



Mobility 21

LA COUNTY MOVING TOGETHER

Mobility 21 Coalition Achievements 2004

PRESENTED BY

STRATEGIC PARTNER



Los Angeles Area
Chamber of Commerce



Metro
Los Angeles County
Metropolitan Transportation Authority



Automobile Club
of Southern California



MOBILITY 21 COALITION

OVERVIEW

Mobility 21 was created in 2002 to bring together leaders from transportation, government, business, labor and the community to develop and advocate solutions to the transportation issues facing Los Angeles County. Members of the Mobility 21 Coalition have made their voices heard in Sacramento and Washington D.C. as advocates for more investment in transportation for the county. Mobility 21 is led by the Los Angeles Area Chamber of Commerce and the Los Angeles County Metropolitan Transportation Authority in partnership with the Automobile Club of Southern California.

WHY YOU NEED TO JOIN MOBILITY 21

The six county Southern California region will experience tremendous population growth in the years ahead. By 2030, the region's population is projected to increase by 38%, or 6.3 million people, 2.7 million jobs will be created, and 2.1 million additional households will be formed. Every mode of our transportation system will be challenged to accommodate this growth and every person in Los Angeles County needs to be engaged in this discussion to ensure that our buses, rail lines, freeways, local streets, goods movement facilities, and ports are adequately funded, improved and expanded. The Mobility 21 Coalition works to ensure that adequate resources are provided by the state and federal governments to build and maintain transportation projects and services.

MISSION STATEMENT

The Mobility 21 Coalition is a countywide nonpartisan organization of transportation stakeholders and their representatives. The Mobility 21 Coalition will educate and advocate for Los Angeles County's transportation priorities at the federal, state and local levels.

WHO NEEDS TO JOIN MOBILITY 21

Businesses
Chambers of Commerce
Cities
Community Based Organizations
Elected Officials
Environmental Groups
Health Care Providers
Labor Unions
Transportation Providers

PRIMARY GOALS

- Develop practical solutions to LA County's transportation challenges, including its sub-regions.
- Mobilize local support for Coalition priorities.
- Unite political leaders around common priorities for transportation.
- Identify additional transportation funds for the county's needs.
- Promote Coalition priorities at federal and state levels of government.

PRIMARY OBJECTIVES

The Mobility 21 Coalition will formulate and carry out an effective advocacy plan including but not limited to:

- Traveling to Washington, DC and Sacramento at least annually to advocate legislative and policy priorities determined at the Mobility 21 Summit.
- Communicating through regular action alerts, emails and newsletters to Coalition and Summit participants and other stakeholders on progress related to identified legislative and policy priorities.
- Educating government officials and the community at large on the importance of a united vision for transportation in LA County through regular contact and possibly seminars by coalition participants.



Mobility 21 Coalition

Name _____

Title _____

Business/Organization _____

Address _____

City, State, Zip _____

Phone _____

Fax _____

Email _____

Business/Organization Web Site _____

Number of Employees in your Business/Organization _____

Yes, I allow the Mobility 21 Coalition to use the name of my business/organization for coalition purposes.

Yes, I want more information on sponsoring Mobility 21 events, including the annual Transportation Summit, advocacy trips to Sacramento and Washington DC, and local coalition activities.

*Please return form to:
Mobility 21 Coalition
Los Angeles Area Chamber of Commerce
350 South Bixel Street
Los Angeles, CA 90017
Phone 213.580.7558
Fax 213.580.7511*

Mobility

2004 Mobility 21 Coalition Achievements

Advocacy in Washington DC: Members of the Mobility 21 Coalition traveled to Washington D.C. in May as part of the LA Area Chamber's annual advocacy trip, Access D.C. The coalition focused on the following key priorities:

- **Full Funding Grant Agreement for Metro Gold Line Eastside Extension:** Coalition members voiced their support for this important transit project that connects Union Station to Little Tokyo, Boyle Heights and East Los Angeles. Upon returning from Washington D.C. the Federal Transit Administration (FTA) approved \$490.7 million in federal funding for the 6-mile extension. Construction has started and service is expected to begin through one of the most densely populated areas of Los Angeles County in 2009.
- **TEA-21 Reauthorization:** The coalition supported efforts to secure the highest amount of funding possible for transportation in the reauthorization bill and to end the loss of funding to the Highway Trust Fund caused by the preferential tax treatment for gasohol. The group also advocated funding for 12 Regional High Priority Projects in Los Angeles County.
- **Fiscal Year 2005 Transportation Appropriations:** The coalition advocated funding for several highway, bus, rail, airport, port, and goods movement projects in the Fiscal Year 2005 Transportation Appropriations bills.

Advocacy in Sacramento: Members of the Mobility 21 Coalition traveled to Sacramento in March as part of the LA Area Chamber's annual advocacy trip, Access Sacramento. The coalition focused on the:

- Preservation of Proposition 42 revenues for transportation needs;
- Lowering the voter threshold for local transportation sales taxes; and
- Support for an additional one half-cent sales tax for Los Angeles County transportation needs.

Operation Traffic: Eight organizations, including the Los Angeles Metropolitan Transportation Authority and the Automobile Club of Southern California, have joined together to launch a campaign called **Watch the Road**. The campaign is designed to reduce the bad behaviors of roadway users in Los Angeles County that contribute to traffic crashes. It targets drivers, pedestrians and bicyclists, and its goals are to save lives, reduce injuries and relieve traffic congestion. Membership is collaborative and is open to all organizations - public, private and nonprofit. The campaign is slated to run for at least 18 months with campaign messages communicated via paid media, community outreach, school education and public awareness efforts.

Smart Growth Partnership: The Smart Growth Partnership concluded infill opportunities analysis for areas with redevelopment potential in the City of Hawthorne, Covina, and along a segment of Wilshire Corridor. The analysis identified specific barriers to infill development at each of these locations and identified solutions for promoting smarter growth in each of these areas that could be replicated throughout the region. Based on Partnership recommendations, a Smart Growth Internet resource website and a Local Government Assistance program have been developed that can help promote better planning that links growth with the transportation system.

Californian Transportation Commission (CTC) Reception: The Mobility 21 Coalition, along with coalition partners URS Corporation, Golden State Gateway Coalition, The MWW Group, and Unified Western Grocers Inc., hosted members of the California Transportation Commission in Los Angeles. Approximately 75 coalition members participated in the reception, emphasizing the importance of the state's investment in Southern California's transportation system to commission members.

Countywide Coalition Meetings: The Mobility 21 Coalition, through partnerships with the Valley Industry and Commerce Association (VICA) and the South Bay Area, Torrance, and Cerritos Chambers of Commerce, hosted four meetings in various parts of Los Angeles County. Each meeting attracted almost 100 representatives from local businesses, community groups, elected officials, and government. Additional meetings are planned for West Los Angeles and the San Gabriel Valley later this year.

Mobility



2004 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2004-01
January 13, 2004**

State Transportation Budget Resolution

Description: Resolution on proposed 2004 State Transportation Budget.

- WHEREAS, The Department of Finance has proposed reductions in spending for transportation programs in order to solve the state budget crisis
- WHEREAS, These reductions continue the practice of using transportation funds to solve the state's larger general fund deficits; and
- WHEREAS, Over \$2.5 billion has been borrowed from transportation funds; and
- WHEREAS, The California Transportation Commission has halted allocations and its most recent fund estimate indicates that its ability to approve new projects will be severely restricted by the continued transfer of transportation funds; and
- WHEREAS, The Department of Finance's reductions specifically propose cash management plans which could jeopardize the availability of future federal funds for California; and
- WHEREAS, These reductions will impact the implementation of transportation projects and programs that will improve Los Angeles County's economic growth and mobility including:
- Los Angeles County MTA and municipal operator operations,
 - Exposition Blvd. Light Rail Project,
 - I-5 widening from the Orange County line to Route 710
 - Alameda Corridor East grade separations,
 - Route 5 Carmenita Road interchange in Norwalk,

- Alternative fuel bus purchases,
- Improvements to the 101/405 interchange,
- Addition of HOV lanes along the I-10 from Route 605 to Route 57,
- Metrolink systemwide improvements; and
- Various other local roadway and traffic signal improvements

WHEREAS, Transportation plays a major role in the state economy, including the movement of people and goods, and should be a central part of the Governor's economic recovery program; and

WHEREAS, Los Angeles County has a critical role as a major international gateway for goods movement benefiting the state and the nation; and

WHEREAS, The proposed cuts in funding for transportation will compromise California's ability to secure a fair share of Federal funds as part of the congressional reauthorization of TEA 21; and

WHEREAS, California voters overwhelmingly approved Prop 42, which dedicated the sales tax on gasoline purchases for transportation purposes.

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

- Opposes the funding reductions proposed by the Department of Finance; and
- Continues to oppose the transfer of transportation funds to non-transportation purposes; and
- Will educate the Administration and members of the State Legislature about the importance of investing in our transportation system and how it impacts Los Angeles County's residents, businesses, and visitors; and
- Will communicate this resolution to the Governor and members of the State Legislature.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION THIS 13th DAY OF JANUARY, 2004



2004 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2004-02
March 3, 2004**

Transportation Equity Act for the 21st Century (TEA-21) Reauthorization Consensus Projects and Principles

Description: Resolution endorsing the State of California and Los Angeles County's Projects and Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)

WHEREAS, The Transportation Equity Act for the 21st Century (TEA-21), which authorizes federal funding for surface transportation programs and projects across the country, expired on September 30, 2003 and was extended by Congress to February 29, 2004; and

WHEREAS, In preparation for reauthorization, the Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed a list of major, regionally significant projects and a set of consensus principles that preserve and expand upon the successes of TEA-21; and

WHEREAS, At the November 18, 2002 Mobility 21 Transportation Summit, approximately 500 business, transportation, government, and non-profit leaders, as well as elected officials from across Los Angeles County, endorsed these projects and principles (Attachments A and B) and during the 2003 Mobility 21 summit these efforts were continued; and

WHEREAS, The United States House of Representatives will need to continue to acknowledge the important economic stimulus that Los Angeles County provides to the nation; and

- WHEREAS, Daily commute trips in the Los Angeles area will increase by 30% over the next two decades; and
- WHEREAS, The population of Los Angeles County will increase between 2.7 to 3.5 million people in the next 25 years necessitating a major investment in innovative transportation solutions; and
- WHEREAS, Three alternative versions of TEA-21 reauthorization are currently being debated in Congress; and
- WHEREAS, President Bush has sponsored HR 2088, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA) recommending a six-year funding level of \$256 billion; and
- WHEREAS, The Senate passed its version of the bill, S 1072, recommending a six-year funding level of \$318 billion; and
- WHEREAS, The House Transportation and Infrastructure Committee has introduced HR 3550, the Transportation Equity Act – A Legacy for Users (TEA-LU), recommending a six-year funding level of \$375 billion; and
- WHEREAS, Congress has passed a two-month extension of TEA-21 until April 30, 2004; and
- WHEREAS, Efforts are underway to ensure that if another TEA-21 extension is approved by Congress, language is included to allow states to maintain obligation authority to continue to fund local projects; and
- WHEREAS, Efforts are underway to end the loss of funding to the Highway Trust Fund caused by preferential tax treatment for gasohol and diversion of revenues collected for ethanol fuels. This results in California losing \$600 million annually in transportation revenues; and
- WHEREAS, Efforts are underway to develop a "Small Starts" category to fund bus rapid transit (BRT) and other appropriate small-scale fixed guideway projects as part of TEA-21 reauthorization; and
- WHEREAS, Securing a major amount of federal transportation-related assistance for Los Angeles County is paramount in developing solutions to improve the mobility of individuals, the strength of the economy, locally, state-wide and nationally, and the quality and integrity of our environment; and

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

- Endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the

21st Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County; and

- Supports efforts to secure the highest amount of funding possible for transportation in TEA-21 reauthorization; and
- Support efforts to end the loss of funding to the Highway Trust Fund caused by the preferential tax treatment for gasohol by allowing flexibility in oxygenate requirements while adhering to Clean Air Act standards, eliminating the ethanol tax preference, and ending the diversion of ethanol tax revenues to the general fund; and
- Supports efforts to ensure that if another TEA-21 extension is approved by Congress, language is included to allow states to maintain obligation authority to continue to fund local projects; and
- Supports and advocates efforts to secure funding for the following Regional High Priority Projects in TEA-21 Reauthorization:

Regional High Priority Projects
(not in priority order)

1. Alameda Corridor East: Construction Improvements and Traffic Light Synchronization and Upgrade
2. Los Angeles Eastside Light Rail Transit Project
3. Mid-City/Exposition Boulevard Light Rail Project from Downtown Los Angeles to Venice/Robertson
4. MTA Bus and Rail Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
5. Municipal Operators Bus Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
6. I-5 HOV Improvements from Route 134 to Route 170
7. I-5: Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line
8. I-405 Northbound HOV Lanes from I-10 to US 101
9. I-10 HOV lanes from I-605 to Route-57.
10. Green Line - Airport People Mover Intermodal Connection Project and FlyAway System Expansion with Remote Baggage Check-In Project

11. Non New Starts funding for the following Metrolink projects: track improvements on the 91/IEOC/Orange County lines; parking and station access improvements on the San Bernardino Line; and parking and electronic message signs at intermodal stations

12. I-710 Gateway Program (Gerald Desmond Bridge replacement and highway improvements)

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House Chairpersons and Ranking Members of the Transportation & Infrastructure committee and subcommittees, the Senate Chairpersons and Ranking Members of the Banking, Finance and Environmental Public Works committees and subcommittees and the President of the United States.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION THIS 3RD DAY OF MARCH, 2004

Attachment A

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

LOS ANGELES COUNTY PRINCIPLES FOR REAUTHORIZATION

The Transportation Equity Act for the 21st Century (TEA-21) will expire on September 30, 2003. This legislation will need to be re-authorized so as to provide federal funding for surface transportation programs and projects across the country. The Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed consensus principles and strategies that preserve and expand upon the successes of TEA-21 and that improve funding opportunities for transportation programs and projects in Los Angeles County.

BACKGROUND

On May 22, 1998, the Congress passed H.R. 2400 now known as TEA-21. TEA-21 is the landmark federal reauthorization act following the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). On June 9, 1998, then President Clinton signed the bill into law, and on July 22, 1998, signed a bill making technical corrections to TEA-21. Covering the six-year period that includes Federal Fiscal Years (FFY) 1998-2003, TEA-21 authorized \$41 billion for transit and at least \$175 billion in highway funding. Each federal fiscal year (FY) begins on October 1 and ends on September 30.

TEA-21 was enacted so as to build upon the initiatives that ISTEA established, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. This reauthorization act also combined the continuation and enhancement of successful funding programs with unprecedented provisions designed to guarantee \$198 billion in funding for continuing the rebuilding of the country's transit and highway systems.

Discussions already have begun nationwide on reauthorizing this important federal funding mechanism for transportation. The following principles were reviewed and approved by the MTA's transportation partners to provide a consensus position on TEA-21 Reauthorization for the Los Angeles region.

GENERAL PRINCIPLES

- Work closely with the MTA, Los Angeles County municipal operators and cities, the California Department of Transportation (Caltrans), the Southern California Regional Rail Authority (SCRRA/Metrolink), the Southern California Association of Governments (SCAG), and other local and regional transportation interests have worked together to develop a unified position on the TEA-21 Reauthorization, so that the transportation needs of Los Angeles County are represented fairly.
- Work closely also with federal, state, and other transportation stakeholders to advocate the unified Los Angeles County position on the TEA-21 reauthorization, so that the

transportation needs of Los Angeles County are well supported in Sacramento and in Washington, D.C.

- Preserve the successes of ISTEA and TEA-21 and improve funding and innovative financing techniques for California transportation programs and projects that help move people and goods efficiently and safely, particularly in Los Angeles County.
- Work with the Federal Government to ensure that homeland safety and security needs are addressed with funding and policies for transit and highway systems.
- Continue to transfer the Mass Transit portion of the federal gas tax into the Mass Transit Account of the Highway Trust Fund.
- Support transit and highway program structures by increasing formula and discretionary funding levels, by focusing on maintaining and improving infrastructure, and by emphasizing enhanced performance of our transit and highway systems.
- Encourage new funding for new projects that do not impact existing programs.
- Continue to ensure balanced investments in transit systems, intermodal projects, highways, non-motorized facilities, bridges, bikeways, transportation demand management and ridesharing.
- Provide additional funding for system preservation, maintenance needs, and rehabilitation/renovation programs.
- Maintain funding flexibility needed by implementing agencies, as with Surface Transportation Program (STP) funds, to better address particular priorities of their surface transportation network, with a particular emphasis on funding transportation-related aspects of federal mandates such as the Americans with Disabilities Act (ADA), the Clean Air Act (CAA), and the National Environmental Policy Act (NEPA).
- Continue provisions for guaranteed funding levels and maintain the TEA-21 enacted federal budget "firewalls" that protect transportation-related revenues from being diverted to other uses.
- Ensure that high priority funded projects do not reduce the amount of formula funds returned to the State.
- Continue the Revenue Aligned Budget Authority (RABA) provision, but seek changes so that RABA funds are authorized and distributed consistent with the historical split of gas tax proceeds to the Highway and Mass Transit Accounts.
- Increase Minimum Guarantee status beyond current level of 90.5% for donor states.
- Change Minimum Guarantee program so that funds generated are provided as STP funds and sub-allocated to local jurisdictions if determined by the MTA Board after annual review.

- Maintain direct links between annual generations from the Highway Trust Fund (HTF) and the Mass Transit Account with those annual appropriations that dedicate transportation revenues for transportation purposes; spend down unobligated HTF balances over time.
- Address funding problems created by current un-funded federal mandates by eliminating or reducing those mandates or substantially increasing the funds available to address them.
- Streamline and expedite processes for addressing environmental review requirements, including federal certification of state environmental processes for federal environmental clearances, such as allowing the California Environmental Quality Act to serve as the equivalent of a federal environmental clearance.
- Expedite the metropolitan and statewide transportation planning processes even further, and continue to stress the importance of including all transit, bikeway, pedestrian and highway stakeholders.
- Ensure transportation planning efforts are compatible with regional and local economic development plans and land use.
- Provide sufficient funding for safety, bicycle and pedestrian improvements so as to facilitate implementation of master and regional plans.
- Encourage use of alternative fuel vehicles that protect and improve air quality to reduce pollution in cities throughout the country.
- Encourage demonstration projects that promote new technology for all modal needs and uses, in particular showcase projects.
- Provide Federal funding for improvements to the nation's most important international harbors and airports to enhance their security and to improve circulation and delivery reliability near these strategic resources, sometimes referred to as "Global Gateways".

TRANSIT PROGRAMS

- Provide federal funding for transit projects and programs in Los Angeles County (LAC) over the next six years, as identified in the MTA Long Range Transportation Plan, which includes the needs of the MTA, LAC municipal operators, cities, ASI, paratransit operators, and the SCRRA (Metrolink).
- Include a provision that clarifies the status of the remaining TEA-21, Section 5309 New Starts balance of \$645 million for the Los Angeles Metro Rail Red Line MOS-3 Project. (The provision would clearly provide for making the \$645 million balance available for the Los Angeles Eastside Light Rail Project and the Los Angeles Mid-City/Exposition Boulevard Light Rail Project)

- Increase Section 5309 New Starts funding for New Fixed Guideway systems and expansions within Los Angeles County.
- Increase Section 5309 Bus and Bus Facilities/Section 5308 Clean Fuels funding for bus purchases and other bus-related capital activities and needs of Los Angeles County transit operators.
- Increase Section 5307 Urban Formula funding for transit capital and preventive maintenance needs of Los Angeles County transit operators.
- Increase Section 5309 Fixed Guideway Modernization funding for enhancement and expansion of fixed guideway systems in Los Angeles County.
- Increase Section 5310 funding for countywide paratransit capital needs and the growing needs of the elderly and disabled population.
- Establish a flexible federal funding program for Bus Rapid Transit (BRT) projects.
- Allow federal formula transit funding to flow to states and localities as with federal highway funding, which does not have to go through an annual appropriations process.
- Oppose any federal transit funding limit or "cap" on formula and/or discretionary federal transit funds for individual states.
- Identify additional funding for transit systems in urban areas that provide access to employment and relieve congestion.
- Focus additional funding on transit expansion projects, specifically on portions of the transportation systems that are most strained by through trips, feeder trips, and peak hour demands.
- Support and protect transit speed improvements such as peak-period lanes, traffic signal preferences, express services, and transit station/stop improvements aimed at increasing and protecting transit speeds on congested corridors.
- Preserve current funding split between New Starts, Fixed Guideway Modernization, and Bus Discretionary programs.
- Provide specific timetables for or otherwise streamline the Federal Transit Administration (FTA) New Starts evaluation and project development process.
- Modify New Starts mobility evaluation criteria to allow more emphasis and weight on the benefits of greater travel speeds, travel time savings and other improvements that support existing and new ridership.
- Maintain no less than a 60% federal share for New Start Projects, and promote equity between transit and highway funding.

- Continue and expand definitions to allow all transit and facility maintenance to be defined as "preventive maintenance," which is eligible for federal transit capital funds.
- Allow federal transit capital funds to be used for all transit safety and security activities.
- Eliminate the FTA 5-year period of performance limitation for: 1) equipment and systems contracts carried out for constructing new fixed guideway projects, and; 2) operating service and maintenance contracts.
- Continue to encourage and increase tax-free benefits to promote all forms of ridesharing.
- Support efforts to further streamline the flexible funding process, such as for CMAQ and RSTP funds.
- Support efforts to streamline the federal auditing process, including provisions to allow concurrent state and federal audits.
- Support efforts to streamline federal charter regulations to provide more flexibility to transit systems (state regulations may apply).

HIGHWAY PROGRAMS

- Provide federal funding for Los Angeles County highway projects and programs over the next six years, as identified in the MTA Long Range Transportation Plan and plans developed by Caltrans, the cities, and the County of Los Angeles.
- Increase funding significantly for core highway programs, including the National Highway System (NHS), Interstate Highway Maintenance (IHM), Surface Transportation Program (STP), and Bridges; and maintain only those federal highway discretionary programs currently in statute.
- Increase Surface Transportation Program (STP) funding for the Regional Improvement Program and other regional discretionary programming, including set-asides for safety and enhancements.
- Increase Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding for regional discretionary programming; and maintain current emphasis on air quality.
- Increase the flexibility for using CMAQ funds by: (1) providing that CMAQ funds can be used for transit service expansions and enhancements that produce quantifiable air quality benefits, in addition to current eligible use for new services; and (2) eliminating the current 3-year limitation on the use of CMAQ funds to pay for operating costs of new or expanded transit services, provided that the services funded continue to provide quantifiable air quality benefits.

- Continue flow of federal highway funds to metropolitan transportation organizations to ensure direct decision-making by regional governments with adequate local representation.
- Emphasize the need to enhance and expand the existing highway system to reduce congestion and improve mobility with emphasis on local interstate freeways of national significance.
- Increase funding and continue Intelligent Transportation Systems (ITS) programs for freeways, "SMART corridors" and major arterial corridors, including their research, development, implementation and integration elements.
- Eliminate the current 3-year limitation on the use of CMAQ funds to pay for operating costs of new or expanded ITS.
- Provide funding for a congestion relief program on arterial highways that improve access to the regional freeway system.
- Provide funding for programs related to incident management and patrol teams for freeways.
- Develop partnership for soundwall program efforts that involve research and design, high-tech solutions and comprehensive capital funding needs.
- Continue to encourage and increase tax-free benefits to promote vanpool ridership.
- Work with Caltrans to promote pilot projects to develop flexible design standards for freeway ramps in urban areas that acknowledge limited availability of land and neighborhood livability, including adequate streetscape/landscape.
- Provide funding to protect critical transportation infrastructure including freeway interchanges, bridges and underpasses and entries to national intermodal and multimodal facilities.
- The public safety aspects of grade separation projects should be specifically referenced.

COMMUTER RAIL/RIDESHARE PROGRAMS

- Provide increased federal funding, either through existing categories or new ones, that would allow commuter rail operators to finance their capital needs for service enhancement and expansion that includes improvements to stations, right-of-way (including double-tracking, track capacity, expansion and electrification), equipment, and facilities.

- Provide funding for acquisition, development and operation of park-n-ride and intercept parking lots along freeway corridors, or convenient to express transit services or those providing access to rail transit stations.

PEDESTRIAN/PUBLIC SAFETY

- Provide increased federal funding for projects that promote improved pedestrian access, particularly to schools and transit facilities.
- Provide increased federal funding for public safety programs related to grade separation projects and pedestrian access improvements, particularly schools and other public places.

BIKEWAY PROGRAMS

- Emphasize the need to enhance the bikeway systems to reduce congestion, improve mobility and air quality.
- Provide funding to complete regional and local bikeway systems to ensure connectivity.
- Provide funding to create the infrastructure needed to ensure access to bicycle storage (bicycle lockers, racks, and bike stations) at critical destination sites such as major employers, government centers and transit centers.
- Encourage tax-free benefits to promote bicycle ridership as a transportation mode.
- Encourage, where feasible, and provide incentives to include Class II bicycle lanes as part of street widening projects.

AIRPORT SAFETY AND SECURITY

- Provide federal funding for homeland safety and security needs of regional and commercial airports in Los Angeles County, particularly for LAX.
- Provide federal funds for design and construction of Metro Green Line Extension to LAX from Aviation Boulevard Station.
- Provide federal funding for road access and parking improvements for regional and commercial airports in Los Angeles County, particularly for LAX.
- Promote improved transit access to airports, including access from off-airport shuttle stations. In particular, facilitate demonstration projects for remote baggage check-in facilities.

FREIGHT MANAGEMENT/GOODS MOVEMENT

- Build a regional consensus in support of freight/goods movement-related improvements among public, private and other stakeholders and establish solid relationships between public/private sectors for freight infrastructure investment.
- Create goods movement specific funding categories to spur economic growth and reduce congestion, with funding priority particularly in shared passenger and freight corridors; seek to protect residential neighborhoods in high traffic volume areas.
- Provide additional federal funding for financing road access improvements and intermodal facility improvements for goods movement, other freight transportation systems and grade separations at railroad crossings with streets and highways.
- Provide federal funding for financing freight research projects, improvement of freight operation and management planning, freight system performance program, and freight-related education and training programs.
- Establish freight planning processes to address current and future freight needs and develop performance measures of freight transportation system.
- Require that any goods movement truck lane initiative be reviewed and approved by local jurisdictions.
- Give special consideration for improvements to ground access to intermodal and multimodal facilities of national and international significance should be given special consideration to improve efficiency while also addressing homeland security needs.

TECHNOLOGY

- Establish a national technology transfer resource and disseminator so that enhanced operational improvements may be deployed at all levels of government, particularly cities, at the earliest possible time.

ENERGY

- Promote energy conservation improvements and establish related funding criteria, particularly for transportation.

Attachment B

OTHER REGIONAL PRIORITY PROJECTS

(Note: Within Priorities, projects are in alphabetical order)

Crenshaw Transit Corridor Improvement from Wilshire/Crenshaw to Metro Green Line/LAX
Los Angeles Countywide Retrofit Soundwall on Freeways with High Occupancy Vehicle Road Lane Improvements
Metrolink Capital Improvements and Service Expansion (SCRRA Project List)
Mid-City/Exposition Boulevard Light Rail Project from Venice/Robertson to Santa Monica
Route 57/Route 60 Interchange Reconfiguration Improvements
I-5 Interchange Improvements from Orange County Line to Rosemead Blvd. (Route 19)
I-5/Route 170/134 HOV Improvements (partial connector - southbound to northbound)
I-5/Route I-405 HOV Improvements (partial connector - southbound to northbound)
San Fernando Valley North-South Transit Corridor Improvement

TRANSIT
ASI Paratransit Capital Improvements (vehicles, equipment, facilities, security, and other capital needs)
Downtown Los Angeles Red Car Trolley Project
Long Beach Transit Center Improvements
Los Angeles Countywide Transportation Demand Management Program, including Rideshare, Innovative Strategies & Alternatives, and New Technology
Los Angeles Countywide Goods Movement Access Improvements
Los Angeles Countywide Smart Shuttle Bus Purchases and Related Capital Improvements
Los Angeles Union Station Ramp Improvements (Metrolink)
Metro Red Line Subway extension from Wilshire/Western to Wilshire/Fairfax engineering, geological investigation and environmental clearances
Pasadena Gold Line Light Rail Extension from Pasadena to Claremont

OTHER REGIONAL PRIORITY PROJECTS

(Note: Within Priorities, projects are in alphabetical order)

HIGHWAY PROJECTS
Antelope Valley Freeway (SR-14)/Avenue G Interchange Improvements
Arbor Vitae Street Improvements
Avenue H Overpass Improvements
Gerald Desmond Bridge Replacement/Ocean Boulevard & Terminal Island Freeway Interchange Construction
Lakeland Grade Separation Project in Santa Fe Springs
LAX Roadway Access Improvements
Long Beach Airport Access Improvements and Integration
Los Angeles Countywide Community Transit Information and Security Centers
Los Angeles Countywide Transportation Enhancements for Bikeways and Pedestrian Space
Maine Avenue Redesign, City of Baldwin Park
Norwalk & Los Nietos Grade Separation Projects in Santa Fe Springs
Pacific Coast Highway Safety & Congestion Mitigation Improvements
Passons Road Grade Separation Project in Pico Rivera
Pioneer Blvd Grade Separation Project in Santa Fe Springs
Port of Los Angeles and Long Beach Demonstration Projects
Rosecrans/Marquardt Grade Separation Project in Santa Fe Springs
Rosecrans Blvd. Corridor West Capacity and Operational Improvements
I-5 Rail Crossing Improvements from I-605 to Route 91
I-5 HOV Lanes from I-710 to I-605
I-10 HOV Lane Extensions (to Pacific Coast Highway)
Route 138 Corridor Improvements (specific recommendations forthcoming from Major Corridor Improvement Study), including Safety Improvements
US 101 HOV Lanes Between I-110 and Route 23 Corridor Improvements (or other specific recommendation forthcoming from Major Corridor Improvement Study)
I-405/Crenshaw Blvd. Interchange Upgrade
I-405/Artesia Blvd. Interchange Upgrade
I-405/Western Ave. Interchange Upgrade
I-405 Upgrade at Del Amo Boulevard
I-710 Freeway Gap Closure
I-710 Freeway Rebuild, Rehabilitation & Capacity Enhancement Corridor Project (specific recommendations forthcoming from I-710 Major Corridor Improvement Study)
Santa Clarita Cross Valley Connector (Newhall Ranch Road/Golden Valley Road) between I-5/SR-126 Interchange and SR-14/Golden Valley Interchange
Santa Monica National Recreation Area Improvements
Route 2 South Freeway Terminus Upgrade & Improvements to Glendale Boulevard
Route 14 HOV Improvements from Pearblossom to Avenue L
Route 14/I-5 HOV, Mixed Flow and Truck Lane Improvements (specific recommendations forthcoming from Major Corridor Improvement Study)
South Central Exposition Park Intermodal Urban Access Project
Westlake Village Street Improvements & Bike Path Construction

Mobility



2004 Mobility 21 Coalition Resolution

Mobility-21 Coalition No. 2004-03

March 3, 2004

Fiscal Year 2005 Transportation Appropriations Request

Description: Resolution endorsing efforts to secure funding for regional transportation projects in the Fiscal Year 2005 Transportation Appropriations bill.

- WHEREAS, The United States House of Representatives will need to continue to acknowledge the important economic stimulus that Los Angeles County provides to the nation; and
- WHEREAS, The population of Los Angeles County will increase between 2.7 to 3.5 million people in the next 25 years necessitating a major investment in innovative transportation solutions; and
- WHEREAS, Daily commute trips in the Los Angeles area will increase by 30% over the next two decades; and
- WHEREAS, The Fiscal Year 2005 Transportation, Treasury and Government Agencies Act will soon be heard in the House and Senate Appropriations Subcommittees on Transportation
- WHEREAS, The process of drafting, considering and adopting the Fiscal Year 2005 Transportation Appropriations bill will begin shortly; and
- WHEREAS, Securing a major amount of federal transportation-related assistance for Los Angeles County is paramount in developing solutions to improve the mobility of individuals, the strength of the economy, locally, state-wide and nationally, and the quality and integrity of our environment; and

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

Supports and advocates efforts to secure funding for the following regional projects in the Fiscal Year 2005 Transportation Appropriations bills (not in priority order):

- **\$80 million in funding for East Los Angeles transit corridor light-rail project; and**
- **\$10 million in 5309 Bus and Bus Facilities funding for the MTA for clean fuel buses and for bus maintenance facilities improvements; and**
- **\$5 million in Intelligent Transportation Systems funding for Los Angeles County's Universal Fare System; and**
- **\$10.6 million for right-of-way capital and right-of-way support for I-5 HOV improvements from Route 134 to Route 170; and**
- **\$7.5 million for environmental studies for I-5 (add one mixed flow lane and one HOV lane from Rosemead (I-605) to Orange County line); and**
- **\$3 million for environmental studies for I-405 northbound HOV lane from I-10 to US 101; and**
- **\$3.4 million for design and right-of-way support for I-10 HOV lane from I-605 to Route 57; and**
- **\$6 million for Long Beach Transit's FTA Bus/Bus Facilities funding for clean fuel replacement buses; and**
- **\$3.5 million in FHWA ferry boat funds for Long Beach Transit to purchase three water taxis and for related dock-work to make the boats accessible; and**
- **\$2 million for the Southern California Regional Transit Training Consortium for training and planning funds to evaluate existing transit maintenance training and initiate curriculum development with community colleges; and**
- **\$7 million in 5309 Bus and Bus Facilities funding for Municipal Transit Operators Coalition (Commerce, Culver City, Gardena, Montebello, Norwalk, Santa Monica, and Torrance); and**
- **\$5 million for Redondo Beach's Beach Cities Transit Terminal and buses; and**
- **\$10.0 million in section 5309 funding for Foothill Transit's transit oriented neighborhood program; and**
- **\$4 million funding for Interstate 5 Joint Powers Authority LAX FlyAway project; and**

- \$18.4 million for Metrolink track, platform, and station improvements, electronic message signs, ITS, grade crossings, and homeland security projects; and
- \$20 million for Alameda Corridor East projects, including funding for railroad crossing grade separations in Pico Rivera, Santa Fe Springs and La Mirada; and
- \$51 million for Port of Los Angeles projects, including \$21.5 Million for the 110 Freeway/SR 47/Harbor Boulevard Interchange Improvement and \$29.5 Million for the Mormon Island Transportation Access Improvements; and
- \$12 million in FHWA funds for Port of Long Beach for Gerald Desmond bridge replacement project;
- \$60.5 million for Los Angeles World Airports' projects, including \$17.5 million for Green Line - Airport People Mover Intermodal Connection Project and \$43 million for FlyAway System Expansion with Remote Baggage Check-In Project.

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House and Senate Chairpersons and Ranking Members of the Transportation Appropriations committees and subcommittees, and the President of the United States.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION THIS 3RD DAY OF MARCH, 2004

Mobility



2004 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2004-04
March 3, 2004**

Eastside Light Rail Full Funding Grant Agreement (FFGA)

Description: Resolution endorsing efforts to secure a Full Funding Grant Agreement (FFGA) for Eastside Light Rail project.

WHEREAS, The Eastside Project is a six-mile light rail transit system that runs from Union Station in downtown Los Angeles to East Los Angeles, and will serve one of the most transit-dependent populations in the nation. The route would also serve to bring economic vitality to an area where the average annual household income is below \$25,000.

WHEREAS, As recognition of his continued commitment to Los Angeles and the importance of this project, President Bush's FY 05 Budget recommends \$80 million for the Eastside Project receive an FFGA.

WHEREAS, According to the Los Angeles County Metropolitan Transportation Authority, construction of the Eastside Project will generate over 45,000 short-term jobs and over 1,000 long-term jobs.

WHEREAS, Securing a major amount of federal transportation-related assistance for Los Angeles County is paramount in developing solutions to improve the mobility of individuals, the strength of the economy, locally, state-wide and nationally, and the quality and integrity of our environment; and

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

Supports and advocates efforts to secure a Full Funding Grant Agreement (FFGA) for the Eastside Light Rail Project in Los Angeles, California.

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House and Senate Chairpersons and Ranking Members of the Transportation Appropriations committees and subcommittees, and the President of the United States.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION, THIS 3RD DAY OF MARCH, 2004.



**November 2003
Mobility 21 Summit
Final Recommendations**

**Mobility 21 Summit
LA County Moving Together
November 17, 2003**

Breakout Session Recommendations

NIMBYS: Building Support for Public Transportation, Highways and Infrastructure Projects

Re-invent the project development and approval process by:

- Broadening stakeholder outreach beyond immediate neighbors of the project.
- Designing a process to develop early and meaningful stakeholder input, and educate stakeholders about projects within a regional transportation infrastructure context.
- Expanding project mitigation, including tiers of mitigations and benefits (dependent on extent of impacts), and communicate those benefits early in the planning process.
- Modifying term limits to permit the longer terms necessary for sustained vision and leadership by elected officials. Strengthening civic institutions to create multiple leadership opportunities.
- Requiring inter-agency project accountability agreements that include commitments to best practices.

Creative Local Funding Opportunities to Improve Public Transit and Get Freeways Moving

Short-Term Actions

- Support implementation of an additional local half-cent sales tax for transportation purposes in Los Angeles County according to the terms and conditions of SB 314.
- Pay back transportation revenues loaned to the general fund via the deficit management general obligation bond.

- Support a constitutional amendment allowing for a 55% vote requirement for passing local transportation sales taxes.
- Support the CTC authorizing a \$120 million GARVEE bond to accelerate critically need transportation projects in Los Angeles County.
- Support a constitutional amendment to prevent the suspension of Proposition 42 in tight budget years.

Mid-Term Actions

- Study development impact fees as an additional source of revenue to fund regional transportation infrastructure.
- Explore concepts of roadway pricing.
- Develop a new statewide blueprint of transportation investments to support a gas tax increase.
- Pursue equity in the allocation of SHOPP revenues.
- Identify and evaluate alternative revenue generating mechanisms to the gas tax in anticipation of the widespread use of alternative fuels.
- Pursue a statewide gas tax exclusively for maintenance and operation of the state highway system.

Cutting the Red Tape for Faster Project Delivery

- Support state legislation granting state, regional and local transportation agencies and joint powers authorities autonomy to utilize innovative contracting and financing tools, without case-by-case legislative sign-off, including such powers as:
 - Design-build contracting;
 - Public-private partnerships;
 - Accepting loans and equity investments from public/private entities; and
 - Increased flexibility in creating traffic management strategies during construction.
- Support state legislation granting Caltrans increased flexibility in delivery mechanisms including allowance of:
 - Performance specifications;
 - Design-build;
 - Early contractor involvement in design process; and
 - Warranties.
- Support the provisions in SAFETEA that:
 - Would reauthorize and fund TIFIA;
 - Would permit highway and transit projects financed with tax-exempt debt to utilize, when available, private equity contributions; and

- Encourage MPOs & DOTs to consider private investments during early financial planning.
- Endorse efforts by the USDOT to take administrative action and seek Congressional action to facilitate timely NEPA reviews, by, among other things:
 - Defining the jurisdictional roles of the resource agencies in the NEPA process;
 - Imposing enforceable time limits for completion of intra-agency and external agency reviews; and giving resource agencies project-specific staff and funding;
 - Establishing procedures to elevate inter-agency staff disputes for policy resolution;
 - Establishing effective processes to resolve disputes;
 - Agreeing that mode alternatives to be evaluated are those consistent with the regional transportation plan;
 - Developing standardized data bases for analysis of cumulative effects and growth-inducing impacts;
 - Revising federal procurement rules to permit state and local agencies to award federally funded design-build contracts before, but not allow construction to commence until after, final NEPA compliance;
 - Incorporating into NEPA a statute of limitations comparable to what CEQA reflects (30 days).
- Seek administrative and state legislative action that would integrate CEQA and NEPA processes more efficiently.

Balancing Growth Through Infill Development that Enhances Communities

- Support education and build consensus on a vision for the long-term growth of Los Angeles County.
- Create partnerships between transportation providers and local communities to address growth opportunities at specific locations.
- Through the Mobility 21 Smart Growth Partnership, work to create flexibility that promotes infill projects (e.g., encourage better incentives for transit-oriented development, affordable housing, modify parking, setback, and open space requirements).
- Support empowering local jurisdictions with redevelopment tools, such as tax increment financing.
- Integrate local design preferences into the planning process for infill projects.
- Modify the CEQA to streamline environmental review for infill development projects.
- Support legislation that reduces the risk and cost of construction defect litigation.
- Explore congestion mitigation fees as a mechanism to address traffic impacts of sprawl.
- Recommend that MTA secure new funding sources to provide financial incentives to local jurisdictions (e.g., through Call for Projects) that implement smart growth planning policies and projects.

Building Partnerships to Develop a Countywide Transit Network

- Initiate a working group to address the challenge of minimizing the debilitating cycle of transit work stoppages that negatively impact public safety and regional mobility. This working group would explore such solutions as new legislative initiatives, greater partnering with public and private sector operators, and all other service efficiency measures to sustain long term growth in transit services
- In order to improve mobility in our region, urge the MTA Board to place the proposed Los Angeles County transactions and use tax at the rate of 0.5% for 6½ years for major transportation improvements in Los Angeles County on the ballot prior to 2006. Lead efforts to secure public support and advocate passage of this tax by LA County voters.
- With coordination by the MTA, encourage all Los Angeles County public and private service providers to partner in structuring a countywide transit network that provides a viable alternative to the automobile. Undertake a joint effort to gain public input on the network and to market the economic and quality of life benefits of transit.
- Encourage the MTA to take the lead in convening municipalities, the private sector, and the County to improve coordination of land use and transportation planning and policies.

Improving Ground Access to LA County Airports

- Support continuation of previous year's resolutions and annually report progress.
- Support the development of new and existing public/private and public/public partnerships to identify and implement effective solutions including maximizing existing transportation infrastructure.
- Develop financing strategies to:
 - Increase flexible funding at all levels of government for both capital and operating costs tied to productivity measures;
 - Maximize revenue streams; and
 - Streamline operations while maintaining existing productivity.
- Streamline approval and interagency coordination processes.
- Gain community support to integrate airport ground access and regional transportation improvements.
- Develop marketing strategies and partnerships to:
 - Educate and heighten public awareness of the variety of multi-modal ground access options available through traditional and innovative technological strategies;
 - Improve airport on-site signage and web-based transportation information;
 - Target information about alternative ground transportation options to specific airport user sub-markets, exploring creative information system linkages; and

- Emphasize ease of use, speed and reasonable cost.

Planning for Freight Movement

- Endorse the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County.
- Foster operational flexibility by all the stakeholders involved including shippers, freight industry carriers, ports, businesses, and public transportation entities to deal with peak season variations, extended gate hours, extended hours for all entities in the supply chain, truck safety maintenance, inspection, better container management, pooling of containers, Just-In-Time deliveries, and short-haul rail service.
- Endorse a partnership between the freight industry and public sector to address short- and long-term operational and infrastructure issues for reducing truck/traffic congestion to improve the mobility of freight and people.
- Endorse MTA's efforts to develop a comprehensive multi-modal Strategic Freight Action Plan to include airports, highways, railways, ports, inter-modal facilities, and their inter-modal connectors.
- Endorse developing freight solutions that foster and maintain the strategic local advantage businesses in the county as it relates to minimizing the time and cost of delivering goods to customers.
- Endorse a beneficiary based and in-kind contribution financing approach to funding freight related projects which is consistent with maintaining the competitiveness of the freight and distribution industries in the region.
- Endorse expanding track capacity, intermodal yard capacity, near dock rail yards, and short-haul rail service to reduce truck traffic on the county's freeways and arterials.
- Endorse enforcing public safety measures and initiatives on the county's freeways such as freeway service tow-truck patrols and building grade separations and truck inspection facilities.
- Endorse efficient use of existing infrastructure such as utilizing highways at night, more throughput of on-dock rail at ports and developing emerging technologies.
- Endorse enhancing the collaboration between public and private sectors in the freight industry to unite and speak with one voice to policy makers in Washington, D.C. and Sacramento.
- Endorse educating the general public of the benefit of freight movement, its economic costs and benefits, congestion relief, and its impact on the county's quality of life.



2003 Mobility 21 Coalition Resolution

Mobility-21 Coalition No. 2003-07 June 5, 2003 State Transportation Budget

Description: Resolution endorsing the Assembly Budget Committee's recommendation allocating funds to the Traffic Congestion Relief Program.

- WHEREAS, The Mobility-21 Coalition has adopted principles in response to the state budget deficit: and
- WHEREAS, These principles outline the Mobility-21 Coalition's support for preservation of the Traffic Congestion Relief Program; and
- WHEREAS, These principles strongly oppose suspension of Proposition 42 which dedicates the sales tax on gasoline to transportation purposes; and
- WHEREAS, The Mobility-21 Coalition has presented these principles to the members of the Los Angeles County Delegation in the State Legislature; and
- WHEREAS, The Senate and Assembly Budget Committees have made recommendations relating to the Traffic Congestion Relief Program; and
- WHEREAS, The Assembly Budget Committee Report is currently recommending that \$732 million be allocated to the Traffic Congestion Relief Program to allow projects to move forward in FY 2004 with the balance of funds loaned to the State General Fund; and
- WHEREAS, The Senate is currently recommending that only \$209 million be allocated for Traffic Congestion Relief Program, with the balance of funds loaned to the General Fund

WHEREAS, The Senate recommendation would only allocate funds to existing projects and would not allow new projects to move forward; and

WHEREAS, The Assembly Budget Committee recommendation will stimulate the state's faltering economy and prevent the loss of jobs; and

WHEREAS, The Assembly Budget Committee recommendation, in allowing for project allocations in 2004 is consistent with the state budget principles adopted by the Mobility-21 Coalition.

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

Strongly supports the recommendation of the Assembly Budget Committee to preserve \$732 million in funds for the Traffic Congestion Relief Program.

That this resolution shall be widely circulated to all interested parties to include the Los Angeles County Congressional delegation, the Governor, members of the California State Legislature, California Transportation Commission, the cities within Los Angeles County, the media and others.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 5th day of June 2003.

Mobility



2003 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2003-06
June 5, 2003
SB 314 (Murray)**

Description: Resolution endorsing efforts to increase state funding for transportation related projects – SB 314.

- WHEREAS, The state budget is projected to experience a deficit of up to \$34 billion;
- WHEREAS, The State Highway Account is projected to experience shortfalls of over \$2 billion; and
- WHEREAS, These circumstances have created unprecedented challenges to the ability to fund transportation projects statewide; and
- WHEREAS, The state is seeking to utilize transportation funds to balance the budget; and
- WHEREAS, Reducing in funding for transportation projects will result in stagnation in the economy through lost opportunities for economic development and job creation; and
- WHEREAS, MOBILITY-21 has continued to support measure what would provide additional funding for transportation projects; and
- WHEREAS, Senate Transportation Committee Chair Kevin Murray has introduced SB 314 that would authorize the Los Angeles County Metropolitan Transportation Authority, upon voter approval, to impose an additional half-cent sales tax in Los Angeles County for specified transportation purposes; and

WHEREAS, SB 314 is consistent with the principles adopted by the MOBILITY-21 Coalition on January 22, 2003, in which the coalition voted to support reduction of the voter threshold for passage of local transportation sales taxes and explore an increase in the Los Angeles County transportation sales tax in order to fund additional transportation projects;

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

Commends Senator Murray for his leadership on this important issue.

Supports SB 314 with the following amendments:

- Final project list must reflect local priorities included in SCAG and MTA's project list which was adopted by the Mobility-21 Coalition
- Funding for roadway maintenance projects should be included to meet the needs of cities and the county.
- Longer duration period for the half-cent sales tax should be considered to fully meet the transportation needs of the county.
- Final project list should achieve a geographic balance and multi-modal approach.

THAT this resolution shall be widely circulated to all interested parties to include the Los Angeles County Congressional delegation, the Governor, member of the California State Legislature, California Transportation Commission, the cities within the County, the media and others.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 5th day of June 2003.



2003 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2003-05
March 28, 2003
State Transportation Improvement Program (STIP) Amendment**

Description: Resolution supporting and the Los Angeles County Metropolitan Transportation Authority's (MTA) State Transportation Improvement Program (STIP) amendment.

- WHEREAS, Governor Davis has proposed suspension of the Traffic Congestion Relief Program threatening significant transportation projects; and
- WHEREAS, Governor Davis has further proposed that local agencies identify high priority projects and develop ways in which the state and local agencies can partner to bring these high priority projects forward; and
- WHEREAS, the Los Angeles County Metropolitan Transportation Authority's (MTA) Board has identified the Eastside Light Rail Line, the San Fernando Valley East/West Busway and the purchase of articulated buses as high priority projects for Los Angeles County; and
- WHEREAS, In response to these proposals, the MTA in partnership with Caltrans and the California Transportation Commission, developed an amendment to Los Angeles County's State Transportation Improvement Program (STIP) which would allow the MTA to move these projects forward; and
- WHEREAS, The MTA is able to take advantage of the state's authorization to advance projects through the use of local funds with future state repayment; and
- WHEREAS, The California Transportation Commission is scheduled to consider this STIP amendment at its meeting on April 3, 2003;

NOW THEREFORE BE IT RESOLVED

THAT THE Mobility-21 Coalition:

Supports the MTA's STIP Amendment and that this support be communicated to the California Transportation Commission, Caltrans and the members of Los Angeles County's Congressional and State legislative delegation.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 28th day of March 2003.



2003 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2003-04
March 28, 2003
ACA 7 (Dutra)**

Description: Resolution supporting and endorsing ACA 7, which would reduce the voter threshold for transportation related sales taxes.

- WHEREAS, Sixteen of California's counties, the self help counties, have adopted local sales taxes for transportation; and
- WHEREAS, Over 80% of California's population live in a county where voters have voluntarily taxed themselves for improved transportation services; and
- WHEREAS, The existing state gas tax is incapable of meeting the transportation needs of the State of California; and
- WHEREAS, The self help counties annually have contributed over \$20 billion to the state's transportation infrastructure; and
- WHEREAS, These self help taxes have become an indispensable component of the State's transportation funding program; and
- WHEREAS; Los Angeles County taxpayers contribute over \$1 billion annually to transportation and mobility improvements through two locally adopted sales tax measures; and
- WHEREAS, All county sales tax measures, with the exception of Los Angeles County will require renewal under the 66% vote threshold; and
- WHEREAS, MOBILITY-21 has endorsed the reduction of the voter threshold to pass transportation related sales taxes under the premise of local control; and

WHEREAS, Assembly Transportation Committee Chair John Dutra has introduced ACA 7, which would allow for local transportation sales taxes to be approved by 55% of the registered voters and;

WHEREAS, This measure will allow counties, if they so choose, to provide resources to their transportation programs with the ability to plan local solutions on their own; and

NOW THEREFORE BE IT RESOLVED THAT

The MOBILITY-21 Coalition:

Supports and endorses ACA 7 which would reduce the voter threshold for transportation related sales taxes to 55%, which will provide counties with the ability to address current, and future mobility challenges through the electoral process.

THAT this resolution shall be widely circulated to all interested parties to include the Los Angeles County Congressional delegation, the Governor, members of the California legislature, California Transportation Commission, the cities within the County, the media and others.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION, this 28th day of March 2003.

Mobility



2003 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2003-03
Amended March 28, 2003
Originally Drafted January 22, 2003**

**Transportation Equity Act for the 21st Century (TEA-21) Reauthorization
FY 2003 and FY 2004 Federal Transportation Appropriations Requests**

Description: Resolution endorsing the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) and efforts to secure funding for regional projects in the Fiscal Year 2003 and Fiscal Year 2004 Transportation Appropriations bills.

- WHEREAS, The Transportation Equity Act for the 21st Century (TEA-21), which authorizes federal funding for surface transportation programs and projects across the country, will expire on September 30, 2003; and
- WHEREAS, In preparation for reauthorization, the Los Angeles County Metropolitan Transportation Authority (MTA) and other transportation providers in the county have developed a list of major, regionally significant projects and a set of consensus principles that preserve and expand upon the successes of TEA-21; and
- WHEREAS, At the November 18, 2002 Mobility-21 Transportation Summit, approximately 500 business, transportation, government, and non-profit leaders, as well as elected officials from across Los Angeles County, endorsed these projects and principles (Attachment A); and
- WHEREAS, The Fiscal Year 2003 Transportation Appropriations bill has yet to be acted upon by the United States House of Representatives and has consequently not been signed into law by the President of the United States; and

- WHEREAS, A Congressional Conference Committee will soon convene to consider and agree upon spending levels for the Fiscal Year 2003 Transportation Appropriations bill; and
- WHEREAS, The process of drafting, considering and adopting the Fiscal Year 2004 Transportation Appropriations bill will begin shortly; and
- WHEREAS, The population of Los Angeles County will increase between 2.7 to 3.5 million people in the next 25 years necessitating a major investment in innovative transportation solutions; and
- WHEREAS, Daily commute trips in the Los Angeles area will increase by 30% over the next two decades; and
- WHEREAS, Efforts are underway to develop a "Small Starts" category to fund bus rapid transit (BRT) and other appropriate small-scale fixed guideway projects as part of TEA-21 reauthorization; and
- WHEREAS, The United States House of Representatives will need to continue to acknowledge the important economic stimulus that Los Angeles County provides to the nation; and
- WHEREAS, Securing a major amount of federal transportation-related assistance for Los Angeles County is paramount in developing solutions to improve the mobility of individuals, the strength of the economy, locally, state-wide and nationally, and the quality and integrity of our environment; and

NOW THEREFORE BE IT RESOLVED THAT

The Mobility-21 Coalition:

1. Transportation Equity Act for the 21st Century (TEA-21) Reauthorization

Endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County; and

Supports and advocates efforts to secure funding for the following "Regional High Priority Projects" in TEA-21 Reauthorization:

- Alameda Corridor East: Construction Improvements & Traffic Light Synchronization & Upgrade
- Los Angeles Eastside Light Rail Transit Project
- Mid-City/Exposition Boulevard Light Rail Project from Downtown Los Angeles to Venice/Robertson

- MTA Bus and Rail Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
- Municipal Operators Bus Capital Improvements (vehicles, equipment, facilities, security, rapid bus expansion and other capital needs)
- Route I-5 HOV Improvements from Route 134 to Route 170
- Route I-5: Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line
- Route I-405 HOV Lanes from Route I-10 to Route US 101
- Homeland Security Project - Los Angeles World Airports (LAWA) Transportation Security Improvements (Green line /People Mover Extension/Remote Flyaway/Baggage Check-In Enhancements)

Supports non New Starts funding for the following Metrolink projects: track improvements on the 91/IEOC/Orange County lines; parking and station access improvements on the San Bernardino Line; and parking and electronic message signs at intermodal stations.

2. Fiscal Year 2003 and 2004 Transportation Appropriations Bills

Supports and advocates efforts to secure funding for the following regional projects in the Fiscal Year 2003 and Fiscal Year 2004 Transportation Appropriations bills:

Fiscal Year 2003 –

- \$40 million in funding for the Metro Red Line Segment 3, North Hollywood project consistent with the North Hollywood MOS-3 full funding Grant Agreement (FFGA) and the MTA's Restructuring Plan
- Funding for MTA and Los Angeles County Municipal Operators for clean fuel buses and for bus maintenance facilities improvements
- \$10-35 million in funding for East Los Angeles transit corridor light-rail project
- \$2 million in funding for Job Access/Reverse Commute programs in Los Angeles County
- Funding for Metrolink's commuter rail double tracking project between the cities of Montclair and Pomona

Fiscal Year 2004 –

- \$70 million in funding for East Los Angeles transit corridor light-rail project
- \$11 million in funding for preliminary engineering for the Mid-City/Expo light rail project

- \$20 million funding for the MTA for clean fuel buses and for bus maintenance facilities improvements and support funding for Los Angeles County Municipal Operators for similar improvements
- \$5 million of ITS funding for the Universal Fare System
- Work to secure funding for completion of necessary freeway improvements on the I-5 Freeway from the I-605 to the I-710
- Work to secure non New Starts funding for the following Metrolink projects: platform additions and extensions on the San Bernardino Line; high speed rail grade crossing improvements in northern Los Angeles and Ventura counties; passenger information improvements at Los Angeles Union Station; undercrossing at the Covina station; upgrade of electronic message signs at intermodal stations throughout rail system; and automated passenger counting system.

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House and Senate Chairpersons and Ranking Members of the Transportation Appropriations subcommittees, the House Chairpersons and Ranking Members of the Transportation & Infrastructure committee and subcommittees, the Senate Chairpersons and Ranking Members of the Banking committee and subcommittees and the President of the United States.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 22nd day of January, 2003 and 28th day of March, 2003.



2003 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2003-02
March 28, 2003**

**Los Angeles Regional Airports
AIR-21 Reauthorization, Homeland Security and Environmental Streamlining**

Description: Resolution endorsing Los Angeles regional airports' efforts to secure Passenger Facility Charge (PFC) flexibility and Airport Improvement Program (AIP) funding through AIR-21 Reauthorization; secure sufficient funding for federally mandated homeland security measures at airports; and support legislation to expedite the environmental review process to speed up airport projects.

AIR-21 Reauthorization

- WHEREAS, The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) expires on September 30, 2003. AIR-21 authorizes vital funding for aviation infrastructure through the Airport Improvement Program (AIP) and Passenger Facility Charges (PFC). National airport associations and individual airports will be working with House and Senate members during the 108th session to ensure the successful reauthorization of AIR-21; and
- WHEREAS, Reauthorization of AIR-21 would provide continued aviation infrastructure funding, and these infrastructure funds should continue to be used for needed airport improvements, not used to pay for federally mandated homeland security expenses; and
- WHEREAS, Ground transportation projects serving airports are generally ineligible for aviation infrastructure funds (AIP and PFC) due to funding restrictions; and

Homeland Security

- WHEREAS,** The airline industry lost a record \$7.7 billion nationwide in 2001, even after receiving \$4 billion from the federal government. Increased security measures mandated by the federal government place a financial burden on the airline industry, which was already feeling the effects of the downturn in the economy since September 11; and
- WHEREAS,** The federal government mandated an increase in security measures to be in place at commercial airports after September 11, although only a portion of the costs of these measures have been reimbursed; and
- WHEREAS,** During the period 9/11/01 to 9/30/02, Los Angeles International Airport (LAX) requested \$20.2 million in federal reimbursements for mandated security expenses. The FAA confirmed \$16.9 million as eligible for reimbursement. To date, the federal government has only given LAX \$9.7 million, leaving a shortfall of \$7.2 million. Approximately \$15 million of this request was for increased law enforcement personnel and overtime to cover new federal mandates; and
- WHEREAS,** During the period 9/11/01 to 9/30/02, Ontario Airport requested \$3.6 million in federal reimbursement. The FAA confirmed \$3.5 million as eligible for reimbursement. To date, the federal government has only given Ontario \$573,000, leaving a shortfall of \$2.9 million. Almost all of the \$3.6 million was for additional law enforcement personnel and overtime; and
- WHEREAS,** During the same period, Burbank Airport requested \$2.4 million in federal reimbursement. The FAA confirmed \$2.3 million as eligible for reimbursement. The federal government has only given Burbank \$426,000, leaving a shortfall of \$1.9 million; and
- WHEREAS,** In 2000, approximately 87 million passengers and 2.9 million tons of air cargo traveled through Los Angeles regional airports. Because of this demand, the region's airports need sufficient resources to protect the traveling public and goods; and

Environmental Streamlining

- WHEREAS,** Currently, it takes between 5 and 20 years for the appropriate state and federal agencies to complete the necessary environmental reviews for the construction of new runways and airport facilities to relieve present and anticipated congestion; and
- WHEREAS,** In order to meet the region's air transportation needs, airports have supported legislation to expedite the environmental review of airport projects throughout the country to prevent unnecessary delays and to increase capacity; and
- WHEREAS,** Legislation proposed during the 2001-02 Legislative session, such as S633 and HR4481, would have required the Department of Transportation to develop and

implement a coordinated review process for airport capacity projects at "congested airports". The only airport that would have been affected in Los Angeles under either of these two bills LA International Airport (LAX); and

WHEREAS, National airport associations and individual airports will be working with House and Senate members during the 108th session to reintroduce the project streamlining bills or to include these provisions in the AIR-21 bill; and

NOW, THEREFORE, BE IT RESOLVED THAT

The Mobility-21 Coalition:

- Supports reauthorization of AIR-21 to provide aviation infrastructure funds (AIP and PFC) with an Airport Improvement Program (AIP) funding level of \$4 billion per year for needed airport improvements nationwide.
- Supports increased flexibility for AIP funds and Passenger Facility Charges to ensure that they can be used on airport ground access and security projects outside the airport grounds (consistent with Los Angeles County Transportation Summit Resolution No. 2002-05, adopted on the 18th of November).
- Supports legislative actions that reimburse airports for federally mandated homeland security expenses. This can be accomplished by (1) authorization of a dedicated airport security user fee, to be collected for the exclusive benefit of airport operators, and/or (2) an appropriation that will provide additional funds previously authorized in the Aviation and Transportation Security Act of 2001.
- Supports legislative action in the 108th Congress similar to legislation proposed during the 2001-02 legislative session, such as S633 and HR4481, which would have required the Department of Transportation to develop and implement a coordinated review process for airport capacity projects at "congested airports".
- Additionally, this legislation should be amended to include a provision that which would allow airports within 100 miles of a congested airport to voluntarily participate in a concurrent environmental review process.

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House and Senate Chairpersons and Ranking Members of the Homeland Security Appropriations subcommittees, the House Chairpersons and Ranking Members of the Transportation & Infrastructure committee and subcommittees, the Senate Chairpersons and Ranking Members of the Commerce committee and subcommittees and the President of the United States.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 28th day of March, 2003.

Mobility



2003 Mobility 21 Coalition Resolution

**Mobility-21 Coalition No. 2003-01
January 22, 2003
2003 State Budget Impacts on Transportation**

Description: Resolution endorsing efforts to balance the state budget with minimal effects on transportation resources and efforts to provide increased revenue to transportation.

- WHEREAS, The state budget is projected to experience a deficit of up to \$34 Billion; and
- WHEREAS, The State Highway Account is projected to experience shortfalls of over \$2 billion; and
- WHEREAS, These circumstances have created unprecedented challenges to the ability to fund transportation projects statewide; and
- WHEREAS, The state is seeking to utilize transportation funds to balance the budget; and
- WHEREAS, The challenges to transportation funding have rarely been greater as the Governor has proposed reductions in funding for the Traffic Congestion Relief Program; and
- WHEREAS, Reductions in funding for transportation projects will result in stagnation in the economy through lost opportunities for economic development and job creation; and
- WHEREAS, Serious efforts are underway to address the overall structural problem of the state's financial system and these efforts should be supported so that the impact to transportation resources can be minimized;

NOW, THEREFORE, BE IT RESOLVED THAT

The Mobility-21 Coalition:

In response to the state budget deficit, supports efforts to balance the state budget with minimal effects on transportation resources and supports efforts to provide increased revenue to transportation.

Supports a resolution on the State Budget deficit that embodies the following principles:

- 1. Long term and immediate preservation and protection of transportation funds, including Proposition 42, State Highway Account revenues, and other funds, including repayment of loans and suspensions.**
- 2. Preservation of funds for Los Angeles County transportation projects.**
- 3. Establishment of priority for projects that are ready to be implemented.**
- 4. Explore additional statewide revenues that would offset any reductions in transportation funding. Revenue options may include, but are not limited to:**
 - A temporary or permanent increase in the state gas tax.**
 - Authorization for specified local transportation agencies to impose user fees for transportation.**
 - Ensuring that existing, and any new transportation funds are not transferred to, or used for, other purposes.**
- 5. Support reduction of the voter threshold for passage of local transportation sales taxes and explore an increase in the Los Angeles County transportation sales tax in order to fund additional transportation projects.**
- 6. Support legislation or administrative actions that enhance the state's ability to support the TCRP projects and programs and provides funding priority to projects that are in the more advanced stages of project development.**

THAT this resolution shall be widely circulated to all interested parties to include the Los Angeles County Congressional delegation, the Governor, members of the California legislature, California Transportation Commission, the cities within the County, the media and others.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 22nd day of January 2003.



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
Los Angeles County Transportation Summit
Resolution No. 2002-01
November 18, 2002
Freight Movement in Los Angeles County**

Description: Resolution regarding the importance and role of freight movement within Los Angeles County.

- WHEREAS, Los Angeles County operates on a scale normally associated with states and countries and ranks as the 16th largest economy in the world with a Gross Domestic Product of \$339 billion in 2001; and
- WHEREAS, Los Angeles County is considered a Global Gateway by the State of California; whose ports and airports handle the distribution of goods, locally, nationally, and internationally; and
- WHEREAS, The freight industry employs 500,000 people, thus, is an important component of the Los Angeles County economy; and
- WHEREAS, Los Angeles County's freight movement is expected to grow by more than 200% by 2020; and
- WHEREAS, Insufficient rail line, intermodal facility capacity, and highway capacity exists to meet the projected freight growth; and
- WHEREAS, Los Angeles County's stakeholders are faced with the challenge of balancing the mobility needs of people with the mobility requirements of goods; and
- WHEREAS, Goods movement solutions will require an innovative and collaborative partnership between and among the freight industry, government and other stakeholders both locally and nationwide; and

WHEREAS, Los Angeles County needs to identify new sources of revenue; and

WHEREAS, Los Angeles County needs to accommodate forecasted freight growth; and

WHEREAS, Los Angeles County needs to ensure timely project delivery; and

WHEREAS, Los Angeles County needs to enhance public-private partnership; and

WHEREAS, Los Angeles County needs to address safety issues; and

WHEREAS, Los Angeles County needs to improve freight distribution in the region; and

WHEREAS, Los Angeles County needs to expand third-track rail and more near dock rail capacity; and

WHEREAS, Los Angeles County needs to continue to address environmental concerns; and

WHEREAS, Los Angeles County needs to promote efficient use of existing infrastructure (business practices).

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

- THAT Mobility 21 endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County; and
- THAT Mobility 21 acknowledges that addressing freight infrastructure funding is a national issue which requires national solutions; and
- THAT Mobility 21 endorses advocating for Los Angeles County goods movement needs through national proposals for new and innovative financial initiatives similar to the Transportation Finance Corporation proposed by AASHTO and the National Freight Security and Infrastructure Bank proposed by California State Senator Betty Kamette; and
- THAT Mobility 21 seeks new federal funding for freight research, modeling, operations, management planning programs, and for freight-related education and training programs; and
- THAT Mobility 21 endorses a partnership between the freight industry and public sector in:
a) examining future freight needs, strategies, and alternatives; b) considering freight related needs in transportation plans and corridor studies; and c) developing consensus on goods movement projects, programs, and operational strategies that improve mobility and air quality; and
- THAT Mobility 21 endorses coordinating with regional transportation partners to improve project delivery on major capital projects; and

- THAT Mobility 21 endorses enhancing existing multi-jurisdictional freight advisory committees or working groups that include private sector representatives; and
- THAT Mobility 21 endorses creating a statewide master-plan for a regional agenda, and a statewide public/private coalition that is united and speaks with one voice to Washington, DC; and
- THAT Mobility 21 endorses identifying non-traditional funding sources that are dedicated specifically for freight projects to reduce traffic congestion, improve air quality, addresses safety issues and demonstrates the benefit for additional funding (e.g. productivity gains); and
- THAT Mobility 21 endorses improving collaboration between public and private sectors in the freight industry; and
- THAT Mobility 21 endorses a two-fold strategy to address operational and infrastructure issues for reducing truck/traffic congestion to improve the mobility of freight and people; and
- THAT Mobility 21 endorses establishing a private/public steering committee to develop a mitigation strategy for reducing traffic congestion during peak hours (i.e. night hours); and
- THAT Mobility 21 endorses lobbying to ensure federal and state funding is flexible enough to meet regional needs (e.g. promote use of CMAQ funds for freight related projects); and
- THAT Mobility 21 endorses ensuring that all freight related projects include a recommendation to address quality of life neighborhood, livable communities and environmental justice issues; and
- THAT Mobility 21 endorses identifying a committed group of freight industry leaders who will lobby to lead and support freight funding initiatives; and
- THAT Mobility 21 endorses a comprehensive multi-modal freight program to include airports, highways, railways, ports, inter-modal facilities, and their inter-modal connectors; and
- THAT Mobility 21 endorses continuing to support funding for needed infrastructure improvements (e.g. I-710, SR 60, railroads, etc), and IT/ITS to improve traffic flow (i.e. inter-modal connectors, highways, terminals, etc), and identifies infrastructure improvements through a prioritization process; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-02
November 18, 2002
Transit**

Description: Resolution requesting additional federal and state funding for transit needs in Los Angeles County, and advocating for more flexibility in the use of federal transportation funds.

WHEREAS, The public increasingly is demanding alternatives to clogged streets and highways; and

WHEREAS, Public demands are being made for improvements in public transit access and mobility; and

WHEREAS, As congestion worsens, options to maintain regional mobility in a safer and more environmentally sustainable manner are being sought; and

WHEREAS, Transit's role is to create a leading high quality intermodal transportation system that is clean, fast, reliable, comfortable and convenient.

NOW THEREFORE, BE IT RESOLVED BY THE MOBILITY-21 COALITION:

THAT Mobility 21 hereby endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), including:

- Funding for projects and programs identified in the Los Angeles County Metropolitan Transportation Authority's Long Range Transportation Plan,
- Increased 5309 New Starts funding for new fixed guideway systems and expansions,

- Increased funding for buses and bus facilities,
- Increased funding for transit capital and preventative maintenance,
- Increased funding for paratransit capital needs and the growing elderly and disabled population, and
- Increased flexibility in the use of CMAQ funding, and establishment of a flexible funding program for Bus Rapid Transit projects; and

THAT Mobility 21 recommends higher levels and smarter use of public and private investments to build an effective rapid transit system and provide people with alternatives to driving that include bicycle, taxicab, carshare, and paratransit systems; and

THAT Mobility 21 recommends greater education efforts to increase Los Angeles' awareness of transit's immediate needs and long-term benefits including air quality, access, and the economics of transit use; and

THAT Mobility 21 recommends greater consumer choice so transportation opportunities are available to meet the needs of varying life stages and preferences, while acknowledging Los Angeles' diverse market segments; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.

Mobility



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-03
November 18, 2002
Aviation**

Description: Resolution acknowledging the need to secure all available funds for air passenger and cargo safety/security and ground access improvements, which will enhance the economic vitality of the Los Angeles region.

WHEREAS, Air Transportation is a vital component to the economic well being of Los Angeles County and Southern California due to its positive impact upon regional, national and international trade, travel and tourism; and

WHEREAS, Air passenger and cargo is expected to double and triple, respectively in Southern California by 2025; and

WHEREAS, Ground access infrastructure improvements are necessary to accommodate the projected growth in passengers and cargo; and

WHEREAS, Safety and security needs are a significant consideration for every airport facility supporting passenger and cargo activities and services; and

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY-21 COALITION:

- THAT Mobility 21 hereby endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) to provide increased federal funding for ground access infrastructure improvements that take into consideration safety and security needs of the regional and commercial airports as well as the surrounding communities; and

- THAT Mobility 21 supports seeking increased Federal funding for regional multi-modal passenger and cargo access to Southern California's airports; and
- THAT Mobility 21 supports developing and continuing public/private partnerships to further the implementation of safety, security, and ground access improvements; and
- THAT Mobility 21 supports identifying the most pressing ground access needs and developing flexible cost effective solutions that can be implemented immediately. Solutions should leverage existing transportation infrastructure with the long-term goal of ensuring seamless connectivity among all modes serving the region's airports; and
- THAT Mobility 21 supports education and increased public awareness of transit options to and from the airports; and
- THAT Mobility 21 supports establishing a process for implementing compatible solutions which provide improved airport ground access through increased inter-agency cooperation; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-04
November 18, 2002
Streets and Freeways**

Description: Resolution supporting increased funding and resources to help maximize mobility benefits from Los Angeles County streets and freeways.

- WHEREAS, Los Angeles County is well-known for its dependence on freeways and arterials; and
- WHEREAS, The approximately 21,000 miles of arterials and 900 miles of freeways and State highways in Los Angeles County are increasing in congestion; and
- WHEREAS, Los Angeles County has reached a level of density which makes additions of new roads or expansions a formidable task both environmentally and financially; and
- WHEREAS, Growing congestion indicates that the existing roadway system needs to be re-examined and innovative ideas devised; and
- WHEREAS, Ultimately, the efficient operation of buses, paratransit vehicles, trucks and our economy are dependent on the efficient operation of the arterials and highway network; and
- WHEREAS, There is a limited ability to expand capacity of our roadway systems in response to existing and increasing travel demand, and there is a lack of inter-regional and sub-regional coordination to address these travel needs which is constraint to regional mobility; and
- WHEREAS, Last year, nearly 800 people died and another 91,000 people were injured in crashes on the streets and highways of Los Angeles County; and

WHEREAS, About 50 percent of congestion on freeways is caused by incidents, majority of which are attributable to crashes; and

WHEREAS, Crashes are primarily caused by driver error and inattention; and

WHEREAS, Most crashes are avoidable by the roadway user through the exercise of common sense and courtesy; and

WHEREAS, Mobility and safety are basic societal and economic needs.

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

- THAT Mobility 21 endorses the highway project and program recommendations in both the state of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21); and
- THAT Mobility 21 supports development and implementation of improvements to increase arterial system capacity and efficiency such as signal synchronization improvements; bus priority traffic control systems; traffic flow improvements that enhance capacity; and bike lanes improvement and development; and
- THAT Mobility 21 supports elimination of existing bottlenecks and gaps to improve system operation; and
- THAT Mobility 21 supports improvements to increase the person-carrying and goods movement capacity of the regional arterial and highway system; and
- THAT Mobility 21 supports aggressive pursuit of lower cost traffic flow improvements to relieve traffic congestion and improve mobility; and
- THAT Mobility 21 supports mobility enhancements that integrate freeway and arterial operation and support goods movement efforts; and
- THAT Mobility 21 supports completion of the network of carpool lanes, including construction of carpool lane connectors; and
- THAT Mobility 21 supports seeking funding for major freeway corridor improvements; and
- THAT Mobility 21 supports seeking federal and state funding for nationally significant truck lane projects; and
- THAT Mobility 21 supports applying available intelligent transportation technologies to provide multi-modal transportation options to the public and to increase the efficiency of the existing transportation system to maximize capacity; and

- THAT Mobility 21 supports seeking new funding for arterials and highways maintenance; and
- THAT Mobility 21 endorses that a focus be placed on corridor coordination, project development and implementation and streamline project delivery; and
- THAT Mobility 21 promotes land-use policies to reduce demand on our existing transportation system; and
- THAT Mobility 21 encourages a countywide educational campaign including the media, community organizations, schools, governmental organizations and all interested groups, to be initiated to raise the awareness of roadway users. The campaign must be conceived, subscribed, and involve all interested stakeholders; and
- THAT Mobility 21 endorses enforcement efforts that complements the educational campaign; and
- THAT Mobility 21 endorses that Los Angeles County shall develop performance-based strategies to implement multi-modal solutions and seek necessary funding to efficiently and effectively reduce congestion, improve safety, and facilitate access to goods and services (i.e., systems management, capacity enhancement, demand management); and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.

Mobility



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-05
November 18, 2002
Bringing More Federal Transportation Funding to Los Angeles County**

Description: Resolution endorsing maintenance and expansion of federal funding opportunities to Los Angeles County to provide maximum flexibility in meeting its transportation challenges.

- WHEREAS, The urbanization of Los Angeles County has been greatly influenced by its transportation infrastructure; and
- WHEREAS, Securing adequate federal transportation funding is critical to the entire California economy; and
- WHEREAS, Securing adequate federal transportation funding for implementing short and long range plans is vital to keeping the Los Angeles County economy moving; and
- WHEREAS, Los Angeles County receives less than its needed share of federal funds when compared to the federal taxes paid by its population and businesses; and
- WHEREAS, Unmet transportation needs in Los Angeles County amount to more than \$30 billion over the next 25 years; and
- WHEREAS, There may be significant opportunities to secure more federal funding through the reauthorization of the federal transportation programs this coming year.

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

- **THAT Mobility 21 supports maintaining and expanding federal funding for transportation by:**
 - a. increasing federal funding levels by raising annual obligation limits and spending down the unobligated balances in the highway trust fund;
 - b. Addressing the adequacy of the federal gas tax, capturing a portion of the growth in customs fees, capturing fuel tax revenues on clean fuels and gasohol from the general fund, and increasing the allocation of homeland security funding to transportation projects;
 - c. Retaining TEA-21's guaranteed funding sources; and
- **THAT Mobility 21 opposes efforts to impose an arbitrary funding cap on formula or discretionary transit and Congestion Mitigation & Air Quality Improvement funds and ensures that California receives an increased share of transportation funding based on its:**
 - a. Contribution to federal funds,
 - b. Preeminent role in the national economy as evidenced by the international goods movement, and
 - c. Higher percentage of people with disabilities; and
- **THAT Mobility 21 endorses continuance of the basic program structure instituted by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that provides state, regional and local officials the flexibility to allocate federal funds to highway, transit, local road, and bicycle/pedestrian improvements based on needs; and**
- **THAT Mobility 21 supports increased flexibility for Airport Improvement Program (AIP) funds and Passenger Facility Charges to ensure that they can be used on airport ground access and security projects outside the airport grounds; and**

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County Congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.

Mobility



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-06
November 18, 2002
Bringing More State Transportation Funding to Los Angeles County**

Description: Resolution endorsing maintenance and expansion of State funding opportunities to Los Angeles County to provide maximum flexibility in meeting its transportation challenges.

- WHEREAS, Securing adequate state revenues for transportation funding is critical to the entire California economy; and
- WHEREAS, Securing adequate state transportation funding for implementing short and long range plans is vital to keeping the Los Angeles County economy moving; and
- WHEREAS, Los Angeles County receives less than its needed share of state funds when compared to the state taxes paid by its population and businesses; and
- WHEREAS, Unmet transportation needs in Los Angeles County amount to more than \$30 billion over the next 25 years; and
- WHEREAS, There may be opportunities to secure more state transportation revenues and to protect those revenues already dedicated to transportation through the state legislative process this coming year.

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

- THAT Mobility 21 supports the preservation of the Traffic Congestion Relief Program and the projects in that Program by ensuring that loans to the General Fund are paid back and that Proposition 42 funds continue to be allocated to transportation; and

- THAT Mobility 21 addresses the adequacy of the state fuel tax and supports increasing the ability of local agencies to raise the transportation-related taxes and fees through a reduced voter threshold and an increased maximum allowable local sales tax, and ensures that bonds may be issued against such revenues; and
- THAT Mobility 21 supports the preservation of local decision-making and flexibility in the preparation of the State Transportation Improvement Program (STIP) and other programs; and opposes legislation that would restrict the flexibility to deliver cost-effective transportation services; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.

Mobility



**November 2002
Mobility 21 Summit
Final Recommendations**



**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-07
November 18, 2002
Bringing More Local Transportation Funding to Los Angeles County**

Description: Resolution endorsing planning processes and performance measures in Los Angeles County in preparation for possible expansion of local transportation funding in future years.

- WHEREAS, Securing adequate local transportation funding for implementing short and long range plans is vital to keeping the Los Angeles County economy moving; and
- WHEREAS, Unmet transportation needs in Los Angeles County amount to more than \$30 billion over the next 25 years; and
- WHEREAS, There may be significant opportunities to secure more local funding through the Mobility-21 consensus building process.

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

- THAT Mobility 21 proposes a half-cent increase in sales tax for transportation purposes;
- THAT Mobility 21 seeks other public and private funds for transportation; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.



**November 2002
Mobility 21 Summit
Final Recommendations**

**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-08
November 18, 2002
Land Use and Transportation Planning**

Description: Resolution endorsing creation of new federal programs that promote more coordinated land use and transportation decision-making through the reauthorization of the Transportation Equity Act for the Twenty First Century (TEA-21) and calling for the commitment to explore avenues to create meaningful incentives that strengthen the nexus between land use and transportation planning in Los Angeles County.

WHEREAS, the urbanization of Los Angeles County has been greatly influenced by its transportation infrastructure; and

WHEREAS, the location of development has a profound impact on how our transportation system works and our quality of life; and

WHEREAS, Los Angeles County currently has a population of 9.6 million residents and 4.4 million jobs spread throughout the county, resulting in complex travel patterns that create complex congestion challenges; and

WHEREAS, new single-family housing often locates on the outskirts of Los Angeles County and the region, responding to market conditions and other social and economic reasons, adding to the congestion challenges by increasing drive times in the absence of local job opportunities; and

WHEREAS, the location of development greatly affects the transportation system; and

WHEREAS, the location of commercial and industrial development is frequently influenced by local jurisdiction competition to attract retail development and the sales tax revenue it provides as a way to offset the loss of other revenue sources (such as property taxes); and

WHEREAS, studies indicate that if future growth occurs in the same area where people live today, average travel speed throughout Los Angeles County would remain above 30 mph, but if the trend towards further growth into outlying areas occurs, speeds could drop below 20 mph; and

WHEREAS, a number of opportunities exist to address the congestion challenge by providing efficient linkages between land use and transportation, including infill development and connecting transit stations to neighborhoods, adaptive reuse of buildings and historic districts, and fostering the diversification of land uses in areas outside the central core; and

WHEREAS, the currently underutilized commercial corridors are prime candidates for future development through prototypes suited to these boulevard conditions; and

WHEREAS, along with the public in a democracy, a number of key stakeholders play vital roles in land use decision-making, including local governments, regional planning agency, the private sector acting as either developer or financial institution, transportation providers, and the public at large; and

WHEREAS, there are opportunities through reauthorization of TEA-21 to allocate federal funding for planning studies and programs that improve the coordination of land use and transportation planning; and

WHEREAS, the coordination of land use and transportation is a complex issue that will require more effort and commitment by the parties involved.

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

- **THAT** Mobility 21 finds that different types of communities require different types of solutions to coordinate land use and transportation; and
- **THAT** Mobility 21 encourages federal policies and funding programs that promote more efficient land use and transportation planning and address regional congestion issues through the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21); and
- **THAT** Mobility 21 recommends the establishment of land use forums with transportation agencies, local governments, the development community, and other stakeholders, such as school districts; and
- **THAT** Mobility 21 recommends a partnership between the relevant transit agency/transportation provider and local jurisdictions in the county to develop land

use/transportation coordination policies that would be carried out through updates to general plans, zoning ordinances, and development standards; and

- THAT Mobility 21 recommends partnering with the development community at the regional and local level to facilitate the integration of new development with transit and transportation plans; and
- THAT Mobility 21 encourages MTA to provide incentives through reform of the Congestion Management Program and targeting some transportation funding to provide the holistic planning for and integration of schools, open space, child care, libraries, and other needed services and infill housing in existing communities; and
- THAT Mobility 21 encourages use of alternative fuel vehicles and the demonstration of advanced transportation technologies; and
- THAT Mobility 21 encourages the promotion of new transportation modes, such as shared vehicle service; and
- THAT Mobility 21 supports the provision of training and technical assistance to assist local governments in revising zoning codes to promote transit, bike, and pedestrian-oriented urban design; and
- THAT MOBILITY 21 recommends that Los Angeles County develop a regional coalition with surrounding counties on its transportation needs; and
- THAT Mobility 21 understands and further advises that all programs and projects that solicit federal funding need to be accessible pursuant to the Americans with Disabilities Act of 1990; and
- THAT Mobility 21 recommends coordinating land use and transportation at the county level by the MTA actively partnering with local governments to participate in Southern California Association of Governments' (SCAG) growth visioning effort to engage citizens in a shared vision for Los Angeles County; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.



**November 2002
Mobility 21 Summit
Final Recommendations**



**Mobility 21
LA County Moving Together
Los Angeles County Transportation Summit Resolution No. 2002-09
November 18, 2002
Building an Effective Lobbying Coalition That Unites Los Angeles County**

Description: Resolution endorsing the creation of an advocacy coalition comprised of transportation stakeholders and their representatives to advocate on behalf of Los Angeles County transportation needs.

WHEREAS, Los Angeles County is home to one of the world's most diverse population and economy, with competing constituencies that have difficulty coming to consensus on public policy issues, especially transportation resulting in the lack of a united voice for the county's transportation priorities in Washington, DC and in Sacramento; and

WHEREAS, The absence of a united voice for transportation priorities in Los Angeles County pits good projects against each other in a fight for funding coming from the same pool forcing legislators to pick and choose whom to support; and

WHEREAS, Los Angeles County does not receive adequate federal and state discretionary funding for public transit and highways and competes both within California and across the nation with more organized cities, counties and states for transportation funding; and

WHEREAS, A unified transportation coalition in Los Angeles County will speak with one strong voice that can ultimately provide more resources for Los Angeles County's transportation needs.

NOW, THEREFORE, BE IT RESOLVED BY THE MOBILITY 21 COALITION:

THAT Mobility 21 endorses the creation of the Mobility 21 Coalition; and

THAT Mobility 21 adopts the following mission for the Coalition:

The Mobility21 Coalition is a countywide bi-partisan organization of transportation stakeholders and their representatives. The MOBILITY-21 Coalition will advocate for and educate with respect to Los Angeles County's transportation priorities at the federal, state and local levels; and

THAT Mobility21 adopts the following as the Coalition's primary goals:

1. Develop practical solutions to LA County's transportation challenges including its sub-regions.
2. Mobilize local support for Coalition priorities.
3. Unite political leaders around common priorities for transportation.
4. Identify additional transportation funds for the county's needs.
5. Promote Coalition priorities at federal and state levels of government; and

THAT Mobility21 adopts the following as the Coalition's primary objectives:

Formulate and carry out an effective advocacy plan including but not limited to:

1. Travel to Washington, DC and Sacramento at least annually to advocate legislative and policy priorities determined at the Mobility21 Summit.
2. Communicate through regular action alerts, emails and newsletters to Coalition and Summit participants and other stakeholders on progress related to identified legislative and policy priorities.
3. Educate government officials and the community at large on the importance of a united vision for transportation in LA County through regular contact and possibly seminars by coalition participants; and

THAT Mobility21 adopts the following structure for the Coalition:

The Mobility21 Coalition will be organized by Mobility 21 cofounder and partner, the Los Angeles Area Chamber of Commerce who will also staff the coalition; and

THAT Mobility 21 adopts the following membership for the Coalition's Board:

The Board of the Mobility21 Coalition will be made up of transportation stakeholders and their representatives, including but not limited to the following groups:

- Businesses and business associations;
- Community groups;
- Government officials;
- Organized labor;
- Transportation providers; and

- Transportation users.

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY 21 COALITION, this 18th day of November, 2002.