

Thank you, Tracy, for that generous introduction.

THANK AND ACKNOWLEDGE:

- Janice Hahn, Congresswoman, 36th District
- Ed Rendell, Former Governor of Pennsylvania and current Co-Chair of Building America's Future
- Fellow MTA Board Members (Antonovich, Yaroslavsky, Katz, O'Connor, DuBois)
- Colleagues from the Los Angeles City Council (Garcetti, Cardenas, Englander, Koretz, Krekorian, Parks, Rosendahl)
- Will Kempton, Chair of Mobility 21 and CEO of Orange County Transportation Authority

Mobility 21 has been one of the most effective transportation advocates in California.

And it's been effective because it understands a fundamental truth about transportation policy.

To get things done, you can't go it alone.

You have to forge partnerships and build coalitions.

You have to bring labor and business together.

You need cities and counties standing shoulder to shoulder

All broadcasting the same message:

Mobility matters.

We cannot compete against the world's new economic dynamos – China, India, Brazil – if our rails are rusty and our bridges are crumbling.

Our citizens cannot enjoy the quality of life they expect and deserve if they're gritting their teeth in gridlock.

And we cannot, we **WILL NOT** put the Great Recession in our rear view mirror until we put people back to work.

And one of the best ways to accomplish this is to create jobs building the rail-lines, the cargo docks, and the airport terminals of the future.

I know this...

YOU know this...

Now we have to make sure that our friends in DC know and understand this too.

(PAUSE)

We've reached a significant milestone today.

This is the 10th anniversary of Mobility's 21's Annual Transportation Summit.

Congratulations! That is really something to celebrate!

As Mayor, I attended my first Mobility 21 Summit in 2005.

A lot has changed in six years.

I see a few more grey hairs...

I see a few more wrinkles...

But not as many as you'd think.

This **IS** LA after all

(PAUSE)

In 2005, I challenged Angelenos to imagine their city with a first-class public transit system.

A comprehensive system of subways, light-rail lines and bus rapid transit would help us shake our decades long over-reliance on the single passenger automobile.

It would be the linchpin in making Los Angeles the world's cleanest, greenest big city.

With more commute options, less congestion, residents could spend less time in their cars and more time doing the things that matter: playing with their kids, talking with their neighbors or enjoying a day at the beach.

This would be an economic generator, creating construction jobs, spurring new commercial and residential development and also making it easier for people to get to and from work.

I asked Angelenos to imagine a transportation system that would be the catalyst for remaking the face of Los Angeles and finally taking us beyond sprawl.

In a city where the motto seemed to be 'Build Now, Plan Later', we would do things differently.

We would closely link transit development with the planning of vibrant, livable neighborhoods.

Passengers would spill out of subway stations into public squares lined with local shops and businesses.

They could grab a coffee or the last needed ingredient for that evening's dinner.

They would stroll from rail platforms and bus stops to catch Hollywood's newest release or to taste the latest creation from the restaurant around the corner.

They would experience the City in a new way – not as a place to drive through on the way to the office or to home -- but as a place to stop and enjoy.

This was the vision I offered in 2005, and back then it really did look like a dream.

In the City of Los Angeles, the project to synchronize traffic signals lacked money and manpower. It was preceding at a snail's pace.

The modernization of LAX was mired in community opposition and litigation.

The Orange Line was under construction, but everyone was forecasting dismal ridership numbers.

Expo Phase 1 was short hundreds of millions of dollars.

Expo Phase 2 and the Crenshaw Line?

The cupboard was bare. No money had been committed.

(PAUSE)

Working together we've truly made a difference in only six short years!

We worked closely with LAX stakeholders, secured their buy-in, and we are now modernizing LAX for the first time since the Olympic torch last burned at the Coliseum.

This will generate nearly 40,000 jobs over the life of the project.

We opened the Orange Line, and, despite the dreary predictions, it has been a phenomenal hit with bus riders.

In fact, we've now broken ground on the Orange Line Phase 2 and Valley residents will soon be able to use the line to travel all the way to Chatsworth.

The opening of Expo Phase 1 is just a few months away, and next Monday we will break ground on Phase 2.

Not only have we secured the federal funding for the Crenshaw project, but the Federal Transit Administration just approved the project's final environmental document.

And now the MTA Board is poised to move the project to the last crucial design phase before construction.

Preliminary engineering is well underway for the regional connector and the Westside Subway.

These and other road, rail and bus projects will create a total of 122,000 jobs.

And by 2013, the end of my term, all of the traffic signals in Los Angeles will be synchronized...

Reducing your daily commute and reducing carbon emissions in our city by nearly one metric ton.

Signal synch is the second greatest carbon reduction initiative in Los Angeles, second only to meeting our goal of 20% renewable energy at the Department of Water and Power.

(PAUSE)

We owe a great debt of gratitude to the voters for having the foresight to support this historic initiative.

Without Measure R we would have only built the Orange Line, Expo Phase 1 and perhaps the Crenshaw Line as a bus rapid transit project.

With Measure R, we will provide a 'one seat ride' between Claremont and Long Beach and between the Eastside and Santa Monica.

With Measure R, we will have a direct transit connection to LAX.

With Measure R, we will continue to deliver quality bus service with the cleanest and greenest bus fleet in the world.

And with Measure R, we will double the size of the rail system and finally deliver on the vision of a truly regional transportation system in Southern California.

(PAUSE)

Measure R passed in November 2008 in the midst of the Great Recession.

We decided to be bold. We set out to harness the tremendous economic potential of Measure R and accelerate it.

In the face of double-digit unemployment, we could not wait 30 years to realize the powerful economic investment that the voters made in our region's future.

This is the reason why we launched the 30/10 initiative. It is why we have expanded the idea nationwide as America Fast Forward. And it is why we are asking Washington to change the rules so we can incentivize companies to locate in LA and hire local workers for our locally funded transportation projects.

We are already getting results.

Last October, we received a \$546 million TIFIA loan for the Crenshaw/LAX Transit Corridor project.

And just this July, we received two more pieces of welcome news.

We have cleared the first major hurdle on the way to receiving a \$640 million TIFIA loan for the Westside Subway...

On top of that, we received a commitment in New Starts Funding for both the Westside Subway and the Regional Connector. In 2013, these projects will each be eligible for \$100 million.

Take a second to let that sink in...

In under a year, we have nearly secured commitments of over one billion dollars to build our transit network and to put Angelenos back to work.

(PAUSE)

With America Fast Forward as part of the Boxer-Inhofe Surface Transportation Bill in the U.S. Senate, we will deliver jobs and investment not just in Southern California, but in places like...

Milford Ohio

Blairsville Pennsylvania

Elizabethtown Kentucky

Kennesaw Georgia

Broken Arrow Oklahoma

Coppell Texas

And Anniston Alabama

This isn't some random collection of points on a map.

These cities and towns are among the dozens and dozens across America where men and women working in factories, design studios, machine shops and laboratories produce the components and provide the services that keep our regional transportation infrastructure up and running.

The millions that we invest in transit flow to businesses, large and small, and create hundreds of thousands of jobs.

So let's make this as clear as possible: Transportation investment equals jobs.

Now, it is a sad comment on the quality of our political debate that such an obvious fact is met with skepticism in Congress.

It is hard to believe, but we face the very real possibility that Congress will miss the September deadline for extending the current Surface Transportation Bill.

This weekend we celebrated Labor Day and the close of summer. Today, let's end the "silly season" in Washington, D.C. It's time for Congress to move with purpose on the one issue most Americans were pondering this weekend: how to keep or find a good job.

The very first step Congress must take when it reconvenes today is to extend the current Surface Transportation Bill.

With nearly 2 million jobs on the line, and historic unemployment across the country, there is no more important issue facing Congress. This is job one.

Then Congress must buckle down and work quickly this fall to pass the full re-authorization of the Surface Transportation Bill, the Boxer-Inhofe bill.

Across the country you can hear a bi-partisan chorus -- including the US Chamber of Commerce, the AFL/CIO and more than 120 mayors -- singing the same note and urging Congress to invest more – not less – to meet our pressing infrastructure needs.

We need to remind those members of Congress who are so beholden to the economics of cut, cap, slash and burn that stubborn allegiance to ideology is no virtue and that bipartisan cooperation in the pursuit of economic recovery is no vice.

And frankly, we also need the direct engagement of the White House on this issue.

I know that President Obama understands that the way to build wealth is by investing.

But this week we need to hear him say it.

And, more importantly, we need to see him fight for investment in transportation jobs in the coming weeks and months.

The President has delivered on his promise to end the war in Iraq.

I urge him to make a new pledge.

To take the money that was used to build democracy in Iraq and now use it to build the bridges, the schools, the rail lines we need here at home.

The Congress has dithered enough over deficits and debts.

Now it's time to secure the country's future. It's time to start building again. But let's not build a new government program. Let's expand TIFIA, as the Boxer-Inhofe bill will - and put people to work right away.

(PAUSE)

Last month, I called for fixing California's busted budget and tax systems.

I urged lawmakers and the leaders of our business and labor communities to strike a grand bargain for the sake of our state's two central pillars: our public schools and our public infrastructure.

I offered a set of proposals that would reform Prop 13 and that would take us from a tax system full of loopholes and exemptions to a system that supports job

creation and gives local governments and school districts the ability to generate new revenue.

Without such reforms and the added revenues they would bring in, Californians will never solve the fundamental challenges we face.

And the California Dream will continue its slow fade.

I called for this grand bargain for the same reason that I called for a world-class transit system in Los Angeles and for the same reason that I continue to fight for America Fast Forward...

We cannot make true progress unless we think – and act – big.

I hear it every day.

My fellow mayors across the country are hearing it.

We cannot keep living on the investments our parents and grandparents made.

If we want to get people working again...

If we want to secure a better future for the next generation...

We must reject the politics of cut and cap.

And embrace the politics of CREATE and COLLABORATE.

(PAUSE)

In the past, people have looked elsewhere for those projects that stamped their mark on history and shaped the fortunes of cities and whole regions.

They have looked to the island of Manhattan and its famous bridges.

They have looked to the mountains of Tennessee and the dams and power plants of the Tennessee Valley Authority.

They have looked to the borderlands of Nevada and Arizona and the imposing arch of the Hoover Dam.

But now, they will look west...

They will look here...

They will look to Los Angeles and Southern California.

In our new subways, rail-lines, roadways and busways, they will see one of the largest, most innovative infrastructure projects of the new century.

America will look to Los Angeles and see a new type of leader.

They will see a region that leads in transit ridership, not gridlock...

And that leads in sustainability, not smog.

We have accomplished a tremendous amount in a very short time.

But let us pledge to do more.

Let us make sure that America Fast Forward is enacted into law **THIS** year.

And every year after that we should lead the effort to expand America Fast Forward to more cities and more communities...

So that they can do what we have done and bring the benefits of transit innovation and investment to their residents.

This should be a true measure of our leadership

That we work to make the model of our **LOCAL** success a source of **NATIONAL** success.

I have seen what we can do.

We have always been up to the challenge.

Thank you very much.

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