

**Metro**Los Angeles County
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metro.net**AD HOC SUSTAINABILITY COMMITTEE
JULY 18, 2012****SUBJECT: 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY****ACTION: ADOPT RESOLUTION****RECOMMENDATION**

Adopt the resolution (Attachment A) authorizing the Chief Executive Officer (CEO) to collaborate with the Southern California Association of Governments (SCAG) on the delivery of a Joint-Work Program to implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

ISSUE

On April 4, 2012 the SCAG Regional Council unanimously adopted the 2012-2035 RTP and the region's first SCS. The adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established Greenhouse Gas (GHG) reduction targets of 8% per capita by 2020 and 13% per capita by 2035. While SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the respective actions of local governments and County Transportation Commissions, like us, that program the majority of transportation funds flowing into the region. It is therefore critical that we be engaged in the implementation of the Plan in order for its benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS. The attached resolution affirms our intent to collaborate with SCAG to develop and implement a joint work program.

DISCUSSION

We currently collaborate with SCAG on a broad range of initiatives to advance common transportation objectives and provide leadership on Sustainability issues. As part of these collaborative efforts, we were directly involved in the RTP/SCS process. The Board endorsed the GHG reduction targets established by the California Air Resources Board (CARB) at their September 23, 2010 meeting, committed staff support in the development of the RTP/SCS, and submitted a letter in support of the final plan in January 2012. The Board has also demonstrated leadership and strong support for advancing sustainable transportation options through its countywide planning capacity.

Most notably, in an effort to demonstrate countywide leadership on sustainability and better define our role, the Ad Hoc Sustainability Committee endorsed and is providing direction on the development of a Countywide Sustainability Planning policy. This policy will better integrate sustainability principles and priorities into our functions and provide a framework for fostering the implementation of federal, state, regional, and local sustainability policies and plans, including the RTP/SCS, across Los Angeles County.

DETERMINATION OF SAFETY IMPACT

The resolution will have no adverse impact on the safety of our employees or patrons.

FINANCIAL IMPACT

The FY13 budget includes funding in cost center 4340, Gateway Cities Area Team, under project number 405510, External Agency Coordination, for staff resources to work with SCAG. Since this is multi-year program, the cost center manager and the Executive Director Countywide Planning will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for this effort is Propositions A and C and TDA Administration. These funds are not eligible for bus and rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board could defer the approval of the resolution to a future date or choose to not adopt the resolution to collaborate with SCAG on the RTP/SCS Joint-Work Program. These alternatives are not recommended as we play a vital role in ensuring that the transportation policies and investments included in the RTP/SCS move forward to help achieve substantive and quantifiable regional benefits throughout Los Angeles County. Approval of the resolution will ensure that the implementation of the RTP/SCS coincides with and works in conjunction with our mission and objectives, including the proposed Countywide Sustainability Planning Policy. Coordinating these efforts will advance our mission of creating a more efficient and effective transportation system and address a broad set of sustainability goals that have been mandated by federal and state laws.

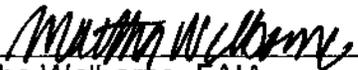
NEXT STEPS

We will work with SCAG on the development and implementation of the RTP/SCS Joint-Work Program subject to budgetary constraints. Progress on the items contained in the RTP/SCS Joint-Work Program will be reported to our Ad Hoc Sustainability Committee and SCAG's Energy and Environment Committee on a quarterly basis starting January 2013.

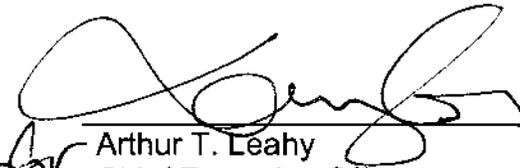
ATTACHMENTS

A. Resolution

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Diego Cardoso, Executive Officer, Countywide Planning



Martha Welborne, FAIA
Executive Director Countywide Planning



for Arthur T. Leahy
Chief Executive Officer

RESOLUTION AUTHORIZING COLLABORATION BETWEEN LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AND THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO IMPLEMENT THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

Whereas, the development of a regional Sustainable Communities Strategy is required by state law under California's Sustainable Communities Strategy and Climate Protection Act, commonly referred to as Senate Bill 375, and is a critical element of achieving statewide greenhouse gas (GHG) reduction goals established in the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006);

Whereas, a regional Sustainable Communities Strategy is a component of the Regional Transportation Plan that specifies how the GHG reduction targets established for a region by the California Air Resources Board (CARB) will be achieved;

Whereas, on April 4, 2012 the Southern California Association of Governments (SCAG) Regional Council unanimously approved the region's first RTP/SCS;

Whereas, the adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established GHG reduction targets of 8% per capita by 2020 and 13% per capita by 2035;

Whereas the Air Resource Board on June 4, 2012 accepted the Sustainable Communities Strategy as having met the GHG target;

Whereas, by virtue of having met the state established GHG target, local governments in the SCAG region may choose to access a streamlined process under the California Environmental Quality Act (CEQA) for certain types of qualifying development projects;

Whereas, the RTP/SCS provides additional co-benefits including reducing land consumption, infrastructure costs, household costs, health incidences as well as improving mobility and creating jobs;

Whereas, SCAG developed the RTP/SCS in collaboration with the LACMTA, other County Transportation Commissions, and local governments from the six county Southern California region through a bottoms-up, collaborative process that engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of workshops and public meetings;

Whereas, the RTP/SCS addresses many challenges including projected growth, changing demographics, climate change adaptation, housing needs, and transportation demands;

Whereas, the RTP/SCS includes a land-use strategy and growth forecast that focuses growth in High-Quality Transit Areas and along main streets, downtowns and other appropriate infill locations; shifts development from single-family towards multi-family residential development to reflect recent market trends; and promotes the implementation of Compass Blueprint Demonstration projects and other supportive land use implementation;

Whereas, the RTP/SCS includes transportation policies and investments that reflect the investments being made by the County Transportation Commissions through 2035; triple the amount of funding available in the previous RTP to support Active Transportation; emphasize and provide additional resources for transportation demand management strategies and transportation systems management; maintain a focus on efficient goods movement; and establish a financial plan that addresses deferred maintenance and includes new revenue sources and innovative financing techniques to transition our fuel tax-based system to a more direct, user fee approach;

Whereas, while SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like the LACMTA, that program the majority of transportation funds flowing into the region;

Whereas, it is therefore critical that the LACMTA be engaged in the implementation of the plan in order for the plan's benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS;

Whereas, CARB through the AB 32 Cap-and-Trade Program will be providing funding for programs and projects throughout the state that reduce GHG emissions and help implement local climate action plans;

Whereas, the LACMTA Board approved a motion (September 23, 2010) endorsing the GHG reduction targets established by CARB, committed staff support in the development of the RTP/SCS, and submitted a letter in support of the final plan;

Whereas, the LACMTA has demonstrated leadership and strong support for advancing sustainable transportation options in the region through a broad range of actions including: investing in transit, establishing an Ad Hoc Sustainability Committee, maintaining a strong commitment to clean fuel buses, programming additional funding through the Call for Projects for bicycle infrastructure, advancing bicycle policies, promoting the inclusion of sustainability as a criteria in the Call for Projects program, directing for the development of an Active Transportation Agenda, approving applications for sustainability grant programs, and adopting policies that reduce the agency's environmental footprint as well as promote cleaner air, GHG reduction,

healthier communities, and a stronger economy through transportation planning and programming, among others;

Whereas, to continue to demonstrate countywide leadership on sustainability issues, the LACMTA Ad Hoc Sustainability Committee has endorsed and is providing direction on the development of a Countywide Sustainability Planning Policy to better integrate sustainability principles and priorities into the agency's planning functions and to provide a framework for fostering the implementation of federal, state, regional, and local sustainability policies and plans—including the RTP/SCS—across Los Angeles County;

Whereas, implementation of the LACMTA's Countywide Sustainability Planning Policy, in conjunction with the implementation of the RTP/SCS, will advance the LACMTA's mission of creating a more efficient and effective transportation system in concert with a broad set of sustainability priorities that are increasingly important to the LACMTA's funders and constituents;

Whereas, the LACMTA and SCAG currently collaborate on a broad range of initiatives to advance common transportation objectives, and it is in the interest of both agencies to continue to leverage resources toward achieving the common goals expressed in the RTP/SCS and the LACMTA's Countywide Sustainability Planning Policy and toward creating a more sustainable transportation system.

Now, therefore, be it resolved by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the CEO is authorized to initiate and/or continue the following RTP/SCS implementation activities, to be referred to collectively as the **RTP/SCS Joint-Work Program**:

1. Appoint a representative to the **Regional Sustainability Working Group**, an effort initiated by the CEOs of County Transportation Commissions and led by SCAG, to actively work on the implementation of the RTP/SCS, document and monitor progress, and develop recommendations for opportunities in upcoming 2016-2040 RTP/SCS.
2. Develop and seek funding for a joint SCAG-LACMTA **Sustainable Transportation Demonstration Program** that will provide local agencies with planning, programming, and/or capital funds to implement Compass Blueprint projects or other innovative, multimodal approaches that exemplify the guidance in the LACMTA's Countywide Sustainability Planning Policy.
3. Continue with implementation of the **First-Last Mile Strategic Plan** to "extend" the station area and expand the reach of transit in the transit catchment area and at transit stops. The plan will include policies and guidelines that serve as a resource for local governments seeking to partner with the LACMTA and SCAG on improvements in transit catchment areas and inform the types and sizing of intermodal facilities (such as bicycle parking) that the LACMTA should aim to provide at its stations/stops. Additional funding will be sought for a second phase of the plan to implement demonstration projects that advance the guidance from the plan and to quantify the impact of these investments. Opportunities to

optimize access through programmatic, technology and/or marketing solutions in the transit catchment area will also be explored in future phases of the plan.

4. Continue to develop a **Countywide Safe Routes to School Strategic Plan** to identify a strategy to help local communities establish new Safe Routes to School (SRTS) programs and to sustain and enhance existing efforts. The strategic plan will include assessing current SRTS efforts and needs; coordinating with agencies, organizations, and stakeholders for exchange of information and ideas; identifying data needs and performance metrics; pursuing additional funding sources to increase SRTS investment in Los Angeles County and to provide technical resources to communities; and connecting agencies and organizations involved in SRTS with resources and information.
5. Continue to support SCAG and collaborate with regional stakeholders on the **Regional Plug-In Electric Vehicle (PEV) Readiness Plan**, to identify the best locations for charging infrastructure based on market demand and travel patterns. The Regional PEV Readiness Plan will become part of a larger effort to support regional sustainability while promoting economic development within the green technology sector. SCAG will continue to work with a diverse group of stakeholders to serve as a clearinghouse for zero and near-zero emission vehicle resources and implementation strategies. The key deliverables include a Regional PEV Readiness Plan and two model Subregional PEV Readiness Plans (South Bay and Western Riverside COGs). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.
6. Support SCAG in developing a **Conservation Planning Policy**, as recommended in the 2012-2035 RTP/SCS. This policy is intended to build upon already-established programs that assist with more efficient transportation project delivery, including but not limited to, OCTA's Measure M Environmental Mitigation Program and Riverside County's Multiple Species Habitat Conservation Plans (MSHCP). The policy will explore opportunities to optimize the use of transportation mitigation funds to support natural land restoration, conservation, protection and acquisition, and offers GHG emissions reduction benefits. The deliverables will likely include identification of priority conservation areas and the development of regional mitigation policies or approaches for the 2016 RTP/SCS.
7. Support SCAG to in exploring opportunities to **Expedite Active Transportation Funding** planned in the RTP/SCS to ensure local infrastructure is in place to support the expansion of the rail system at the time when new stations come on-line. This will include building off the First-Last Mile Strategic Plan to identify needs around new station areas and developing new financial tools to support these investments.
8. Support SCAG in conducting a **High Quality Transit Area Study** to review the incentive programs offered by the LACMTA and SCAG that could be better linked or leveraged to realize the RTP/SCS vision for reducing GHG emissions and capturing growth in High Quality Transit Areas (as defined in the RTP/SCS). The study should document existing rules and practices, consider best practices, and

provide recommendations for program modifications. The study will be initiated when additional funding or staff resources become available.

9. Support SCAG in pursuing funding for **High Quality Transit Corridors Needs Assessment** studies to better understand transit needs and transit capacity enhancements that will be required to accommodate additional growth planned for in the RTP/SCS.
10. Continue collaborative efforts to improve **Performance Measurement and Monitoring** of the benefits and co-benefits (health, greenhouse gas reduction, etc.) of transportation projects and plans through efforts such as the bicycle data clearinghouse and the Countywide Sustainability Planning Policy. Develop strategy to improve **Performance Measurement and Monitoring** of transportation projects and plans to provide a basis for quantifying the benefits of investments proposed in future RTP/SCSs.
11. Work with state and federal representatives to **Develop Legislation** in support of the above activities and the broader goals of the RTP/SCS.

Progress on these items shall be reported to the LACMTA Ad Hoc Sustainability Committee and SCAG's Energy and Environment Committee on a quarterly basis starting January 2013. A final report on the RTP/SCS Joint-Work Program shall be prepared by January 2014 and include recommendations to the LACMTA Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS.