Transportation & Goods Movement Council

February 5, 2013
10-11:30 am

1. Welcome and Self-Introductions

2. Southern California Together in Transportation and Goods Movement

   Special Guests:
   - Cynthia Ruiz, Deputy Executive Director of External Relations, Port of Los Angeles
   - Dr. Raymond Wolfe, Executive Director, San Bernardino Associated Governments (SANBAG)
   - Marnie Primmer, Executive Director, Mobility 21

3. Action Items

   - America Fast Forward Bond Program
     - Raffi Hamparian & David Yale, Metro
   - 2013 Advocacy Agenda

Upcoming Events:

   - Pancakes & Politics with Metro CEO Art Leahy: Friday, February 22, 7:45-9 am
   - ACCESS DC: Los Angeles on the Hill: March 11th-13th

Next Meeting:

   Tuesday, April 2nd, 10-11:30 am
   Ride the Rails
   Featuring:
   New Metrolink CEO Michael DePallo
   Presentation on Union Station Master Plan
Cynthia Ruiz
Deputy Executive Director of External Relations
Port of Los Angeles

Cynthia Ruiz serves as deputy executive director of external relations for the Port of Los Angeles. In this role, she is responsible for providing strategic external relations leadership and support to Port senior management and the Harbor Commissioners regarding legislative policy, communications and regional economic opportunities that require Port and City of Los Angeles collaboration.

Prior to joining the Port, Ruiz was President of the City of Los Angeles Board of Public Works, where she worked to ensure that the Public Works Department delivered projects on time and on budget. The five-member board is the City’s only full-time policymaking board, which is tasked with overseeing the activities of the City’s third-largest municipal agency and its more than 5,000 employees. Ruiz also served on the City’s Emergency Operations Board and was the lead Commissioner for the City’s Bureau of Sanitation.

Ruiz is widely recognized for her community service and passion for improving the lives of Angelenos. Her involvement in City initiatives has ranged from chairing the City of Los Angeles Environmental Youth Conference from 2007-2009, to working as City Hall’s ambassador for promoting the L.A. fashion industry. She served on LA-32 Neighborhood Council for three years.

Ruiz is also credited with founding Keep Los Angeles Beautiful (KLAB), a local affiliate of Keep America Beautiful. She currently chairs KLAB and was the recipient of the Keep America Beautiful 2007 “Recognition Award” and the 2008 “President’s Circle Award.” In 2012, she was appointed to the U.S. Department of Commerce Advisory Committee on Supply Chain Competitiveness.

Prior to working for the City of Los Angeles, Ruiz worked as a rehabilitation counselor, and also as a mediator for the State of California Rehabilitation Bureau. She has extensive business experience running her own business as well as overseeing the nearly billion-dollar budget at the Board of Public Works.

She is a graduate of California State University, Los Angeles, where she earned both her bachelor’s and master’s degrees in counseling.
Dr. Raymond W. Wolfe
Executive Director
San Bernardino Associated Governments

Dr. Raymond Wolfe is the Executive Director of San Bernardino Associated Governments (SANBAG), the Council of Governments and Transportation Authority for San Bernardino County. He joined SANBAG in April, 2012, after spending more than 20 years with Caltrans, the California Department of Transportation. For the past 3½ years, Dr. Wolfe has been Director of Caltrans’ District 8, which serves both San Bernardino and Riverside Counties.

As the Executive Director of SANBAG, he manages a Budget of $738 Million for the current Fiscal Year 2012-2013. Funds are used to assist in development of regional transportation policies, plan, design, and build freeway improvements, bridges, and railroad crossings, operate and expand commuter rail and transit services countywide, manage air quality programs and freeway service patrol, implement alternative fuel and energy programs, and advocate for countywide interests at State and Federal levels.

Dr. Wolfe received his Doctorate in Civil Engineering from the University of Southern California, a Master of Science degree in Civil Engineering from the California State Polytechnic University in Pomona, and a Bachelor of Science degree in Aerospace Engineering from the University of Southern California. He is a Registered Civil Engineer and a Registered Mechanical Engineer in the State of California.

Dr. Wolfe is married and has three young children.
Marnie Primmer  
Executive Director  
Mobility 21

Primmer brings with her more than a decade of experience in public affairs and transportation infrastructure planning and development. Previously serving as the Director of Marketing and Business Development for CALTROP Corporation, a leading construction management firm, Primmer brings extensive business development, public affairs and community outreach experience to Mobility 21. Prior to joining CALTROP, Primmer served in the External Affairs Department at the Orange County Transportation Authority (OCTA), where she played a key role building public awareness for capital projects, including the Centerline light rail transit line, and served as a liaison to key agency stakeholders, elected officials and business leaders.

Primmer currently serves as the Immediate Past President of the Orange County Chapter of the Women’s Transportation Seminar (WTS) and as a member of the WTS International Finance Committee. She has held several board and committee positions at other regional WTS chapters and through the international organization for more than eight years. Primmer also served as a Trustee on the California Engineering Education Council and has served on committees for OCMoves, Construction Management Association of America and other professional and philanthropic organizations.
Transit Backers Renew Push for Federal Bond Program

By Nathan Hurst, CQ Roll Call

The Los Angeles County Metropolitan Transportation Authority is renewing a push for legislation that would authorize a new program to sell bonds that fund regional transportation and infrastructure projects.

A similar idea was advanced last year in the Senate as part of a surface transportation authorization (PL 112-141), but it was dropped in conference. The proposal would have authorized $2 billion annually to be leveraged with private investment to provide $50 billion in lending power every year.

Raffi Haig Hamparian, government relations director for Los Angeles County Metro, said the funding mechanism is modeled on the popular Transportation Infrastructure Finance and Innovation Act program, known as TIFIA.

The highway law expanded TIFIA funding to $1.75 billion through fiscal 2014, from $122 million a year. Transportation Secretary Ray LaHood said those funds would be leveraged with $20 billion to $30 billion in private sector investment on transportation projects.

Hamparian said the TIFIA expansion was a big win that transit agencies want to build on through other financing mechanisms.

“We believe there is a significant advantage to offering more funding mechanisms for projects,” he said. “These are smart investments that are worthwhile.”

Private sector analysts familiar with similar state and local bond programs back up those assertions.

Mark Zandi, chief economist at Moody’s Analytics, a Wall Street research firm, wrote in a recent analysis that “nearly any infrastructure project seriously being considered today will return more than the 2 percent the U.S. Treasury is paying on 10-year bonds. As with any business that borrows to invest in machine tools or computers, or a household that borrows to purchase a home or car, it makes sense for government to borrow to invest in an infrastructure asset that will provide returns for years.”

Unlike TIFIA, however, which effectively shuts out smaller projects because of its focus on funding projects that generate profits, the proposed America Fast Forward bonds would likely set aside a share of financing for each state while reserving some bond activity for larger projects of regional importance.

Supporters of the initiative hope to enlist transportation lobbyist heavyweights such as the U.S. Chamber of Commerce and the American Public Transportation Association to support the effort.

Their lobbying targets on Capitol Hill will mainly be in the House, though Rep. Bill Shuster, the Pennsylvania Republican who took over as chairman of the Transportation and Infrastructure Committee earlier this month, is seen as more likely to support such legislation than his predecessor, Florida Republican John L. Mica.