April 10, 2012
10:00-11:30 a.m.

1. Welcome and Self Introductions

2. Local Focus: LA Department of Transportation 2012 Goals and Priorities
   Jaime de la Vega, General Manager, Los Angeles Department of Transportation

3. Green Line Update
   Roderick Díaz, Director, System Wide Planning, Metro

4. Action Item
   • AB 1446 (Feuer): Ellen Isaacs, Transportation Deputy for Assemblyman
     Mike Feuer will review AB 1446. This bill would provide Metro with the
     authority to ask for voter approval for a permanent extension of Measure
     R, LA County's 1/2 cent sales and use tax for a specified list of projects in
     Metro's Long-Range Transportation Plan.

5. Information Items
   • Update on Transportation Reauthorization
   • ACCESS Sacramento, May 22-23
   • EVS26" International Electric Vehicle Symposium

Upcoming Events:

• Government & Fiscal Affairs Council: Tues April 17\textsuperscript{th} 12-1:30
  o LA CAO Miguel Santana and a discussion on LAUSD parcel tax
• Energy, Water & Environmental Sustainability Council: Fri, April 20\textsuperscript{th} 10-11:30
  o LADWP General Manager Ron Nichols re: budget and rate increases
• Emerging Commerce Council: Tues, April 24th, 12-1:30 – cleantech focus
• Land Use Council: Weds, April 25th, 12-1:30- downtown LA focus
• Special Transportation & Energy Joint meeting: Weds, May 9\textsuperscript{th} 9-10:30
  o Briefing on AQMD’s 2012 Air Quality Management Plan
• Access Sacramento: May 22\textsuperscript{nd}-23\textsuperscript{rd}

Next Meeting:
Tuesday, June 12\textsuperscript{th}, 10-11:30 am
Jaime De La Vega
General Manager
Los Angeles Department of Transportation

Jaime de la Vega is General Manager of the Los Angeles Department of Transportation (LADOT). He was appointed by Mayor Antonio R. Villaraigosa on June 3, 2011 and confirmed by City Council as interim General Manager on June 14, 2011 and as permanent General Manager on July 15, 2011.

He is responsible for leading the department as well as day-to-day operations. LADOT is a multifaceted transportation organization with over 1,700 employees and an annual operating and capital budget of US$491 million (FY 2011-2012). LADOT enforces state and local parking laws; provides traffic control services to support public safety agencies and special events; designs, operates, and maintains the most advanced traffic signal system in the U.S.; operates the second largest bus service in Los Angeles County; supports private development and public works projects, including major new transit lines, through traffic management plans and review and approval of signal and striping plans; maintains the city's traffic signal system, road markings, and regulatory signage; implements the city's bicycle plan; operates the city's over 39,000 on-street parking meters and 118 off-street parking facilities; and regulates taxis, ambulances, and pipelines in the city.

Prior to accepting his current position, Mr. de la Vega served as Deputy Mayor for Transportation for Los Angeles Mayor Antonio R. Villaraigosa from 2005-2011. He was responsible for developing and implementing Mayor Villaraigosa's transportation agenda at the MTA, Los Angeles World Airports (LAWA), and the Los Angeles Department of Transportation (LADOT), with a combined budget of over U.S. $8.3 billion (FY 2010-2011). He led signature transportation initiatives for the mayor, including the successful 2008 Measure R half cent transportation sales tax as well as the 30/10 initiative and America Fast Forward.

Mr. de la Vega holds a Master of Arts in Urban Planning from the University of California at Los Angeles and a Bachelor of Arts in Urban Studies, summa cum laude, from California State University at Northridge.
Roderick Diaz
Director, Systemwide Planning
Metro

Roderick Diaz is the Director for Systemwide Planning for Metro. He has managed the Crenshaw/LAX Transit Corridor and currently directs the Metro Green Line to LAX project.

Prior to joining Metro, Roderick had an extended career in transportation planning and management consulting, serving as the West Coast Planning Manager for STV Incorporated in Los Angeles and leading transportation management consulting assignments for Booz Allen Hamilton across the United States and internationally.
AB 1446: LA County Transportation Funding
Assembly Member Mike Feuer

ASSEMBLY BILL 1446

AB 1446 would authorize Los Angeles County Metropolitan Transportation Agency (Metro) to place on a ballot for Los Angeles County voter approval the permanent extension of an existing county-wide ½ cent sales and use tax, which currently sunsets in 30 years. Revenue from the existing ½ cent tax, known locally as Measure R, is dedicated to construction and operation of rail, highway and bus projects in Metro’s Long Range Transportation Plan (LRTP), as well as local initiatives such as street and signal improvements, bicycle and pedestrian projects, and more.

BACKGROUND/PURPOSE

Assembly Bill 1446 is intended to give LA County voters the opportunity to extend the duration of a local source of funding for an ambitious program of transportation infrastructure projects that will transform the Los Angeles region. The anticipated new revenue can be bonded against to build projects in Metro’s LRTP sooner.

In 2008, Assembly Bill 2321 authorized Metro to adopt a ½ cent sales tax in Los Angeles County upon approval of the voters. When Los Angeles County voters approved the tax, known as Measure R, to fund construction of specified transportation projects, they also approved an expenditure plan that spread the costs of those projects over the 30-year duration of the tax. Currently more than 90 Metro and local projects are in planning, environmental or construction stages thanks to Measure R revenues.

Since 2008, the nation, the State of California and Los Angeles County have been plunged into a deep recession, with unemployment, especially in the construction sector, stunningly high. In addition, traffic congestion is increasing as the Los Angeles region’s population continues to grow. The region needs more transportation options to accommodate more than 3 million additional residents anticipated over the next three decades from birthrate alone.

Efforts are underway to obtain federal loans secured by Measure R revenues to expedite the construction of Measure R projects. While these efforts may yet succeed, under all circumstances additional Measure R revenues will be necessary to accelerate Measure R projects to the maximum extent.

The Los Angeles Economic Development Council estimated in 2008 that Measure R projects alone will create 166,000 jobs. The sooner these projects can be built, the sooner people can get back to work—helping the economy of the Los Angeles region (and the state) rebound, enhancing the delivery of goods and services, and improving the region’s environment and quality of life.

AB 1446 only pertains to Los Angeles County. This bill will not change the project list detailed in existing law, and every area of the County will benefit (see attached list). All Measure R rail, highway, bus and other projects will be accelerated at the same rate, without prioritizing any one category.

FOR MORE INFORMATION
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AB 1446 PROJECT LIST (no changes from existing law)

(A) Capital Projects.

(i) Exposition Boulevard Light Rail Transit Project from downtown Los Angeles to Santa Monica. The sum of nine hundred twenty-five million dollars ($925,000,000).

(ii) Crenshaw Transit Corridor from Wilshire Boulevard to Los Angeles International Airport along Crenshaw Boulevard. The sum of two hundred thirty-five million five hundred thousand dollars ($235,500,000).

(iii) San Fernando Valley North-South Rapidways. The sum of one hundred million five hundred thousand dollars ($100,500,000).

(iv) Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension. The sum of seven hundred thirty-five million dollars ($735,000,000).

(v) Metro Regional Connector. The sum of one hundred sixty million dollars ($160,000,000).

(vi) Metro Westside Subway Extension. The sum of nine hundred million dollars ($900,000,000).

(vii) State Highway Route 5 Carmenita Road Interchange Improvement. The sum of one hundred thirty-eight million dollars ($138,000,000).

(viii) State Highway Route 5 Capacity Enhancement (State Highway Route 134 to State Highway Route 170, including access improvement for Empire Avenue). The sum of two hundred seventy-one million five hundred thousand dollars ($271,500,000).

(ix) State Highway Route 5 Capacity Enhancement (State Highway Route 605 to the Orange County line, including improvements to the Valley View Interchange). The sum of two hundred sixty-four million eight hundred thousand dollars ($264,800,000).

(x) State Highway Route 5/State Highway Route 14 Capacity Enhancement. The sum of ninety million eight hundred thousand dollars ($90,800,000).

(xi) Capital Project Contingency Fund. The sum of one hundred seventy-three million dollars ($173,000,000).

(B) Capital Programs.

(i) Alameda Corridor East Grade Separations. The sum of two hundred million dollars ($200,000,000).

(ii) MTA and Municipal Regional Clean Fuel Bus Capital (Facilities and Rolling Stock). The sum of one hundred fifty million dollars ($150,000,000).

(iii) Countywide Soundwall Construction (MTA Regional List and Monterey Park/State Highway Route 60). The sum of two hundred fifty million dollars ($250,000,000).

(iv) Local return for major street resurfacing, rehabilitation, and reconstruction. The sum of two hundred fifty million dollars ($250,000,000).

(v) Metrolink Capital Improvements. The sum of seventy million dollars ($70,000,000).

(vi) Eastside Light Rail Access. The sum of thirty million dollars ($30,000,000).
Register Today at EVS26.ORG

May 6-9, 2012
Los Angeles, California, USA
Los Angeles Convention Center

26th International Electric Vehicle Symposium