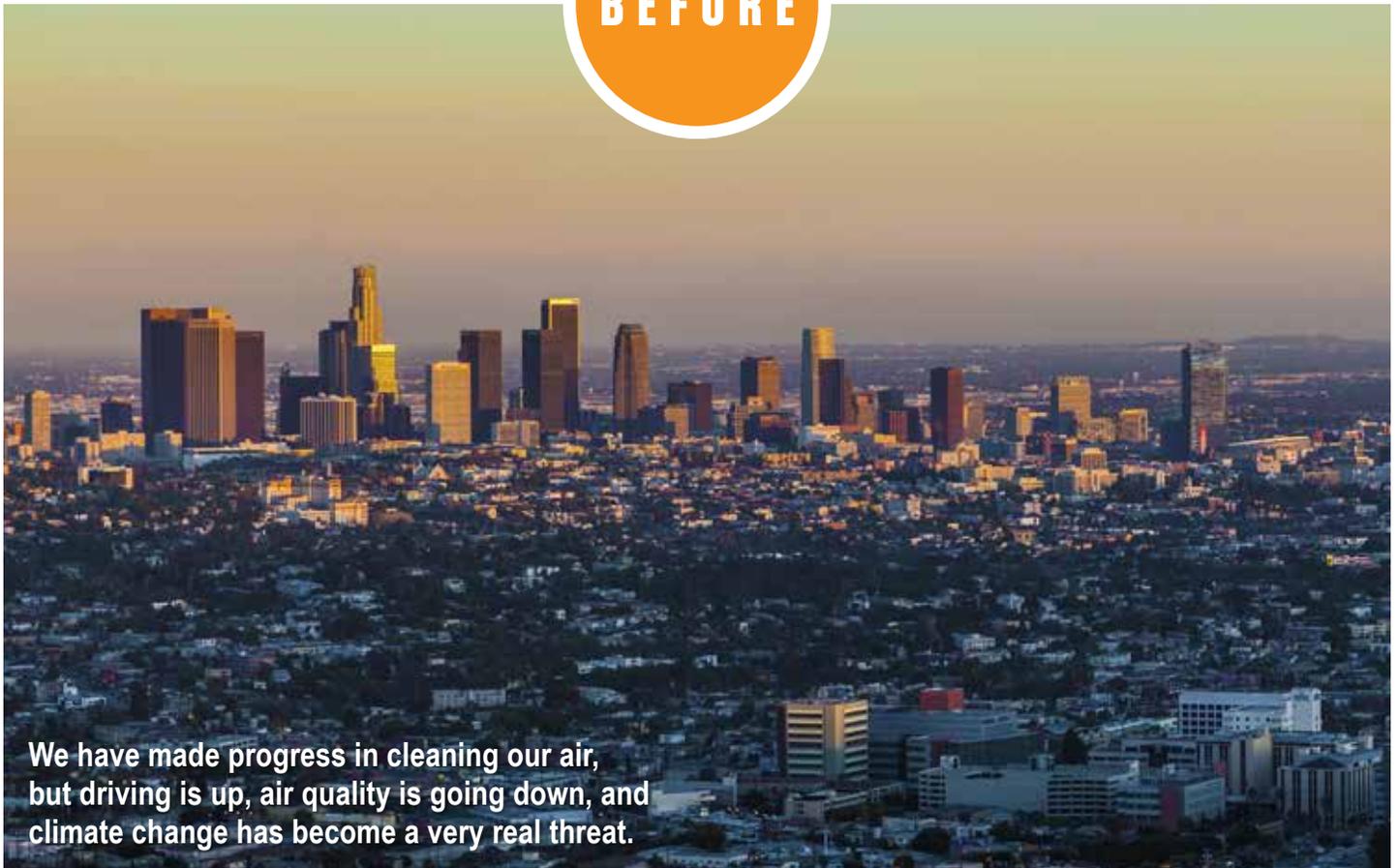


VISION 2020



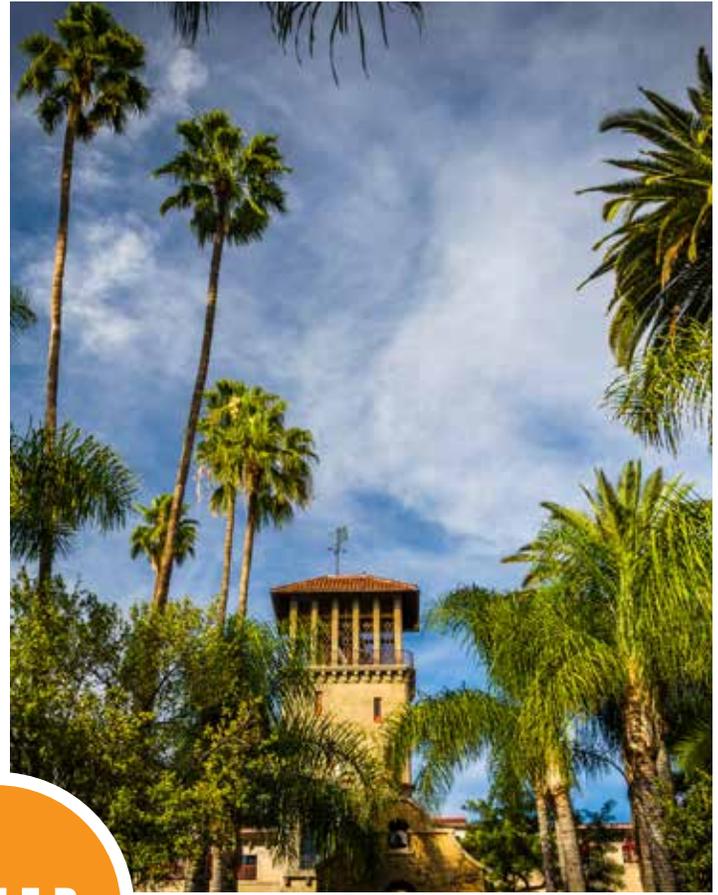
Imagine we could vote to truly,
finally clean the air in Southern California...
and at the same time catalyze the world to
abate climate change.

BEFORE

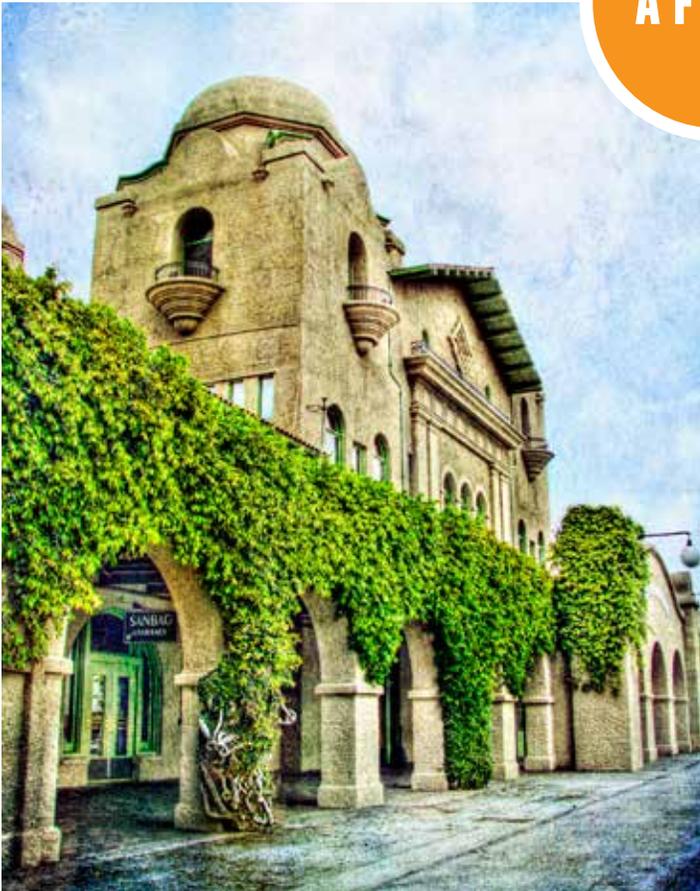


We have made progress in cleaning our air,
but driving is up, air quality is going down, and
climate change has become a very real threat.

But we could finish the clean air challenge once and for all in (clockwise from top left) LA, Riverside, Orange and San Bernardino counties.



AFTER



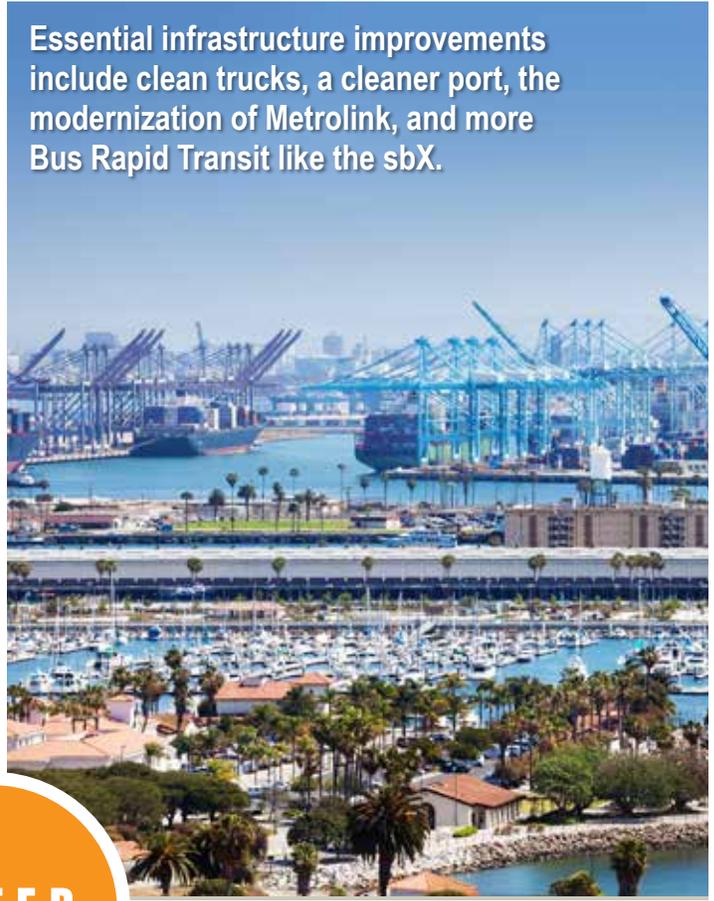
Imagine we could vote to significantly reduce traffic congestion on freeways and boulevards and create thousands of jobs in Southern California.

BEFORE



Truck traffic is ever-present on the freeways through LA, San Bernardino and Riverside counties.

Essential infrastructure improvements include clean trucks, a cleaner port, the modernization of Metrolink, and more Bus Rapid Transit like the sbX.



AFTER



We'd need to spend a little money,
but actually not that much. It would all likely
cost the average Southern California voter
less than a nickel a day.



And shippers and truckers should
pay their fair share, too.

Wouldn't you vote YES to do this?

Everybody should pay a small but fair share... because everybody will benefit.

Small amounts of funding from a few sources would create an investment pool big enough to do it all.

Total needed: ~\$1.2 billion/year.

Could we raise this and be fair and reasonable to everyone?

Yes. Here is a reasonable mix of revenues:

- Quarter cent sales tax = ~\$700 million/year
- Commercial truck registration fee of \$100/year x ~2 million trucks = \$200 million/year
- Container fee of \$20/year x ~16 million containers = ~\$320 million/year

Also, tolls on truck-only corridors could provide a strong incentive for truckers to use zero- or near-zero emission trucks.



Everyone will benefit from the deployment of clean vehicles.

Yes, we can do it all in one ballot measure.

Mission #1 : Dump diesel, slash gas use.

We will need about \$1 billion/year over 15-20 years to accelerate deployment of tens of thousands of zero- and near-zero emission cars, pickup trucks, SUVs and, especially, alternatives to diesel-burning heavy-duty trucks. We will also need a lot more charging and fueling stations.

About 1/4 of the funding will likely come from Sacramento, the rest must come from Southern California.



Both cleaning the air and abating climate change require us to reduce emissions from the transportation sector.

- 90% of our air pollution comes from transportation
- 50% of our GHG emissions come from transportation

Investing in transit is great, but we must also dump diesel and slash the use of gasoline.

Reducing air pollution is mostly about reducing emissions from trucks and off-road vehicles. Heavy-duty long-haul diesel trucks comprise just 1/8 of all trucks, but they produce 1/2 of all air pollution from trucks. Diesel trucks are our biggest challenge.

Abating climate change requires reducing GHG emissions from cars, pickup trucks, and SUVs. We must slash use of gasoline by deploying more zero-emission vehicles and hybrid electrics.



The transportation sector is the biggest contributor of both air pollution and GHG emissions.

The good news:

The technologies we need to create a clean transportation system are either already available or nearly so. Our job is to accelerate their penetration into the Southern California marketplace.

If we do this, we really can achieve our clean air and climate change goals.



Accelerated deployment of zero- and near-zero emission cars and light-, medium- and heavy-duty trucks is key to ending toxic air pollution and climate change.

More good news:

We already know how to do this. We just need to scale up to match the scale of the challenge.

In order to reduce toxic diesel air pollution we need both zero- and near-zero emission trucks: zero-emission for short-haul tasks and near-zero emission for heavy-duty long-haul tasks.

Near-zero emission trucks are commercially available today and zero-emission trucks will be soon. Together they can end diesel pollution—the second leading cause of lung cancer—and significantly reduce GHG emissions.

As we all know, there are already dozens of zero-, near-zero and hybrid electric cars, pickups and SUVs on the market. They are being improved all the time and have more power, a longer range and prices are coming down.

Accelerated deployment of these vehicles on this scale in Southern California could transform the fight against climate change from slowly losing ground to gaining ground. Fast. Real fast.



But THIS is what really excites us.

If Southern California takes the lead on accelerating deployment of clean vehicles in partnership with Sacramento, our programs can together create economies of scale in manufacturing that will really bring costs down.

This is the secret sauce in our strategy to fight both air pollution and climate change.

Projected Plug-in Passenger Vehicle Sales in US and Canada

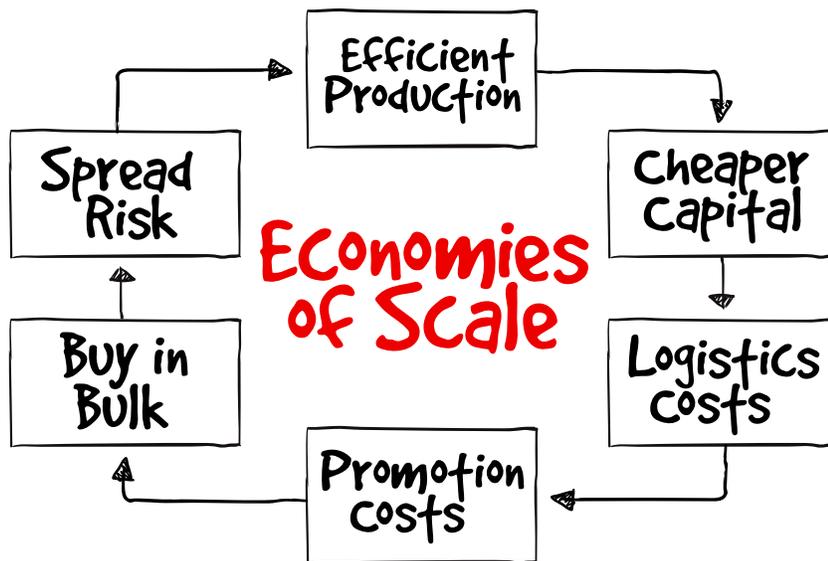


From a report released by the Environmental Defense Fund in 2017.

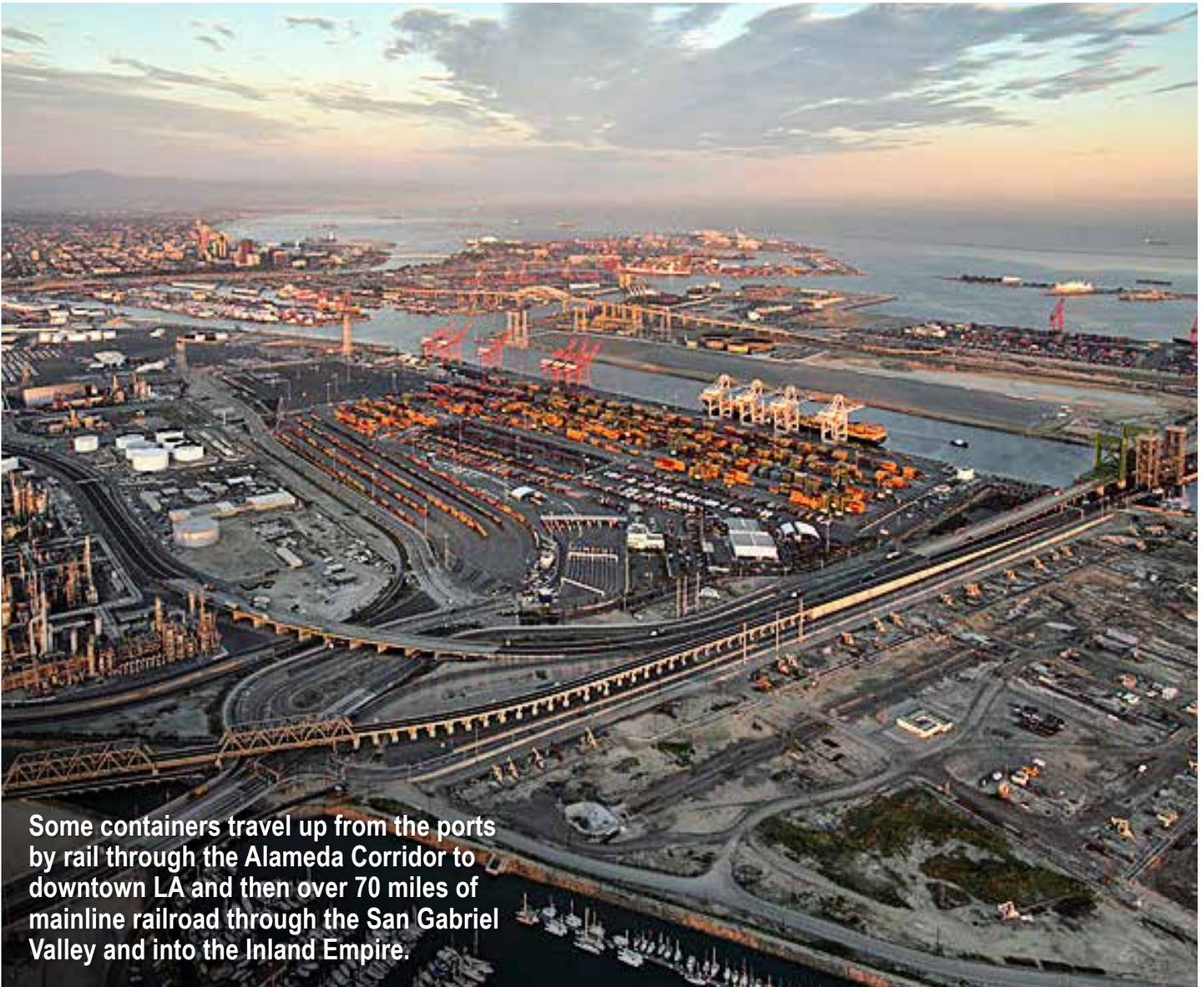
If SoCal adopts a program to accelerate deployment of zero and near-zero emission vehicles, we are such a big market that the demand will prompt manufacturers to really scale up production—introducing economies of scale.

Economies of scale will help lower the cost of these vehicles so they become cost-competitive with their diesel and gasoline counterparts. At some point they will not only be cleaner, they will be cheaper to buy. They are already cheaper to operate. This is key to national and hopefully international deployment.

Someone has to lead. It is on us. California in general and Southern California in particular are at the center of clean vehicle innovation. The zero-emission vehicle program was begun to fight smog in California, and ZEVs will be our salvation in the fight against both air pollution and climate change.



Mission #2: Modernize our regional transportation infrastructure, including our regional goods movement system and our Metrolink commuter rail system.



Some containers travel up from the ports by rail through the Alameda Corridor to downtown LA and then over 70 miles of mainline railroad through the San Gabriel Valley and into the Inland Empire.



The goods movement industry is SoCal's most significant economic engine.

Industries dependent on Southern California's goods movement system provide about 3 million jobs, a third of all jobs in the region, and generate more than 1/3 of our regional GDP.

Our goods movement industry is also a major source of traffic congestion and air pollution, and truck traffic is expected to grow 80% by 2035. That would likely make traffic and air pollution worse, unless we do something big.

We can do something big: if we deploy zero- and near-zero emission trucks; if some goods hauled by trucks travel by rail instead; if we provide clean-truck-only lanes on some freeway corridors; if there are tolls that provide an incentive to use clean trucks; and if we modernize our ports and our cargo. These actions will help significantly reduce both congestion and emissions despite population and economic growth.

It is a big deal. We should do it. But we must protect jobs and communities in the process.

We need a regional ballot measure
that will also make significant
investments in Metrolink to reduce
freeway and boulevard congestion while
creating thousands of jobs.



Metrolink is a 534-mile-long commuter rail system with 59 stations in locations including Claremont (above), Anaheim and Riverside, and at the Hollywood Burbank Airport.



Metrolink is our 534-mile-long regional commuter rail system, serving 59 stations in 5 counties. It is already a big-time congestion- and-pollution reducer, and will be even more effective if modernized and electrified, and if service is enhanced and detangled from our goods movement systems.

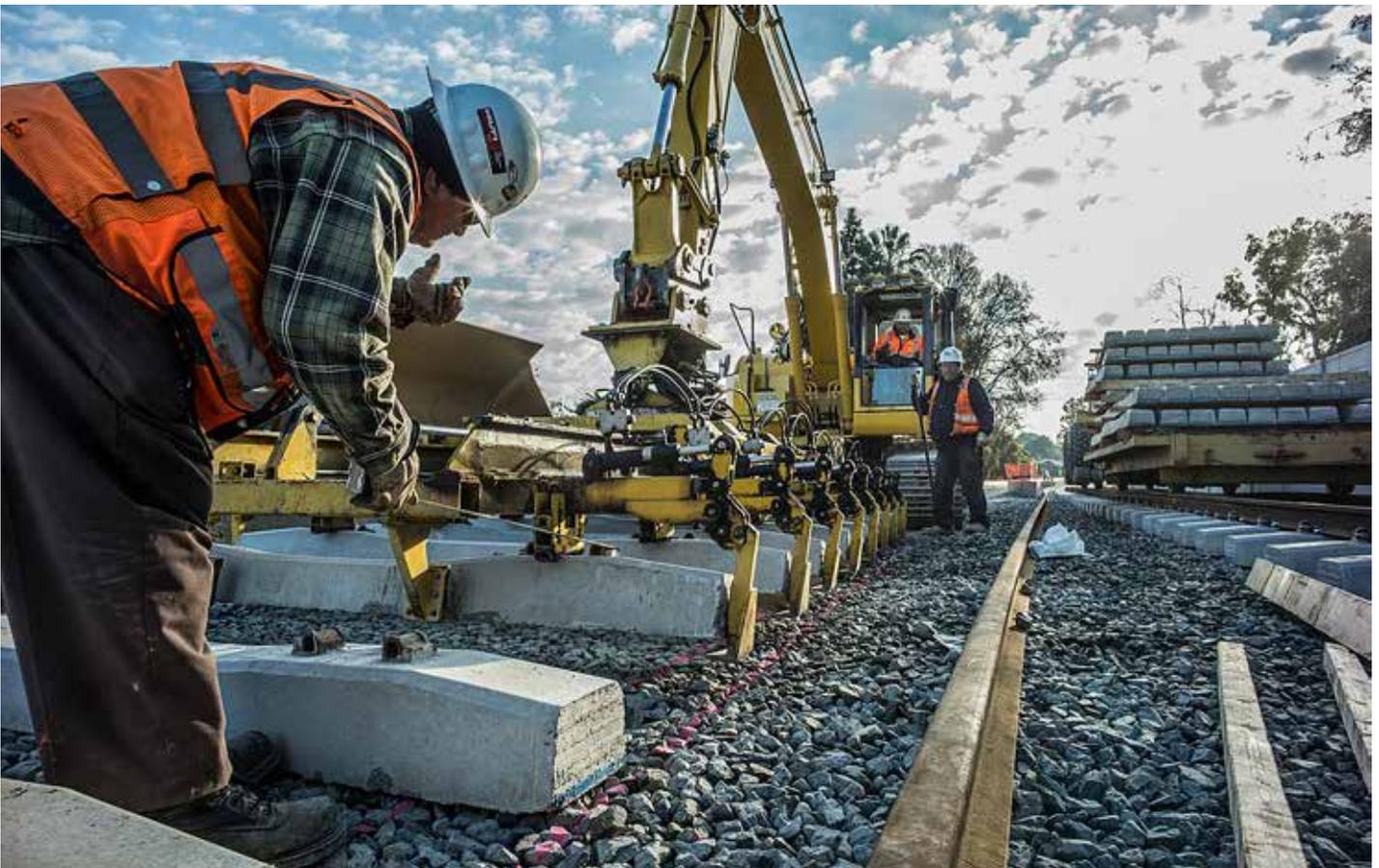
An electrified Metrolink could provide 110 mph express service from Riverside and San Bernardino to Ontario Airport to Union Station; from San Clemente to Irvine to Anaheim to Union Station; from Santa Clarita to Hollywood Burbank Airport to Union Station; from Ventura to Union Station. From Union Station to almost anywhere and back again!

Imagine express service between Union Station and regional airports in Burbank and Ontario. That would be a real traffic and emissions buster.

Modernizing important regional infrastructure cannot be done right if we do it one county at a time. System improvements have to be coordinated regionwide.

We can do this with smart regional entities that are responsible for coordinating investments.

And we must incorporate policies that protect local communities and our local workforce from disruption and displacement.



We must protect people, communities and jobs, and prevent displacement.



A regional commuter rail entity plans and operates Metrolink. But it needs core funding from all 5 counties that it serves and not just from individual counties.

We should consider a regional goods movement authority that can manage core regional resources as well. We must create a framework for collaboration rather than competition.

If we do this we can create thousands of new jobs in construction, goods movement, and local manufacturing while significantly reducing congestion and emissions.

Gone are the days when freeway construction could displace thousands of families. We must avoid displacement, and where it is unavoidable, take good care of the affected families and businesses.

Sometimes new technologies create a pretext for job loss. It does not have to be that way. With the right policies, we can protect workers and create thousands of new local jobs by expecting local manufacture of the products we spend public money on.

How can we make this happen?

The state legislature can, with the governor's signature, authorize the South Coast Air Quality Management District to place a measure on the November 2020 ballot within its district.

This is what the Legislature did for LA Metro in 2008 and again in 2016, authorizing Measures R and M to provide \$160 billion for transportation in LA County.

Voters in the district would need to approve the measure with a 2/3 vote.



The state legislature can help us; all 4 counties in the Air District (see map) have passed transportation funding measures by more than 70% in the past.

The South Coast Air Quality Management District includes 4 counties: Los Angeles, San Bernardino, Riverside and Orange, though the high desert areas of LA and San Bernardino counties are not included.

Since 2000 all 4 counties have approved transportation funding measures in the past by at least 70% of the vote and by 80% in San Bernardino County.



And voter registration in all 4 counties has shifted over the past decade, with Republican registration declining by more than 10%, while both Democratic and “Decline to State” registration has grown.

Jobs, traffic congestion and clean air are important issues in all 4 counties. Addressing climate change should appeal to these voters too.

How do we bolster the prospects for victory, especially if we need 2/3 voter approval?

We need to agree on a “grand bargain” that unites the leading constituencies as well as the 4 counties on an investment program!

To further ensure the support of all 4 counties, funds should be spent in each county in proportion to their population.



What we do: build the coalition and the momentum, and find leaders to head the parade.



To win in an area as large as the South Coast Air District, especially to win 2/3 voter approval, we need a program with a very broad base of support. Every county must see real investments that are proportional to their populations.

As with Measures R and M in LA County, we will need a “grand coalition” capable of working toward a “grand bargain.” This coalition must include environmentalists and environmental justice advocates, business organizations including clean vehicle manufacturers, the clean fuel and power industries, the electrical and utility unions and building trades, faith-based organizations, health groups, seniors, students and people with disabilities, as well as other interest groups.

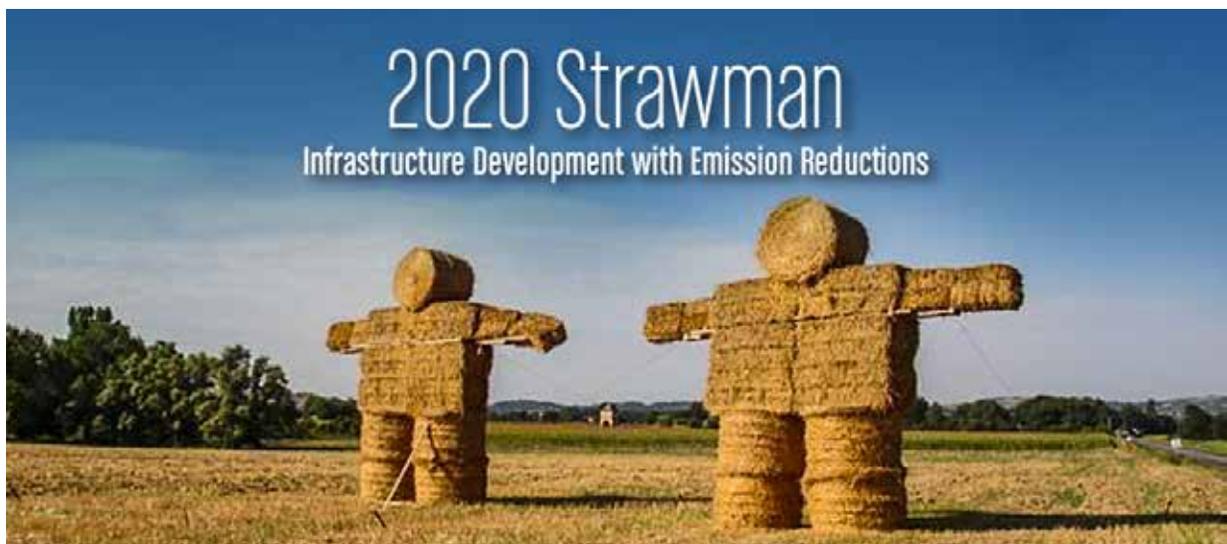
Business and labor will want investments in major infrastructure to reduce congestion and improve economic efficiency, and to create and protect jobs. Environmentalists and EJ advocates will want the cleanest possible vehicles and to avoid disrupting communities. Others will have their own priorities.

Here is our current thinking about what a “grand bargain” regional measure might look like. We call it...

VISION 2020

It will likely need more than one revenue stream. Voters will want to see that the industries that are responsible for emissions and that benefit from the measure are also paying their fair share of the costs.

There are other revenue sources, beyond what we include in our current Vision 2020 straw man proposal, that could be used. But this is our current best thinking about what is reasonable.



We revise our straw man proposals whenever we gain significant new input from coalition partners.

A Possible Scenario for a Ballot Measure

(as of February 14, 2018)

A measure is placed on the ballot in November 2020 in the district of the South Coast Air Quality Management District

(does not include high desert areas of Los Angeles & San Bernardino counties)

LIKELY SCENARIO:

The SCAQMD gets legislative authorization to place the measure before voters; 2/3 threshold for voter approval

“STRAWMAN” EXPENDITURE PLAN

Proposed Southern California Regional Ballot Measure

As with Measures R and M in LA County, Move LA works by first creating a “strawman” measure that is circulated to key constituencies and leaders for comment and revisions, giving everyone a sense of what is possible.

Revenue: Initial ~\$1.2 B+/year; with inflation the measure yields ~\$60 B in 30 years

REVENUE SOURCES ASSUMED *(illustrative):*

- 1/4 cent sales tax = \$700 M/yr.
- \$100/ yr. commercial truck registration fee X ~2 M+ trucks = ~\$200 M/yr.
- \$20 per container (TEU) x ~16 M TEU = ~\$300 M/yr.

DRAFT PROPOSED EXPENDITURES *(illustrative):*

Money should be allocated for expenditures in each county in proportion to their population.

■ **Clean Air & GHG reductions: ~\$18 B (60% for 20 years adjusted for inflation)**

Initially ~ \$700 M/year with inflation adjustments approx. \$18 B over 20 years.

- Goal: SoCal will achieve federal clean air standards & transformational GHG reductions.
- Program: Funds will provide incentives for accelerated deployment of zero and near-zero emission medium and heavy-duty vehicles (trucks & off-road vehicles) and light-duty vehicles (cars, pickups, SUVs), plus charging and fueling infrastructure.
- Presumption: Implement mobile source plan of 2016 AQMP with additional expenditures for light duty ZEV deployment to reach GHG reduction targets.
- After 15-20 years, continued investments in deployment of clean vehicles and infrastructure may no longer be necessary; this revenue can then be diverted to other purposes, e.g., Metrolink.

■ **Goods Movement Infrastructure Modernization: ~\$20 B**

Initially 20% over 30 years + share of clean air \$\$ after yr. 20, possible supplement w/ toll revenue.

- Purpose: major congestion relief, additional emission reduction benefits, and major job creation and regionwide economic benefits.
- Priority: Clean-truck-only lanes on key corridors (I-710, I-60, I-605, I-15) with tolls to encourage clean trucks; port and air cargo improvements; finish ACE grade separations through San Bernardino County.

■ **Metrolink: \$12 B**

Initially 10% over 30 years + share of clean air \$\$ after year 20

- Priority: enhanced service, lower fares, electrification and modernization of Metrolink, double tracking for express service, connect to Ontario & Burbank airports, enable 110 mph travel.

■ **Local Clean Air Discretionary Funds: \$10 B (to county transportation commissions)**

Initially 10% over 30 years + share of clean air \$\$ after year 20

- Local transit services, first-last-mile bike & pedestrian infrastructure, sustainable community development, etc.

It's time to
Move SoCal

What do we have to do to gain voter support in Orange County? What will win support from voters in San Bernardino and Riverside counties? What will be of special interest to LA County?



We believe that we all want:

- Significant congestion relief, economic development and job creation.
- Clean air and a future without climate change, which can only be provided by accelerating deployment of zero- and near-zero emission light, medium and heavy-duty vehicles.

What's not to love?

