



BY THE NUMBERS

- 100% Signal Synchronization
- 149 Miles of New Bikeways
- County Rail Network Doubling
- Rail Ridership Up 36%
- Launched CicLAvia: 8 events + 700,000 Angelenos
- \$40 Billion New Transit Funds



...for a city on the move

“Mayor Antonio Villaraigosa is a tireless advocate for transportation in Los Angeles.”

*– Ray LaHood,
U.S. Secretary of
Transportation*

From day one, building a 21st Century transportation system was a top priority. In 2008, with Measure R, we changed the game. With well over \$40 billion in federal, state and local funding, the Mayor’s transportation initiatives are doubling the size of our rail network and will create 410,000 jobs over the next 30 years. Today, a transit landscape stretches across L.A.—rail lines between downtown and Long Beach, Pasadena, Culver City and East L.A. Angelenos take 29 million trips on the Metropolitan Transportation Authority (MTA) Rail system every month. A rapid busway crosses the Valley. Four new lines—the Westside Subway, Expo Line Phase 2, Regional Connector and Crenshaw Line—have broken ground. New carpool lanes will speed traffic on the I-405 through the Sepulveda Pass and the I-5 in the North Valley, and innovative new “Express Lanes” on the I-110 and I-10 will give motorists a way to move more quickly. On surface streets, we’ve finished the massive job of synchronizing 100 percent of our traffic lights.

We built 76 miles of bike lanes last fiscal year alone—the highest one-year total in our history—and we’re on track to match or beat that record again this year. We converted buses to clean fuels, and made walking safer.

At LAX, we’ve overseen the start of a \$4 billion modernization that includes an expansion and modernization of the \$1.7 billion Tom Bradley International Terminal, plans for new transit options to move passengers to the airport, new gates, the latest in concessions, and stunning architecture that reminds travelers they’ve arrived in a world class city.

LED THE WAY ON TRANSIT INVESTMENT

In November 2008 Los Angeles voters overwhelmingly approved Measure R, a 30-year half-cent countywide transportation sales tax that will generate an estimated \$36 billion. Mayor Villaraigosa used his leadership position at the MTA to ensure that at least 65 percent of these funds will be dedicated to public transit. The city will double its rail network and improve bus rapid transit.

CREATED A NATIONAL MODEL TO ACCELERATE PROJECT CONSTRUCTION

Mayor Villaraigosa led a successful campaign to adopt as MTA policy a plan to accelerate completion of 12 major Measure R highway and transit projects in ten years instead of three decades. This approach, dubbed “30/10,” emerged as a model for the nation, through which the acceleration of projects would create jobs, establish sustainable communities and bring transportation benefits faster.

To expand federal support for accelerating local transit projects, the Mayor established a bi-partisan national coalition consisting of the AFL-CIO, the U.S. Chamber of Commerce, a coalition of hundreds of mayors from across the country, and other prominent civic organizations. This new group, known as the America Fast Forward Coalition, successfully lobbied for a two-year, \$1.75 billion federal low-interest loan program called the Transportation Infrastructure Finance & Innovation Act (TIFIA). Mayor Villaraigosa also worked with Congress on legislation for new funding mechanisms related to tax-credit bonding. The America Fast Forward plan was a centerpiece of the latest national transportation bill, MAP-21 in 2012. Outside Los Angeles, America Fast Forward will create one million new jobs nationwide.

BROUGHT TRANSIT TO MORE L.A. COMMUNITIES

Expanding the public transit system is crucial to transforming Los Angeles into a sustainable and accessible city. The Orange Line busway through the San Fernando Valley, open since 2005, exceeded expectations by carrying over 30,000 riders a day. Opened in 2009, the Eastside Gold Line extension has connected downtown Los Angeles to the east side. In 2012, both the first phase of the Exposition Line and the extension of the Orange Line opened and quickly exceeded ridership projections as well.

EMPHASIZED USING NEW TECHNOLOGY TO ENHANCE PASSENGER SAFETY

After the tragic 2008 collision between a Metrolink passenger train and a freight locomotive, Mayor Villaraigosa advocated for adoption of the nation’s most advanced collision prevention technology and secured funding for Metrolink to implement this technology. Mayor Villaraigosa took immediate action to spearhead other safety innovations, such as installing inward facing cameras and adding new rail cars that better protect passengers in the event of a crash.





Mayor Villaraigosa is a true national leader on transportation, and his influence and the influence of Los Angeles have had a real mark on the federal bipartisan transportation bill, MAP-21.

- Barbara Boxer, U.S. Senator (D-CA)

BEGAN MAJOR CONSTRUCTION ON VITAL PROJECTS

In addition to the new lines now operating, construction of the second phase of the Exposition Line from Culver City to Santa Monica and the Foothill extension from Pasadena to Azusa is well underway. MTA launched utility relocation work on the Purple Line Extension (the Westside Subway), which will carry riders from the Wilshire/Western terminus to the Veterans Administration Hospital in West Los Angeles, with seven new stations along the Wilshire Boulevard corridor. Utility relocation also began on the downtown Los Angeles Regional Connector Line and the Crenshaw/LAX Line in South Los Angeles. Another project, still in the planning phase, will build a light rail or bus rapid transit line through the San Fernando Valley, primarily along Van Nuys Boulevard.

HELPED SECURE FUNDING FOR THE LEIMERT PARK STATION ON THE CRENSHAW/LAX LINE

In 2011 the MTA board approved an action that included optional Leimert Park and Westchester stations in the bid documents for the Crenshaw/LAX Line. In 2013, 55 million of City funds were allocated to the stations. Then, Mayor Villaraigosa, City Council, and Supervisor Ridley-Thomas joined

together to fully fund the Leimert Park Station. This partnership ensured that Leimert Park remained a regional destination on Los Angeles' expanding transit network.

EXPANDED TRANSIT OPTIONS TO LAX AND ON THE I-405

In close coordination with Los Angeles World Airports, Mayor Villaraigosa launched an important planning study that was the first step toward connecting L.A.'s rail system to LAX. Ultimately, Angelenos will be able to use public transportation to reach individual LAX terminals. The Mayor also led an ongoing effort to plan and build a subway beneath the I-405 Freeway in the Sepulveda Pass—one of the most congested freeway segments in the nation. The MTA began soliciting private investors to help fund and accelerate construction of this critical project.

CREATED A SEAMLESS TRAVEL SYSTEM IN LOS ANGELES COUNTY

As MTA Board Chairman, the Mayor worked with the agency and all L.A. County transit operators to develop the Transit Access Pass, or "TAP." After full countywide rollout, this universal smart card will be good on all local bus and rail lines.



USED TRANSPORTATION IMPROVEMENTS TO BRING JOBS TO L.A. RESIDENTS

In 2011 Supervisor Ridley-Thomas and Mayor Villaraigosa led the MTA to become the first major transit agency to sign an agreement to require that 40 percent of work hours on most MTA projects are performed by people who live in high-unemployment and economically disadvantaged areas.

IMPROVED THE CITY'S TRAFFIC FLOW

Mayor Villaraigosa secured \$150 million in state funding that enabled the City to finally complete synchronization of our 4,500 traffic signals, which control over 6,000 miles of streets. After completion in March 2013, studies found that travel times had decreased by as much as 12 percent and speeds improved by just over 15 percent.

PUSHED TO BUILD MORE HIGHWAY CARPOOL LANES—AND BUILD THEM FASTER

The Mayor has consistently worked to increase the number of carpool lanes in L.A. County, to improve both mobility and air quality. The Mayor helped secure federal and state funding for construction of the new I-405 carpool lanes and worked to secure design-build authority on the project, which accelerated construction by as much as seven years.

EXPLORED NEW WAYS TO IMPROVE SPEEDS AND REDUCE TRAVEL TIMES

In partnership with the federal

government, Mayor Villaraigosa helped to secure a \$210 million grant to develop an innovative congestion reduction project known as "Express Lanes." The grant funds were used to build optional toll lanes on the I-110 and I-10 freeways. After these lanes opened to the public in early 2013, over 100,000 drivers registered to use them, bringing in over \$1 million monthly, funds that could be used to support additional transportation improvements in those two corridors. Led by the Mayor, the MTA went on to consider implementation of voluntary toll lanes along the I-5 freeway using a public-private partnership to accelerate the project's completion.

Included as part of the congestion reduction grant was the City's "ExpressPark" program, which was piloted in downtown Los Angeles. This dynamic pricing program tracks the occupancy of each surface space in a given area, and changes the parking rates in order to respond to the market demand. The goal of the program is to ensure that there is always one parking spot open on each block, so that drivers don't add to congestion by circling the block looking for parking. After the project's inception, it was expanded to Venice, with future plans to expand to Hollywood and Westwood as well.

HELPED CLEAR THE SANTA MONICA BOULEVARD TRAFFIC JAM

The 2.5-mile stretch of Santa Monica Boulevard that lies

between the I-405 Freeway and the Beverly Hills border had long been a nightmare of inefficient double intersections, potholes and nonstop congestion. The Santa Monica Blvd Transit Parkway project was the single largest street project ever developed by the City. The project included a redesign and reconstruction of double intersections, curbs, gutters, and sidewalks, in addition to an installation of new streetlights, traffic signals, public art, and landscaping that included 1,000 new trees.

REVITALIZED OUR INFRASTRUCTURE BY BUILDING BRIDGES FOR OUR FUTURE

During his terms in office, the Mayor oversaw one of the largest municipal bridge improvement programs in the nation. This \$1 billion program, funded by various federal, state and local sources, will improve and retrofit 65 city bridges. Among them is the famous 6th Street bridge over the Los Angeles River, which had to be replaced due to a loss of structural integrity. Mayor Villaraigosa spearheaded an international design competition for the \$400 million replacement project, and the winning new bridge will feature enhanced safety features, improved pedestrian access, bicycle lanes and better access to the L.A. River.





IMPROVED CITY STREETS

The City's Bureau of Street Services repaved 5,446 miles of road over the last eight years. This is almost 500 miles more than was done during the 12 years before the Mayor took office. A record 747 miles were repaved in 2012, with 800 miles projected for 2013. During the Mayor's tenure, the Bureau of Street Services also filled over 2.5 million potholes, averaging approximately 330,000 per year—triple the number filled in the final year of the previous administration.

PAIRED NEW DEVELOPMENT TO A GROWING TRANSIT NETWORK

With planning and construction of major rail lines underway, Mayor Villaraigosa pushed to create housing and jobs around major transit hubs so more Angelenos can benefit from the mobility they provide. Through an MTA grant program he initiated, the City received over \$8 million to update planning guidelines for the neighborhoods around the Exposition Line, the Crenshaw/LAX Line, the Westside Subway, the downtown Regional Connector project, the Orange Line in the San Fernando Valley, and the upcoming connection into Los Angeles International Airport. As part of this initiative, the Mayor's Office created the nation's first municipal Transit Corridors Cabinet to facilitate station-area planning between the MTA and City Departments.

The City of Los Angeles also took bold steps to ensure that future investments in affordable housing and neighborhood development be transit oriented. In 2013, the City adopted the nation's first transit-oriented Consolidated Plan, which analyzed income and housing data in conjunction with transit maps to ensure that over the next five years an estimated \$475 Million in Federal HOME and Community Development Block Grant funds will be invested near rail and bus stops.

The plan's adoption coincided with the approval of a dedicated Low Income Housing Tax Credit for the City of Los Angeles, allowing the City to place a greater emphasis on leveraging housing investments that are easily accessible to public transportation.

Mayor Villaraigosa also helped spearhead the MTA's purchase of historic L.A. Union Station in 2011, and pushed to begin a master planning process for this important Los Angeles landmark. The master plan was intended to focus on how to improve Union Station as the region's main transit hub, prepare it to serve high-speed rail and explore development opportunities that complement its historic character.

CREATED A MORE BICYCLE AND PEDESTRIAN FRIENDLY CITY

Mayor Villaraigosa has led the way to expanding bike lanes throughout the city of L.A. Since the beginning of his administration, a total of 149 miles of new bike lanes were completed—more than were built in over three decades before he took office.

In 2010, the Mayor launched the city's first ever CicLAvia, an open streets event that has brought 700,000 Angelenos out to explore L.A.'s many communities on bike and foot. In April 2012, the Mayor launched a partnership with the company BikeNation, which has committed \$16 million in private funding to roll out a citywide bikeshare program.

Having established his pedestrian-friendly credentials as a state legislator by co-authoring the landmark "Safe Routes to Schools" program, Mayor Villaraigosa pushed to obtain local funding for pedestrian safety enhancement projects. In 2012, he authorized the hiring of two "Pedestrian Coordinators" at LADOT, the first ever in the department. The City has now installed new, more visible crosswalks at 50 of the most dangerous intersections.

GREENED THE CITY'S FLEET

Continuing the mission for cleaner air in Los Angeles, Mayor Villaraigosa led an effort to convert all MTA and City buses to clean-burning natural gas and the City's Department of Transportation launched the plan to convert all taxis in the city to 100 percent hybrid vehicles. Similar strides were underway at the City's airports.

REIMAGINED LAX TO COMPETE INTERNATIONALLY

A major element of the transportation vision of the Mayor and the City has been the modernization of LAX—something last done before the 1984 Olympics. The crucial first task was gaining approval of the airport's master plan, which had been mired for years in costly litigation. The Mayor quickly reached an agreement with the residents of Inglewood, Culver City and El Segundo allowing the plan to move forward. As part of the settlement, controversial elements of the design were re-evaluated so that much-needed work could begin on critical projects, and the master plan (known as the Specific Plan Amendment Study) was finalized and approved by the Mayor, City Council and the County Airport Planning Commission.

As part of the LAX Master Plan Specific Plan Amendment Study process, the City created a plan to improve links between ground transit and the airport. Additionally, the North Airfield has been approved to be reconfigured to accommodate new, larger (Group 6) aircraft and improve safety and efficiency. In 2006, Mayor Villaraigosa began expanding FlyAway, which cuts airport traffic by providing direct, non-stop bus service between Union Station, Westwood, Van Nuys

and Irvine (Orange County) and LAX.

To make LAX the airport of choice for domestic and international travelers and a fitting gateway to Los Angeles, the City dedicated over \$4.1 billion in investments and upgrades. They include expanding and modernizing Tom Bradley International Terminal; installing custom gates to accommodate Group 6 aircraft; thoroughly revamping food, beverage and retail concessions; collaborating with individual airlines to modernize and upgrade terminals; building a new in-line baggage system, Central Utility Plant and Fire Station; and improving the look, feel and operational safety of the entire Central Terminal Area.

MADE OUR AIRPORTS SAFER

Ensuring safe travel in and out of Los Angeles was another prime consideration. Under Mayor Villaraigosa's leadership, safety at all Los Angeles World Airports' facilities—LAX, Ontario and Van Nuys—was improved in important ways. At LAX, realigning the South Airfield created a center taxiway and wider separation between runways to accommodate and encourage safer aircraft operations. The first phase of installation of runway status lights has been completed and a set of improvements to taxiways and runway turnouts begun. At Ontario International Airport, a rebuilt runway allowed the airport to safely accommodate Group 6 aircraft. At Van Nuys, the city rebuilt a taxiway and began a substantial rebuild of the main runway. At both LAX and Ontario, the City began the installation of in-line baggage handling equipment to ensure that passengers bags were handled more efficiently and securely. LAWA's security technology and other measures were also upgraded.

