA's transportation system last fiscal year – the highest one-year total in our history – with an expectation to meet or exceed that number this fiscal year.

From day one, building a 21st Century transportation system was a number one priority.

In 2008 Measure R changed the game. With this half-penny sales tax that raises nearly \$40 billion, we are doubling the size of our rail network and investing in bus rapid transit. Today, we've opened four new lines – the Orange Line, Orange Line Extension, Gold Line Eastside Extension and Expo Line. And we've broken ground on four more – the Westside Subway, Expo Line Phase 2, the Regional Connector and the Crenshaw Line.

Seeking federal support, the Mayor created America Fast Forward, a bipartisan coalition that successfully lobbied for a \$1.75 billion federal low-interest loan program to help cities and states finance transportation infrastructure. Los Angeles will leverage these funds to help accelerate the construction of its projects. Outside LA, America Fast Forward will create one million new jobs nationwide.

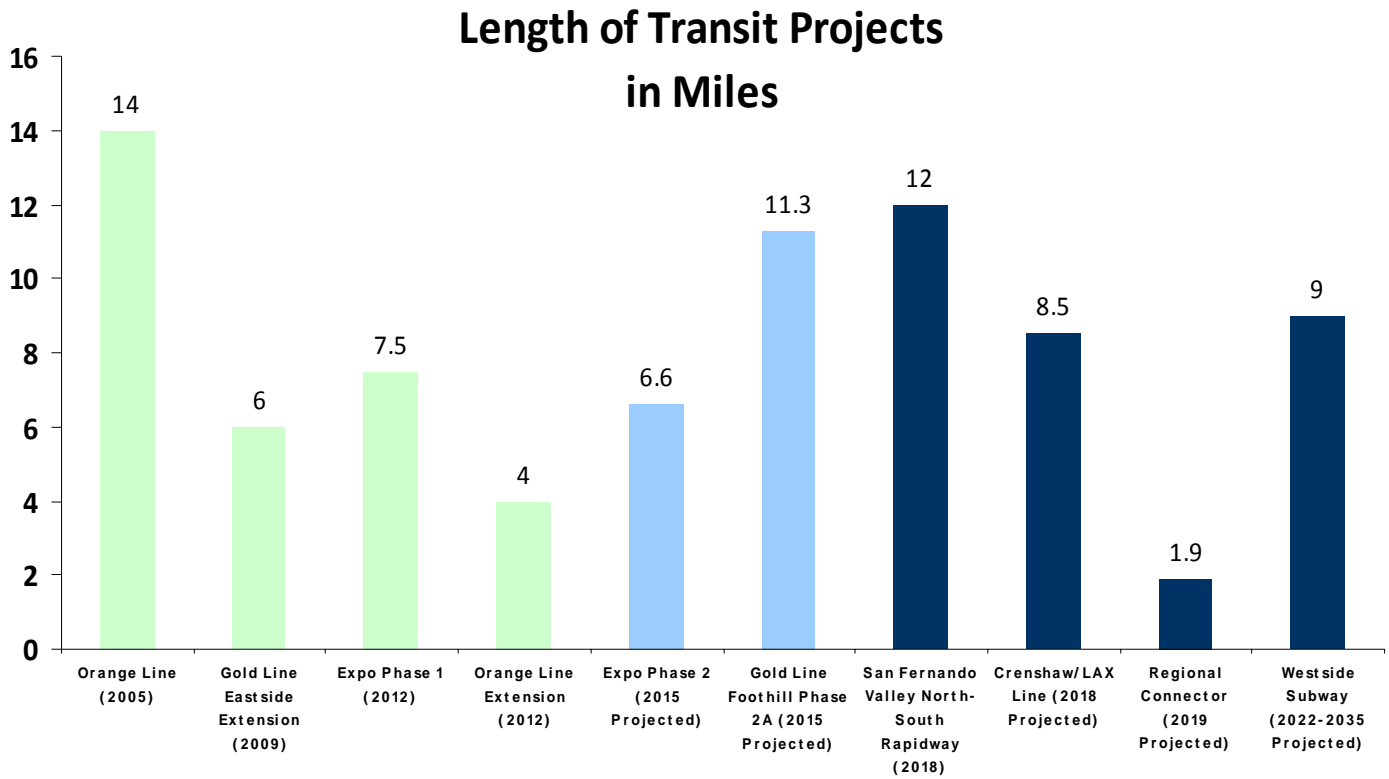
In 2005 Los Angeles' rail network only stretched from Downtown to Long Beach, from North Hollywood to Union Station, and from Union Station to Pasadena. Today, you can Go Metro to Chatsworth, Culver City or East LA. And there's much more to come. With these extensions, Metro Rail ridership has rocketed with a 12% increase in weekday trips in 2012. Now, Angelenos take over 9 million trips on Metro Rail each month, and 29 million trips system-wide.

Today, we're building a 21st Century transportation system that's providing traffic relief and putting people back to work.

¹\$40 billion in projected revenue combined from Measure R (\$36b), Prop 1B state grant (\$4b), ARRA funding (\$800m) and other federal and state grants.

TRANSPORTATION

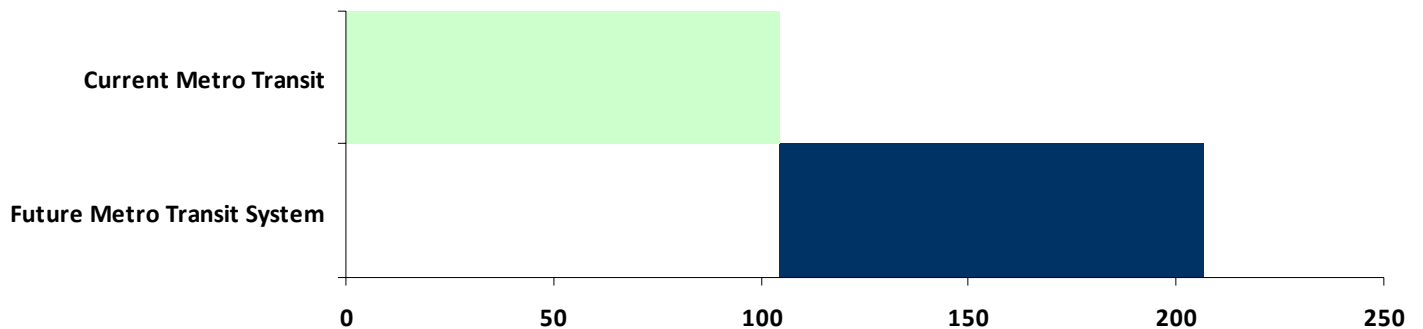
KEY OUTCOMES



Above: Miles of transit added since 2005 (green); miles of transit under construction (light blue); and future miles of four key transit projects in the City of Los Angeles (dark blue).

Below: Over the course of the Measure R transit expansion program, the countywide transit system will roughly double in size.

Size of Current and Future Metro Rapid Transit System in Miles



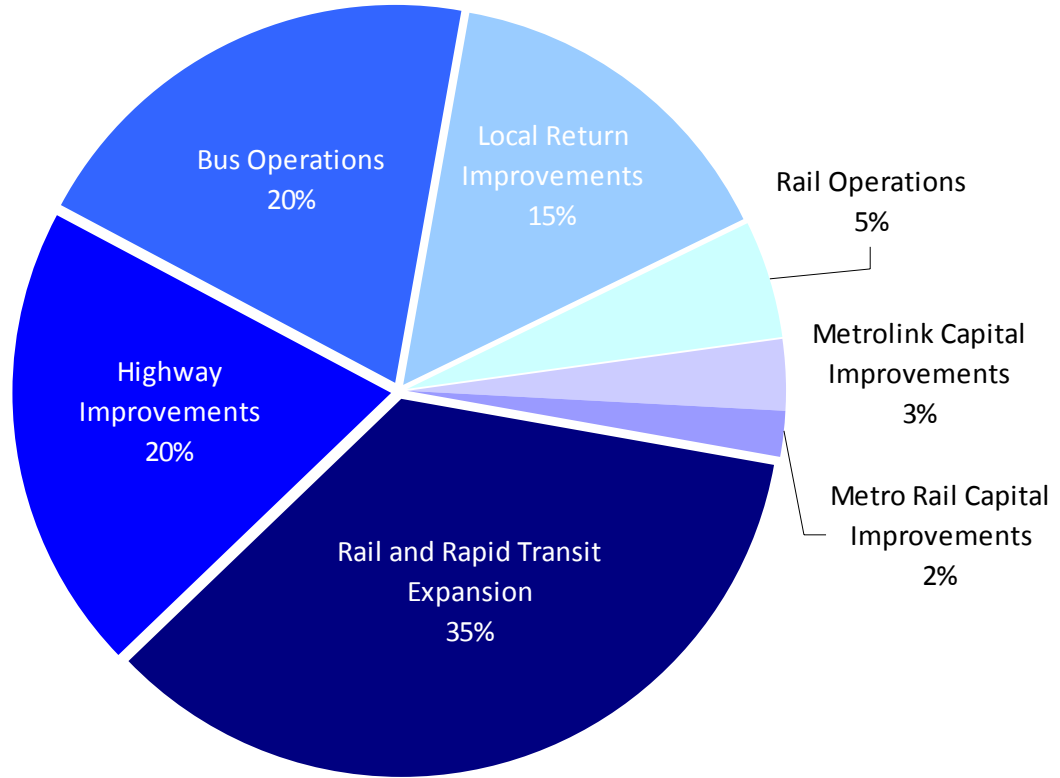
TRANSPORTATION

GOALS	ACTIONS	MILESTONES
EXPAND THE REGIONAL TRANSIT NETWORK	Orange Line (Original)	<ul style="list-style-type: none"> Open Orange Line busway from Warner Center to North Hollywood (Oct 2005).
	Orange Line (Extension to Chatsworth)	<ul style="list-style-type: none"> Secure Metro Board approval of Chatsworth Extension (September 2006). Start of construction (June 2009). Complete project and start revenue service (June 2012).
	Gold Line (Eastside Extension)	<ul style="list-style-type: none"> Construction completion & revenue service start (November 2009).
	Gold Line (Extension to Azusa)	<ul style="list-style-type: none"> Complete construction.
	Expo Line (Phase 1)	<ul style="list-style-type: none"> Metro Board approves Environmental Impact Report (Dec 2005). Start of construction (September 2006). Complete construction and start revenue service to La Cienega/Jefferson station (April 2012). Complete construction and start revenue service to Culver City station (June 2012).
	Expo Line (Phase 2)	<ul style="list-style-type: none"> Environmental Impact Report approved by Expo Authority (February 2010). Design-build construction contract awarded (March 2011). Complete construction of Phase 2 from Culver City to Santa Monica.
	Westside Subway	<ul style="list-style-type: none"> Completed national safety tunneling panel assuring tunneling can be done safely (October 2005). Repeal of Federal funding ban on tunneling in Los Angeles (December 2007). Metro Board approval of alternatives planning study; Metro Board approval to proceed with Environmental report (January 2009). Obtain Metro Board approval of the EIR for nine-mile project (May 2012). Complete underground utility relocation at La Brea and Wilshire.
	Regional Connector	<ul style="list-style-type: none"> Complete draft Environmental Impact Report (September 2010). Metro Board approval of Environmental Impact Report (April 2012). Complete construction contract process.
	Crenshaw/LAX Line	<ul style="list-style-type: none"> Metro Board approval of Environmental Impact Report (Sept 2011). Start of construction contract process (Dec 2011). Secure \$545 million Federal TIFIA loan for Crenshaw Line Project (Sept 2012). Select contractor and begin construction.
	Wilshire BRT	<ul style="list-style-type: none"> Secure \$20 million in funding for the Wilshire Bus Only Lanes (completed). Complete EIR approval for the Wilshire Bus Only Lanes (August 2011). Design and construct the Wilshire Bus Only Lanes project.
	LAX Airport Connector	<ul style="list-style-type: none"> Begin planning study for the LAX Airport Connector project.
	Gold Line Eastside Phase 2	<ul style="list-style-type: none"> Prepare draft environmental impact report.
	Green Line South Bay Extension	<ul style="list-style-type: none"> Prepare draft environmental impact report.
	East San Fernando Valley Transit Corridor	<ul style="list-style-type: none"> Conduct an Alternatives Analysis of the various potential corridors for the route of the light rail or bus-rapid transit project.
Sepulveda Pass Transit Corridor	<ul style="list-style-type: none"> Conduct an initial systems study that identifies transit and/or highway concepts that could connect the San Fernando Valley to the Westside of Los Angeles via the Sepulveda Pass. 	
West Santa Ana Branch	<ul style="list-style-type: none"> Conduct a draft Alternatives Analysis examining various modes of transit for the corridor, including light rail, bus-rapid transit and maglev train (completed). 	

TRANSPORTATION

KEY OUTCOMES

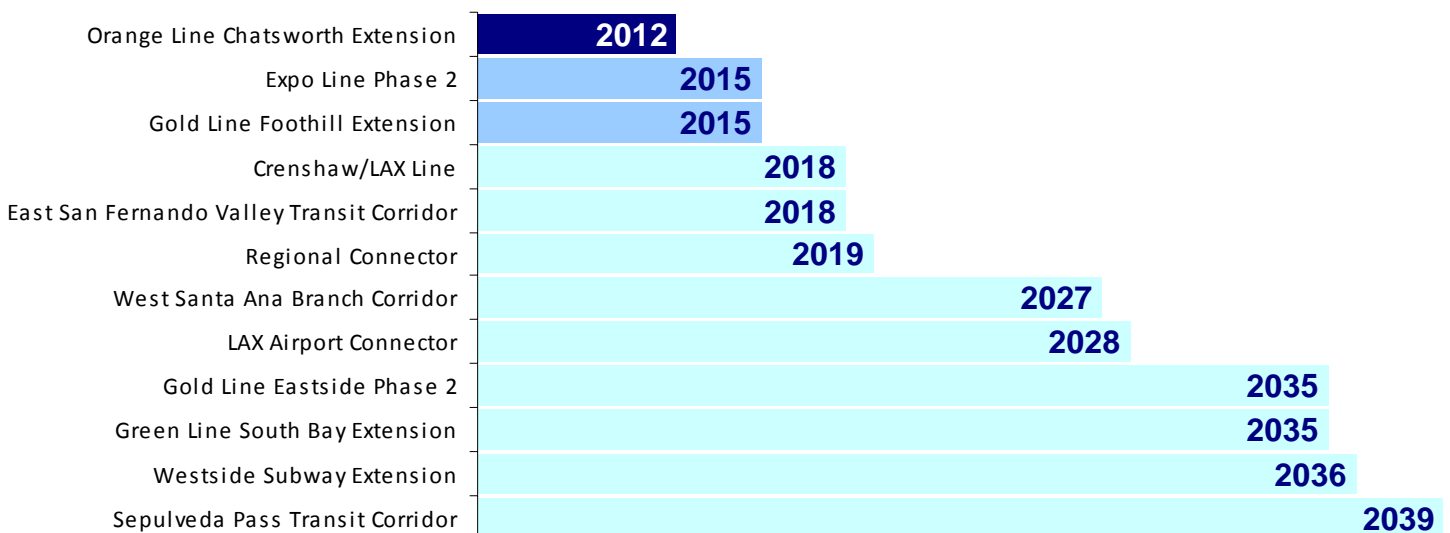
Measure R Funding



Above: Approved by over 67% of voters in 2008, Measure R is funding a countywide program of transit and highway investments totaling \$36 billion over 30 years.

Below: The expected completion date of each Measure R transit project.

Projected Opening Dates for Measure R Transit Projects



TRANSPORTATION

GOALS	ACTIONS	MILESTONES
SECURE FUNDING FOR TRANSPORTATION IMPROVEMENTS	Local (Measure R)	<ul style="list-style-type: none"> ■ Mayor introduces Measure R, a 30-year half-cent sales tax to fund the development and construction of transit projects in the LRTP (2008). ■ Metro Board approves Measure R plan & defines projects (July 2008). ■ County Board of Supervisors approves Measure R places it on November 2008 ballot (August 2008). ■ Voter approval—Measure R is approved by 67.9% of County voters; 30 year half-cent sales tax to generate \$36 billion for transportation rail, highway and regional transportation improvements (November 2008). ■ The Metro Board of Directors adopts the Long Range Transit Plan (LRTP), a guiding document for transit in Los Angeles County (2009). ■ Freeze fares for 5 years for students, seniors and disabled patrons (November 2008).
	Local (Measure J)	<ul style="list-style-type: none"> ■ Mayor Villaraigosa introduces Measure J, a plan to extend the Measure R sales tax for an additional 30 years in order to accelerate construction of transit and highway projects (2012). ■ Metro Board approves 30-year half-cent sales tax extension to help accelerate Measure R projects (June 2012). ■ The State Legislature approves putting Measure J on the Los Angeles County ballot (August 2012). ■ County Board of Supervisors approve Measure J measure & place in November 2012 ballot (August 2012). ■ Governor signs law putting Measure J on the Los Angeles County ballot (September 2012). ■ Voter approval — Measure J does not meet required 2/3 vote threshold. Of all County voters, 65% voted yes to the measure, while 35% voted no.
	State (Proposition 1B)	<ul style="list-style-type: none"> ■ Voter approval — State voters approve Prop 1B; \$4 billion of transportation improvements (November 2006). ■ Secure \$1.2 billion for three major carpool projects in LA County (I-405 Sepulveda, I-5 Orange County Line, I-5 San Fernando Valley North) (November 2006). ■ Secure \$150 million to 100% synchronize all traffic signals in the City (November 2006).
	Federal American Recovery and Reinvestment Act (ARRA)	<ul style="list-style-type: none"> ■ Obtain \$130 million in ARRA funding for infrastructure projects, including street resurfacing, new traffic signals, rail crossings and purchase of City natural-gas fueled buses service.
	Federal (30/10 Plan)	<ul style="list-style-type: none"> ■ Develop the “30/10” financing initiative to accelerate construction of 12 major Metro transit projects in ten years instead of three decades by using local funds as collateral for long-term federal funding (bonds and loans). ■ Implement 30/10 — Faced challenges with existing federal funding tools (bonds and loans).

TRANSPORTATION

GOALS

ACTIONS

MILESTONES

SECURE FUNDING FOR TRANSPORTATION IMPROVEMENTS (CONTINUED)

Federal (America Fast Forward)

- Create American Fast Forward (AFF) – a bipartisan coalition of mayors, business, labor, environmental, and community leaders – to advocate for the creation of federal financing tools that cities and states could access for transportation infrastructure.

- Identify possible financing tools — AFF Coalition supports two key financing tools:
 - 1) Qualified Transportation Improvement Bonds (QTIB): a new category of taxable bond that could be issued by state, local or other eligible issuers where the federal government would subsidize most or all of the interest cost through granting investors annual tax credits in lieu of interest.
 - 2) Transportation Infrastructure Finance and Innovation Act (TIFIA): Expand TIFIA funding over the current \$122 million level.

- Build Congressional support — AFF received bipartisan support from key Congressional leaders: Senator Barbara Boxer (Democratic Chair of Senate EPW Committee) and Representative John Mica (Republican Chair of House Transportation Committee).

- Build widespread support — AFF received support from national bipartisan leaders: US Chamber President Tom Donohue; AFL-CIO President Richard Trumka; and over 140 mayors.

- Ensure that QTIB is included in the Surface Transportation Bill — QTIB failed to receive Congressional support and is not included in the Surface Transportation Bill.

- Ensure that TIFIA is included in the Surface Transportation Bill — TIFIA receives Congressional support and is included in the Surface Transportation Bill.

- Mayor meets with President Obama, US Transportation Secretary LaHood and over 50 members of Congress to build support for AFF.

- **Congressional approval — The Surface Transportation Bill passes Congress (House: 373-52; Senate: 74-19) and includes America Fast Forward, which provides the following financing tools for cities and states:**
 - Expands funding for TIFIA to \$750 million in FY 2013 and \$1 billion in FY 2014.
 - Increases the share of project costs that TIFIA can cover from 33 percent to 49 percent
 - Enables US DOT to make loans to a group of related projects
 - Authorizes US DOT to make upfront conditional commitments to projects through Master Credit Agreements making TIFIA assistance more predictable for larger, multi-year phased capital programs.
 - Authorizes US DOT to allow limited interest rate buydowns.
 - Provides \$105 billion (roughly \$54 billion per year) for the nation’s surface transportation programs.

- **Presidential Approval — The Bill is signed into law on July 6, 2012.**

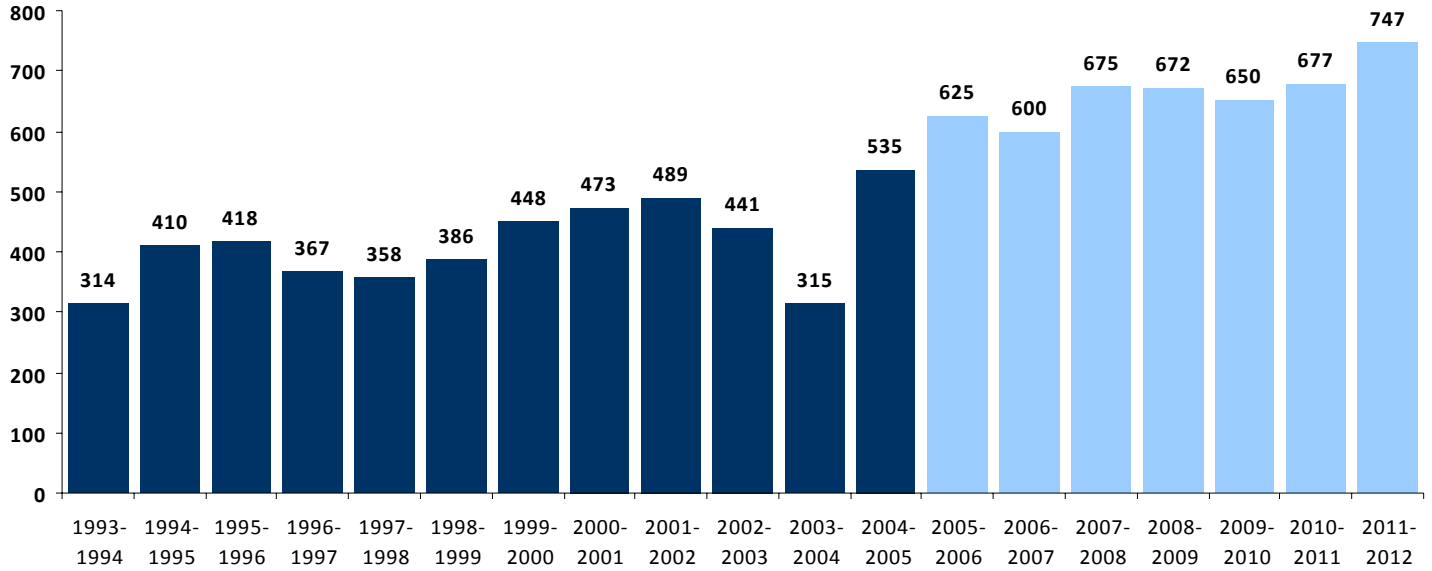
TRANSPORTATION

GOALS	ACTIONS	MILESTONES
COMMUTER RAIL IMPROVEMENTS	Leadership	<ul style="list-style-type: none"> ■ Appoint Richard Katz & Jaime de la Vega to Metrolink Board after September 2008 crash in Chatsworth (September 2008).
	Other Safety Measures	<ul style="list-style-type: none"> ■ Begin safety measures including second set of eyes, inward facing cameras (first in nation), increase oversight and interim automatic train stop (October 2008).
	Positive Train Control	<ul style="list-style-type: none"> ■ Begin collision avoidance technology, or "Positive Train Control" (PTC), program (post Chatsworth crash, 2008). ■ Begin testing PTC technology in conjunction with the Federal Railroad Administration (September 2012). ■ Secure \$211 million in local, state, and federal funding for PTC program budget.
	High Speed Rail	<ul style="list-style-type: none"> ■ Secure \$900 million in HSR funds for commuter rail system improvements in Los Angeles County (August 2012).
	Metrolink Locomotive Upgrades	<ul style="list-style-type: none"> ■ Secure \$60 million in State Prop 1A bond funds to upgrade Metrolink locomotives and cars (August 2012).
	Metrolink Grade-Crossing Improvements	<ul style="list-style-type: none"> ■ Secure state funding — State approves \$7.8 million for Metrolink grade crossing safety improvement projects for safer communities (September 2012). ■ Of the five approved improvements/enhancements, two are in the City of Los Angeles (\$1.8 million) for the Branford Street Grade-Crossing Project and the Metrolink's Woodley Avenue Grade-Crossing Safety Improvement Project.
	Passenger Safety Upgrade	<ul style="list-style-type: none"> ■ Complete the conversion of 85% of Metrolink's fleet to safest passenger cars (2012). ■ Implement "Fuel Conservation Program" to prevent excessive locomotive idling reduction to reduce fuel consumption & emissions (July 2010).
	Commuter Rail Sustainability / Service	<ul style="list-style-type: none"> ■ Metrolink adds "Bike Cars" on select trains to make it easier for bicyclists to bring their bikes on trains (2011).
	Union Station	<ul style="list-style-type: none"> ■ Complete Los Angeles Union Station master plan.

TRANSPORTATION

KEY OUTCOMES

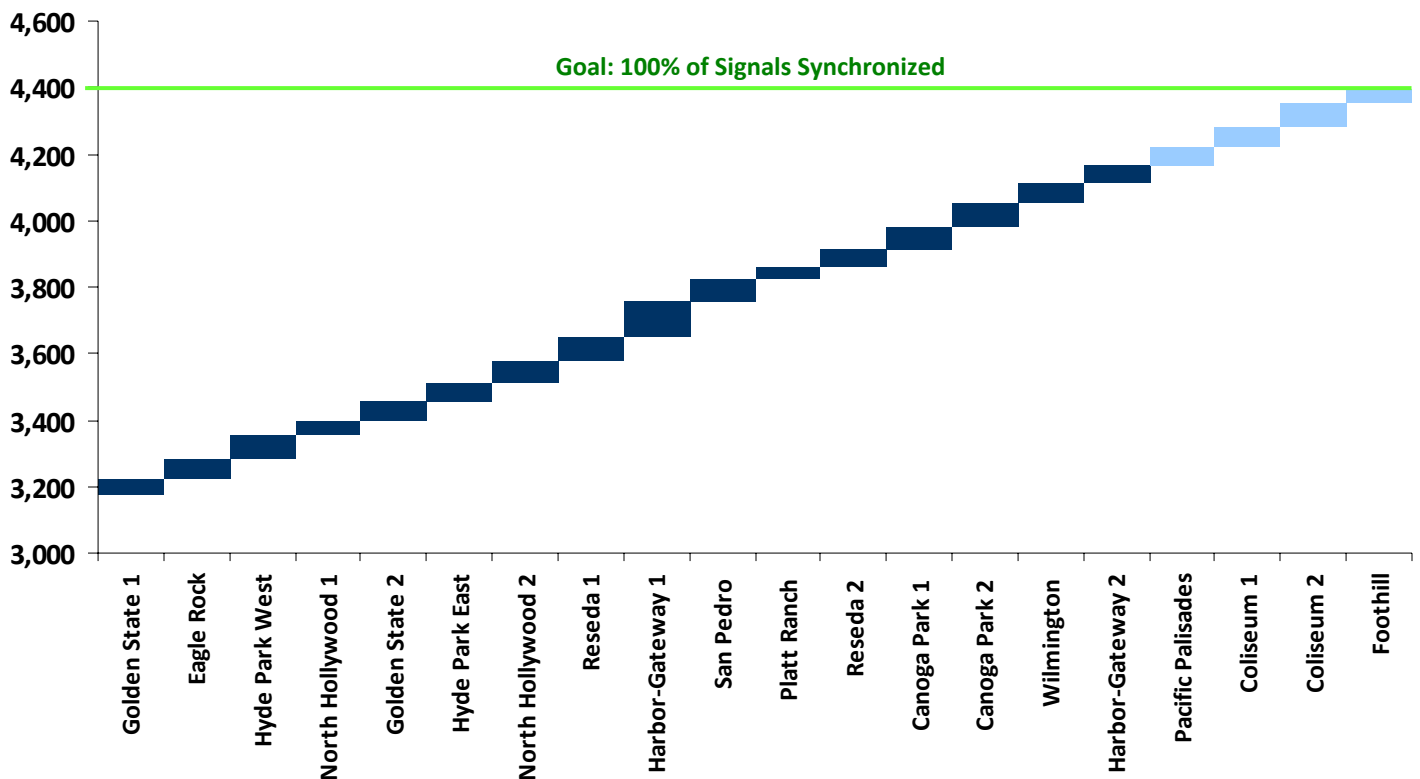
Miles of Street Repaired from 1993 to 2012



Above: In each of the last seven years, the City has maintained more miles of city streets than in any of the previous 12 years. The City set an all-time record by preserving 747 miles of streets in Fiscal Year 2011-2012.

Below: By the end of January 2013, the City will have synchronized all of the intersections in Los Angeles. Four districts (shown in light blue) are currently having their signals synchronized.

Signal Synchronization Status by Region (Intersections Synchronized)



TRANSPORTATION

GOALS	ACTIONS	MILESTONES
IMPROVE CAPACITY & TRAFFIC FLOW ON CITY STREETS & FREEWAYS	Add Northbound carpool lane to I-405 through the Sepulveda Pass	<ul style="list-style-type: none"> ■ Secure \$730 million in Proposition 1B funding for I-405 Sepulveda Pass Improvements Project (Sept 2008). ■ Secure Metro Board approval of \$1 billion contract (April 2009). ■ Start construction (June 2009). ■ Begin major construction with the demolition of half of the Sunset Boulevard Bridge (May 2010). ■ Demolish both sides of the Mulholland Boulevard Bridge ("Carmageddon I and II" - July 2011 and September 2012). ■ Complete addition of the carpool lane.
	Congestion Pricing	<ul style="list-style-type: none"> ■ Secure \$210 million Federal grant to implement ExpressLanes, a voluntary toll lane project on stretches of I-10 and I-110 (December 2008). ■ Secure Metro Board approval of Environmental Impact Report for ExpressLanes project (August 2010). ■ Begin construction on ExpressLanes project along I-10 and I-110 (July 2011). ■ Open ExpressLanes on I-110 to the public (November 2012). ■ Launch LA Express Park, first dynamic pricing program for on-street parking in City (May 2012).
	Improve Traffic Flow along City Streets	<ul style="list-style-type: none"> ■ Secure \$150 million in California state Proposition 1B funds to complete citywide signal synchronization (October 2007). ■ Complete synchronization of 100% of the 4400 signalized intersections citywide (January 2013). ■ Implement "Tiger Teams" to cite illegally parked cars on major City streets (May 2008).
	Improve Condition of City Streets	<ul style="list-style-type: none"> ■ Increase in annual miles of pavement preservation from 535 to 625 (July 2005 to June 2006). ■ Increase annual miles of pavement preservation further to 675 (July 2007 to June 2008). ■ Complete four-year, million pothole initiative (Feb 2009). ■ Obtain ARRA funding for resurfacing of 100 miles of major streets (July 2009). ■ Set all-time record for annual miles of pavement preservation: 747 miles (July 2011 - June 2012). ■ Retrofit all traffic and pedestrian crossing signals across the City with LED lights (June 2011). ■ Develop and implement "Iconic Streets" program to pave longer stretches of major boulevards.
	Operation Bottleneck Relief	<ul style="list-style-type: none"> ■ Re-time 100 congested intersections in the City; 29% average delay reduction and over 900,000 hours saved/year (May 2006).
	Rush Hour Construction Ban	<ul style="list-style-type: none"> ■ Implement initiative to ban all construction during morning and afternoon rush hours (July 2005).

TRANSPORTATION

PROPOSED DESIGN



© 2008 Fentress Architects | Los Angeles World Airports. All Rights Reserved.

Above/Below: Renderings of the new LAX Tom Bradley International Terminal.



© 2008 Fentress Architects | Los Angeles World Airports. All Rights Reserved.

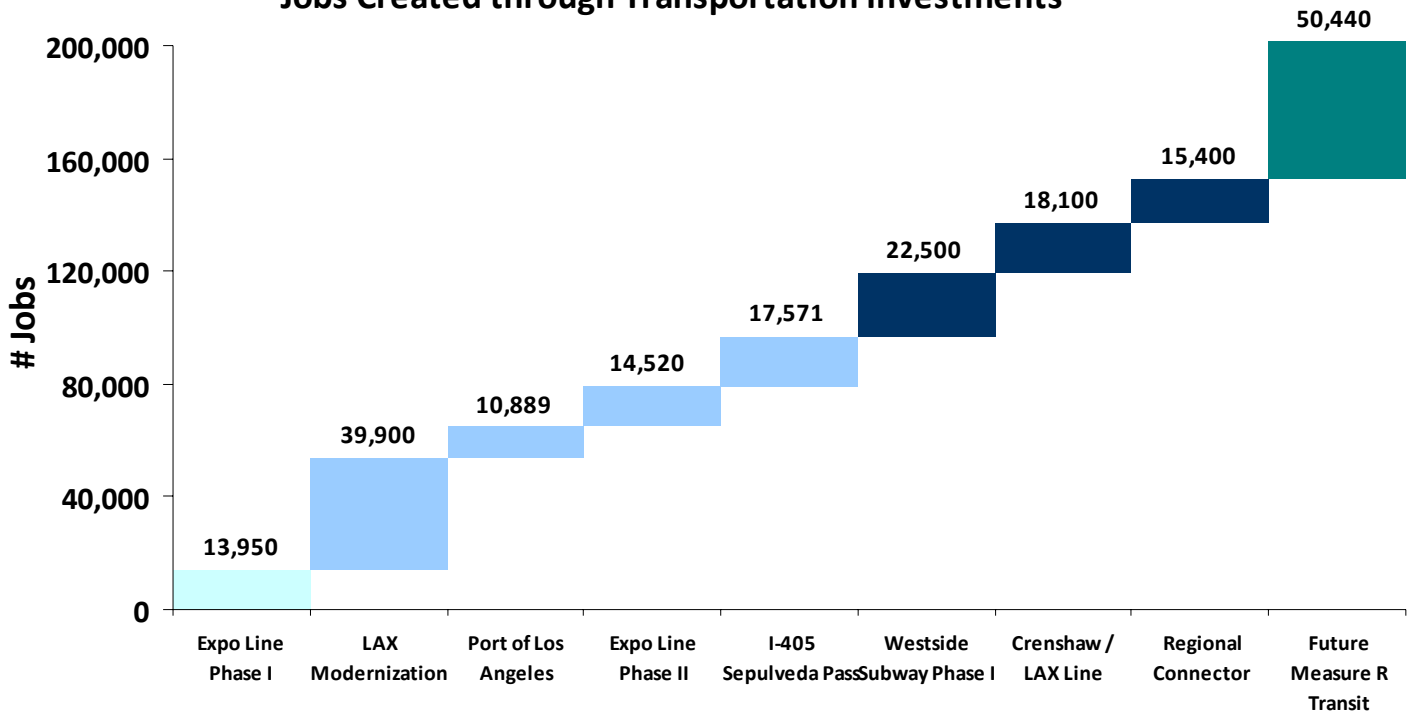
TRANSPORTATION

GOALS	ACTIONS	MILESTONES
MODERNIZE LAX AND LA AIRPORTS	Modernize Los Angeles International Airport	<ul style="list-style-type: none"> ■ Lift construction moratorium — Mayor brokers an agreement with communities surrounding LAX to allow the first LAX modernization program since 1984 (December 2005). ■ Commence multiple modernization projects (January 2006).
	Modernize Central Terminal Area	<ul style="list-style-type: none"> ■ Begin work on expansion of Tom Bradley International Terminal with Bradley West Great Hall and Gate Concourse (February 2010). ■ Complete work on new Central Utility Plant. ■ Virgin America upgrade to Terminal 3 (December 2008). ■ Open Alaska Airlines upgrade to Terminal 6 (March 2012). ■ Improve terminal facades and lighting. ■ Finish roadway repairs. ■ Begin Southwest Airlines upgrade to Terminal 1. ■ Open Westfield concessions in Tom Bradley International Terminal Great Hall. ■ Open other new concessions in LAX terminals. ■ Install in-line baggage in Tom Bradley International Terminal (December 2009).
	Modernize LAX Airfields	<ul style="list-style-type: none"> ■ Realign South Airfield and add Center Taxiway (June 2008). ■ Add or upgrade multiple taxiways. ■ Install Runway Status Lights - phase 1 completed (April 2009).
	Long-Term LAX Modernization	<ul style="list-style-type: none"> ■ Prepare Specific Plan Amendment Study (SPAS) and Draft EIR (November 2010- July 2012). ■ Complete SPAS Final EIR.
	Ontario Airport Upgrades	<ul style="list-style-type: none"> ■ Complete runway modernization (July 2006). ■ Complete in-line baggage installation (April 2009).
	Ontario Airport Management	<ul style="list-style-type: none"> ■ Receive "Expressions of Interest" from outside firms (February 2011). ■ Chief Administrator's Office issues report on selling Ontario International Airport
	Van Nuys Airport Modernization	<ul style="list-style-type: none"> ■ Adopt master plan (January 2006). ■ Complete main runway reconstruction.
	Van Nuys Airport Operational Improvements	<ul style="list-style-type: none"> ■ Approve Noisy Aircraft Seven-year Phase-Out (October 2010).
	Palmdale Airport Operations	<ul style="list-style-type: none"> ■ United Airlines service to San Francisco (July 2007-December 2008).

TRANSPORTATION

KEY OUTCOMES

Jobs Created through Transportation Investments

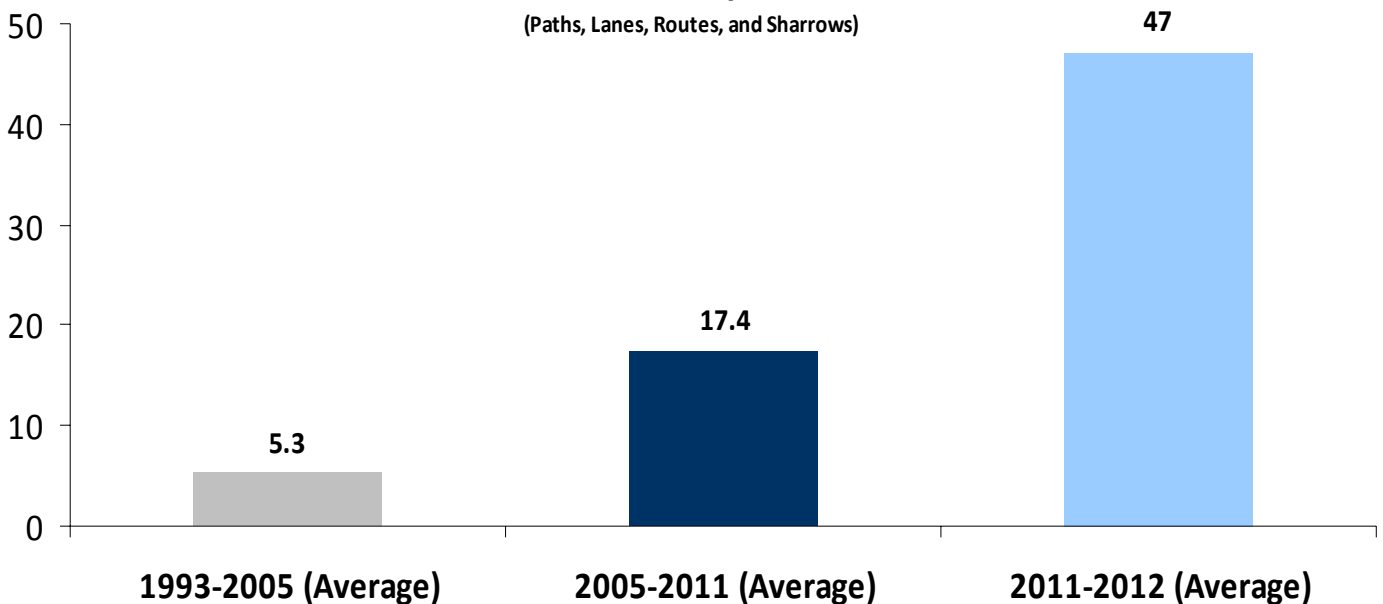


Above: Billion-dollar megaprojects are underway at the Port of Los Angeles, LAX and the I-405 Freeway. These projects and Metro's Measure R rail projects within the City will create approximately 200,000 jobs according to a study by the Los Angeles Economic Development Corporation.

Below: The Mayor pledged to install 40 miles of bikeways each year starting in 2011. The City is exceeding this goal.

Miles of Bikeways Installed

(Paths, Lanes, Routes, and Sharrows)



TRANSPORTATION

GOALS	ACTIONS	MILESTONES
SUSTAINABLE TRANSPORTATION OPTIONS & JOBS	Greening The City's Fleet	<ul style="list-style-type: none"> ■ Retire the last Metro diesel bus; Metro becomes the first agency in the U.S. to run the entire fleet on clean fuel (January 2011). ■ Begin contract to fully convert diesel City buses (DASH & Commuter Express) to clean-burning compressed natural gas (April 2012). ■ Convert of 100% of the City's Taxi Fleet to hybrid electric vehicles.
	Green Construction Equipment Policy	<ul style="list-style-type: none"> ■ Approve Metro Green Construction Policy on all County transportation projects (December 2011).
	Bicycle Improvements	<ul style="list-style-type: none"> ■ Approve Bicycle Master Plan (March 2011) — includes installation of 40-plus miles of mile lanes per year. ■ Begin bike sharing initiative development through private partnership at no cost to City (April 2012). ■ Complete bicycle-friendly improvements along Yucca Street (September 2012).
	Diagonal Crosswalks	<ul style="list-style-type: none"> ■ Install 10 new diagonal crosswalks to improve pedestrian safety.
	Pedestrian Improvements	<ul style="list-style-type: none"> ■ Open Sunset Triangle pedestrian plaza in Silver Lake neighborhood (March 2012). ■ Hire two expert pedestrian coordinators at LADOT (September 2012).
	Expand Alternative Transportation Options	<ul style="list-style-type: none"> ■ Launch car share pilot program (December 2010).
	Increase Street Safety	<ul style="list-style-type: none"> ■ Secure funding for the City's Safe Routes to School Master Plan (March 2011). ■ Obtain passage of a bicyclist anti-harassment ordinance in the City of Los Angeles (July 2011).
	Jobs and Housing around Transportation	<ul style="list-style-type: none"> ■ Coordinate with Metro and developers to jointly develop housing and commercial projects around several transit stations. ■ Develop and update land-use plans for future development along under-construction rail lines in Los Angeles. Funding from Metro secured for Expo Phase 2 and Crenshaw/LAX Lines (October 2011), more applications in progress. ■ Create Transit Corridors Cabinet to better coordinate City's internal transit orientation efforts with Metro's regional transportation network.
	Project Labor Agreement Policy	<ul style="list-style-type: none"> ■ Approve Metro Project Labor Agreement Policy to hire workers in high unemployment areas in Los Angeles County for all Metro construction projects (January 2012).



The City of Los Angeles *Progress Report on Transportation*
was prepared by the Office of Mayor Antonio R. Villaraigosa.

November 2012

