

California Sustainable Communities Planning **2013**
Grants and Incentives Program FINAL REPORT

Department of Conservation/ Division of Land Resource Protection

Final Report for the reporting period: December 1, 2016 to January 31, 2017

Grantee: Los Angeles County Metropolitan Transportation Authority Grant No. 3012-568

Project Title: A Greater LA: The Framework for Regional Climate Action and Sustainability

Signature line: _____ (authorized representative)

All Grant Recipients:

- (a) Grant recipients from all three Focus Areas shall be capable of presenting an overview of their project to the COUNCIL at the conclusion of the Grant Agreement. The overview shall include discussion of successes, barriers, and lessons learned from both the grant process and the grant-funded project.**

Metro was funded to develop the Transit Supportive Planning Toolkit (the Toolkit). The Toolkit will aid local jurisdictions in developing and adopting land use regulatory changes supportive of transit and more sustainable forms of developments. The Toolkit includes an assessment of best practices related to land use, density, diversity of uses, parking, bicycle/pedestrian amenities and linkages, public facilities and infrastructure, sustainable neighborhood design, and community outreach. In addition, it includes an analysis of tools for assessing the economic and environmental benefits of transit supportive development.

In April 2017 Metro staff is taking to the Board of Directors (Board) a recommendation that the Board adopt the Transit Supportive Planning Toolkit (Toolkit) as a component of Metro's TOD Planning Grant Program Guidelines (Guidelines). The Guidelines establish the parameters for Metro's TOD Planning Grant Program (Program) which funds cities across the County to develop and adopt transit supportive regulatory documents. These activities include, but are not limited to, new or amended specific plans, ordinances, overlay zones or general plan amendments; transit village development districts; and environmental studies required for adopting new or amended regulatory documents. The Toolkit is now live as of January 2017 and is available at our website metro.net/projects/tod-toolkit/. If the Board approves the April board action, future Metro grantees will be required to use the Toolkit which will make a substantial difference in creating sustainable communities across LA County (the County).

As we roll out Round 5 of the Program with the Toolkit, local municipalities will apply using the resources of the Toolkit as part of their TOD planning grant application to ensure all 10 characteristics of transit-supportive planning are addressed in a holistic manner. Staff will routinely hold technical

assistance workshops on the Toolkit and update it as a living document. These technical assistance workshops will disseminate the Toolkit's information and tools to local jurisdictions throughout the County. Adopting transit-supportive regulations will position jurisdictions to pursue funds for sustainable development that improve access to our public transit system and reduce the impact to our environment.

FOCUS AREA 3 – REGIONAL COLLABORATIVE

(a) What local plans within their region reflect the goals and sustainability objectives outlined in the applicable regional planning documents?

Applicable regional planning documents, several of which were discussed in the first and second annual report but continue to be relevant today, include: Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Los Angeles County Metropolitan Transportation Authority (Metro) Countywide Sustainability Planning Policy, Metro Complete Streets Policy, Metro First Last Mile Strategic Plan, Metro Long Range Transportation Plan (LRTP), Metro Short Range Transportation Plan (SRTP), and the South Coast Air Quality Management District (SCAQMD) greenhouse gas emission reduction policies and regulations. In addition, new applicable regional planning documents are the Metro's Active Transportation Strategic Plan and the City of LA's pLAn.

Regional Planning Documents

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

For Los Angeles County, the Southern California Association of Governments (SCAG) is the regional planning organization responsible for creating a sustainable communities strategy. The **2016-2035 RTP/SCS** plan created by SCAG is expected to result in regional benefits to mobility, economy, health, and sustainability. It anticipates it will yield a reduction of per capita passenger vehicle emissions of 9% by 2020 and 18% by 2035. The SCS/RTP present a vision of projected job growth and housing growth in the region, along with projected land-use data from 2012 to 2035. The SCS specifically identifies active transportation and transit as critical components to living and working in more compact communities with fewer emissions.

Other anticipated outcomes from the 2012-2035 RTP/SCS include:

- Achieve overall attainment in the South Coast Air Basin for criteria pollutants (Ozone, PM10, PM_{2.5}, CO, and NO₂).
- A two-thirds reduction of NO_x emissions by 2023 and three-fourths by 2030.
- Reduction of VMT and congestion delays.
- Increase use of near-zero and zero-emission technologies for passenger vehicles.

The RTP/SCS includes actions and strategies that focus on four key areas:

- Land Use Actions and Strategies
- Transportation Network Actions and Strategies
- Transportation System Management Actions and Strategies
- Clean Vehicle Technology Actions and Strategies

All of Los Angeles County has opted to follow the SCAG 2016-2035 RTP/SCS except for the Gateway Cities Council of Governments (COG) (located in southeast Los Angeles County). The Gateway Cities COG elected to develop its own sub-regional sustainable communities strategy, with a memorandum of understanding to work with SCAG and meet the SCAG targets. The Gateway Cities COG SCS combines five bundles of strategies to meet estimated GHG reduction targets: transportation strategies, transportation demand management, land use strategies, regional transportation projects (through Metro), and interactive effects of land use and regional transit.

Metro and SCAG have entered into a Joint Work Program to implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). 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 (Metro) that program the majority of transportation funds flowing into the region. Metro recognized the benefits of being 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 Metro Countywide Sustainability Planning Policy is a complement to Metro's efforts to improve air quality and increase transportation choices that have been underway for more than two decades. It is a tool for better defining the agency's long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

For the last two decades, as part of its efforts to reduce local air pollution, SCAQMD has promoted a number of programs to combat climate change. For instance, SCAQMD has promoted energy conservation, low-carbon fuel technologies (natural gas vehicles; electric-hybrids, hydraulic hybrids, and battery-electric vehicles), renewable energy vehicle miles traveled (VMT) reduction programs, and market incentive programs.

California Sustainable Communities Planning Grants and Incentives Program FINAL REPORT

2013

SCAQMD's first formal action to fight greenhouse gasses (GHG) occurred in 1991, with the issuance of its Policy on Global Warming and Stratospheric Ozone Depletion, targeting a transition away from chlorofluorocarbons (CFCs) as an industrial refrigerant and propellant in aerosol cans. In the early 1990s, SCAQMD adopted several regulations regarding ozone depleting compounds which served as models for state and federal agencies.

SCAQMD has adopted Regulation XXVII – Climate Change to create The Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the District. The District will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD has adopted the [Air Quality-Related Energy Policy](#), which integrates air quality, energy, and climate change issues in a coordinated and consolidated manner. The policy document first presents an overall view of energy consumption within the Basin in 2008 and the related NO_x, air toxics, and CO₂ emissions contributed by energy type. Ten air quality-related energy policies to guide and coordinate SCAQMD efforts are presented, followed by ten actions to support the policies.

The Governor's Office of Planning and Research has prepared a list of plans and initiatives adopted by California Jurisdictions to address GHG emissions. These local plans include Climate Action Plans; General Plan policies; General Plan Implementation measures; GHG reduction Plans; Sustainability Plans; and, Ordinances. Of the 88 cities in LA County, 12 have adopted Climate Action Plans and another 18 are in progress; 10 have adopted General Plan policies, with another 17 in progress. 7 have adopted General Plan implementation measures, with another 9 in progress. 6 have adopted GHG Reduction Plans, with another 7 in progress; 12 have adopted Sustainability Plans, with another 6 in progress; and, 6 have adopted climate change related ordinances, with another 6 in progress. OPR's list was last updated in June 2014.

In addition to these regional efforts, two cities in Los Angeles County have demonstrated particular climate action leadership, Santa Monica and the City of Los Angeles. The respective climate action and sustainability plans of these cities inform The Framework.

Metro Countywide Sustainability Planning Policy

The Metro Countywide Sustainability Planning Policy, adopted in 2012, is a complement to Metro's efforts to improve air quality and increase transportation choices. It is a tool for better defining the agency's long-term, desired sustainability goals in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

The following key concepts guide the policy framework:

- “Green Modes” or clean mobility options like active transportation, rideshare, transit, and clean-fueled vehicles.
- Integrated transportation and land use planning to increase opportunities for people to live and work in transit corridors and more compact communities.
- Multiple strategy approaches, or “bundling” complementary strategies together for maximum benefit, in order to derive the greatest return on major investments.
- Network Optimization, or technological improvements that increase connectivity.
- Regional and local focus on intermodal infrastructure investment to support long-term sustainable transportation demands.

The framework organizes policies according to location and accessibility, in terms of residential density and employment centrality, documenting the VMTs of individual trips. The framework guides the planning process, indicating the ways to achieve a more sustainable future such as a reduction in per capita VMTs through modal shifts, advancements in vehicle technology, improving traffic operations to smooth traffic and add auto capacity.

Metro Complete Streets Policy

Adopted in 2014, the Metro Complete Streets Policy advances the vision provided in Metro’s Countywide Sustainability Planning Policy. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. A complete street may include: sidewalks, bike lanes, special bus lanes, frequent crossing opportunities, pedestrian signals, curb extensions, and narrower travel lanes. These infrastructure improvements are intended to reduce auto dependency and its negative environmental impacts by creating viable and safe alternatives to travel.

The Policy serves as a guidance tool for Metro to better coordinate within the various functions and departments of the agency and between partner organizations that have influence or jurisdiction over the public realm. It is intended to achieve the following goals:

- Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users.
- Maximize multi-modal benefits and efficiencies.
- Improve safety for all users on the transportation network.
- Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a “complete” and integrated transportation system that serves all users.

- Establish active transportation improvements as integral elements of the countywide transportation system.
- Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices.

Metro First Last Mile Strategic Plan

Metro is developing a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities. The Metro First Last Mile Strategic Plan, adopted in 2014, outlines a specific infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to the Metro system. The toolbox within the plan identifies improvements for crossing enhancement/connections, signage/wayfinding, safety/comfort, allocation of street space, and plug-in components. The plan serves as a resource for Metro and the many public and private organizations throughout the region working to update programs, land-use plans, planning guidelines, business models, entitlement processes, and other tools that take advantage of LA County's significant investment in the public transportation network. The First Last Mile Strategic Plan goals include:

- Expand the reach of transit through infrastructure improvements.
- Maximize multi-modal benefits and efficiencies.
- Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).

By improving transit access and effectiveness, more people will likely opt into public transportation which in turn will reduce vehicle miles traveled (VMTs) and greenhouse gas emissions (GHGs), integrate physical activity into daily commute patterns, and improve economic vitality by connecting people to regional markets.

Metro Long Range Transportation Plan

Metro's LRTP was adopted in 2009 and lays out a 30-year strategy for improving mobility in Los Angeles County. This \$300 billion LRTP and the projects within it are:

- Expanding and improving bus and rail service.
- Adding carpool lanes.
- Building freeway interchanges and carpool lane connectors.
- Funding arterial, signal synchronization, transportation demand management, bikeway, pedestrian, transit capital and transportation enhancements through the Call for Projects.

- Promoting rideshare and other Transportation Demand Management strategies that provide options to driving alone.

By 2040, the transit, bicycling, and carpool projects in the LRTP will reduce air pollution by an estimated six metric tons daily, daily VMT by three million, and daily GHG emissions by nearly 1,370 metric tons. Metro is currently working to update the LRTP and anticipates adopting the new LRTP in 2017.

Metro Short Range Transportation Plan

The 2014 SRTP is a ten-year action plan that guides Metro's programs and projects through 2024. The SRTP advances the long-term goals identified in the 2009 Long Range Transportation Plan, identifying those projects and programs that will be implemented over the next ten years in accordance with the project priorities and funding schedules of the LRTP. Approximately \$88 billion has been committed over the next decade to implement these projects and programs which move Los Angeles County towards improved mobility, better air quality and increased transit access. Metro is investing most of these funds into projects that provide alternatives to the single-person car, thereby supporting the reduction of air pollution, VMT, and GHG emissions. Eighty-seven percent of the SRTP funds are for transportation alternatives including transit, carpool lanes, ridesharing programs, bikeways, and pedestrian linkages.

Metro Active Transportation Strategic Plan

The Active Transportation Strategic Plan (Plan) is Metro's countywide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan's policy and infrastructure recommendations will require collaboration between Metro, local and regional agencies, and other stakeholders to ensure implementation. The Plan will focus on improving first and last mile access to transit and propose a regional network of active transportation facilities, including shared-use paths and on-street bikeways, and develop a funding strategy to get them built. Identify improvements that **increase access** to transit for people who walk and bike. The Active Transportation Strategic Plan was adopted by the Metro Board of Directors on May 26, 2016.

The objectives of the Active Transportation Strategic plan are to:

- Create a **regional active transportation network**.
- Develop **supporting programs and policies** related to education, encouragement, enforcement, and evaluation.
- Guide **future investments**.
- Develop a **funding strategy**

Local Plans in Support of Regional Planning Documents

The local plans described below were discussed in the previous annual report and continue to reflect the goals and sustainability objectives outlined in the regional planning documents discussed in both this

California Sustainable Communities Planning Grants and Incentives Program FINAL REPORT

2013

and last year's report, as well as the objectives of those new regional planning documents included in this report. When appropriate, the local plans descriptions have been updated.

Sustainable Community Strategies

As stated in the first annual report, all of Los Angeles County has opted to follow the SCAG 2012-2035 RTP/SCS except for the Gateway Cities Council of Governments (COG) (located in southeastern Los Angeles County). Although the Gateway Cities COG elected to develop its own sub-regional sustainable communities strategy, it agreed to work with SCAG to meet their targets. The Gateway Cities COG SCS focuses on five bundles of strategies for achieving GHG reduction targets: transportation strategies, transportation demand management strategies, land use, regional transportation projects (through Metro), and the interactive effects of land use and regional transit projects.

Climate Action and Sustainability Plans

Climate action plans take an inventory of emissions from building energy, land use and transportation, water consumption, and waste generation, etc. and set measures for reducing future emissions to achieve specific reduction targets. Of the 88 cities in Los Angeles County, 12 have adopted climate action plans and another 16 are in progress. These climate action plans vary in scope and intensity but are overall in support of the regional planning objectives. In addition to climate action plans, 12 cities have adopted sustainability plans, with 6 more in progress. Although less comprehensive than sustainability plans, several cities have adopted, or are working towards adopting, GHG reduction plans (6 adopted and 7 in progress). Furthermore, several local jurisdictions within the county have developed or are in the process of developing general plan policies (10 adopted and 17 in progress), general plan implementation measures (7 adopted and 9 in progress) and ordinances (6 adopted and 6 in progress) supportive of sustainability efforts consistent with all three regional policy documents.

Transit Supportive Planning

Several local jurisdictions are also developing transit supportive land use plans that reflect the goals and sustainability objectives outlined in the SCAG RTS/SCS, Metro Countywide Sustainability Planning Policy, Metro Complete Streets Policy, and Metro First Last Mile Strategic Plan, Metro LRTP, Metro SRTP and SCAQMD greenhouse gas emission reduction policies and regulations. Through Metro's TOD Planning Grant Program, 27 Los Angeles County local jurisdictions have or are amending and/or developing new transit-supportive specific plans, overlay zones, and/or general plan updates. These regulatory changes will reduce GHG emissions and per capita vehicle emissions, as well as increase transit ridership and energy efficiency by promoting compact development and non-automobile forms of transportation around transit stations. The regulatory changes will help focus future housing and job growth within high-quality transit areas.

Complete Streets

Of the 88 cities in Los Angeles County, 39 cities have adopted complete streets guidelines into their General Plan and 4 cities have adopted a complete streets policy. These policies support all regional planning documents by promoting clean mobility options such as active transportation and infrastructure investment that support long-term sustainable transportation demands. By promoting alternative methods of transportation to the car, complete streets reduce GHG emissions and VMT, therefore improving the region's air quality.

Active Transportation Strategic Plans

When it was adopted, the Board of Directors also passed a motion to implement first/last mile utilizing the data collected and analyzed in the ATSP. Metro is in the process of carrying out the implementation of the ATSP and the first/last mile implementation actions directed by the Board.

(b) What local plans do not yet reflect the regional planning objectives?

Of the 88 cities in LA County, 43 have not yet adopted, nor are in the process of drafting, policies and/or programs to address climate change and/or to reduce GHG emissions from their community and municipal activities.

(c) What are the issues/barriers that may have arisen to make it difficult to implement the sustainability goals at the local level? Indicate a plan to overcome those issues/barriers.

NOTE: There has not been any change to the issues and barriers in implementing sustainability goals at the local level for the Los Angeles region. Therefore, the following text remains significantly the same as in Annual Report #2.

Local practitioners and decision-makers continue to face the same barriers discussed in last year's annual report. These barriers include lack of staff technical expertise in the subject matter and capacity, as well as funds.

Most jurisdictions in the region lack staff capacity to research relevant information on climate change, resiliency planning, and implementation measures. Jurisdictions don't have the necessary human resource to create climate action policies and programs, therefore impeding the adoption of these plans by decision makers. This hampers local resiliency planning efforts and leaves potential program implementation funds untapped.

Lack of capacity and funds also make it difficult for local jurisdictions to implement sustainability goals with respect to land use and transportation. As previously stated, many jurisdictions have outdated land

use regulatory documents which promote a car-oriented environment. The recent recession and dissolution of community redevelopment agencies left local jurisdictions understaffed and pressed for funds to plan for more sustainable land use patterns and transportation options. Local jurisdictions lack the resources to update and/or create new regulatory documents that promote a mix of uses, higher density, lower parking requirements, use of transit, pedestrian-friendly design standards, and a more sustainable future.

The Transit Supportive Planning Toolkit will aid local jurisdictions in adopting land use regulatory changes supportive of transit and more sustainable forms of developments. Contingent on Metro Board approval, the Toolkit will become a resource to utilize with Metro's TOD Planning Grant Program which provides funds to local jurisdictions (including funds for staff labor) to develop and adopt transit supportive land use regulations.

(d) The progress to date on the goals measured by the indicators outlined in the grant application. The indicators can include process goals, such as numbers of meetings or the extent of outreach efforts, as well as specific metrics such as reduced VMT or additional miles of bike lanes. Any indicators that cannot be measured at the time the annual report is due (because the project has not matured to the point that the indicator is meaningful), should include a statement as to why a particular indicator is not yet measurable.

Task 1: Grant Administration

No indicators identified in the grant agreement.

Task 4: Local Implementation Measures/ TOD Model Ordinance

1) Number of literature, policies and best practices reviewed-

The consultant team reviewed an extensive amount of policies, plans, and reports to develop the draft Transit Supportive Planning Toolkit. With the number of tools and case studies that have been incorporated into the draft toolkit, well over 200 different policies, plans, and reports were reviewed. This research and review process led to the development of the 10 Characteristics of Transit Supportive Places identified in the toolkit, as well as the 37 planning and policies tools and 108 case studies.

2) Number of categories created for Matrix –

The Best Practices Matrix developed as part of Task 3.1 includes 10 characteristics that are commonly found in successful transit supportive places and planning documents. These 10 characteristics include:

- Compact Design: Compact design, or density, refers to the number of people, homes, or jobs per unit of area. Density, especially within a quarter or half -mile of a transit facility, can impact

travel behavior by reducing travel distances for daily activities, improving mobility options, and create environments for people to rely on non-automobile modes.

- **Complete Neighborhoods:** Complete neighborhoods refer to places where people have safe and convenient access to goods and services. Complete neighborhoods include a variety of housing options, retail and commercial services, and community services.
- **Street and Network Connectivity:** Connections for pedestrians, cyclists, and vehicles improve accessibility to adjacent areas and uses.
- **Site Layout, Parking Layout, and Building Design:** Placing building towards the edges of streets and public spaces help create walkable urban environments. Buildings placed near the edge of sidewalks help provide a sense of definition to streets and also emphasize the pedestrian access compared to locations where parking is located between the sidewalk and the building.
- **Affordable Housing:** Low-income residents, including seniors, often have some of the lowest rates of car ownership and highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health care, and education opportunities and reduce commuting cost for low-income families while creating a more efficient transit system.
- **Commercial Stabilization, Business Retention, and Expansion:** Increasing property values near transit stations may increase cost pressures on existing businesses, attracting new retailers and jobs that compete with existing neighborhood businesses. Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents.
- **Transit Prioritization, Accessibility, and Area Design:** Transit-first policies prioritize transit and other non-motorized transportation modes and can be used to support decision-making related to sustainable transportation.
- **Parking Management:** Parking management affects the relative supply, price, and regulation of parking facilities within an area. Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, a mix of uses, wider sidewalks, and bike networks.
- **Transportation Demand Management:** Transportation Demand Management (TDM) refers to various strategies aimed at more efficient use of transportation systems.
- **Pedestrian and Bicycle Circulation:** Quality of pedestrian and bicycle circulation conditions affect travel activity including transit ridership.

3) Number of policies and strategies in Matrix –

The Transit Supportive Planning Toolkit includes 37 planning and policy tools, organized into the following categories:

- Land Use/Planning
- Transportation and Parking
- Urban Design
- Financing

4) Number of model ordinances, strategies offered –

The 37 Transit Supportive Planning and Policy Tools include 108 individual case studies that examine plans, programs, ordinances, and strategies adopted by other jurisdictions in Los Angeles County and throughout the United States. The case studies include direct links to the actual plan documents or ordinance language for review by local agency staff.

5) Number of manuals distributed/requested –

The Transit Supportive Planning Toolkit content has been published on Metro's website.

6) Number of training materials distributed/requested –

Metro staff held five workshops and provided training which included a presentation that provided an overview of the Transit Supportive Planning Toolkit, as well as a fact sheet handout that identified the primary components of the toolkit. The fact sheet was distributed to all attendees of the five workshops and the workshop presentation will be made available for download from the Toolkit website once the final version is live.

7) Number of workshops held –

Five training workshops were conducted on the following dates:

- Tuesday, July 26, 2016 – San Gabriel Valley
- Wednesday, July 27, 2016 – Gateway Cities
- Thursday, July 28, 2016 – Downtown Los Angeles
- Thursday, August 18, 2016 – Webinar
- Wednesday, August 24, 2016 – Downtown Los Angeles

8) Number of attendees at workshops –

The number of attendees at each workshop was:

- Tuesday, July 26, 2016 – San Gabriel Valley – 16 attendees
- Wednesday, July 27, 2016 – Gateway Cities – 20 attendees

California Sustainable Communities Planning Grants and Incentives Program FINAL REPORT

2013

- Thursday, July 28, 2016 – Downtown Los Angeles – 14 attendees
- Thursday, August 18, 2016 – Webinar – 27 attendees
- Wednesday, August 24, 2016 – Downtown Los Angeles – 12 attendees

The following indicators are not measurable as Metro does not have the ability to implement land use actions. Metro developed a resource that has been made available to cities in Los Angeles County to advance their planning work. Each metric description includes anticipated method(s) of measure (if feasible) that parties could establish if they have the capacity to implement as part of their grant funded regulatory planning document.

Increase Affordable Housing

- Adoption of model ordinance elements by municipalities – Metro does not have land use control. However, the Toolkit identifies Affordable Housing as one of the 10 characteristics of transit supportive places. As such, contingent on Board approval, Metro TOD Planning Grant Program grantees would be encouraged to consider affordable housing in their planning efforts.
- Metro could track the number of Metro-funded plans that incorporate affordable housing policies.
- Increase in affordable housing developments and density bonus recipients (where ordinance allows such bonus for the inclusion of affordable units) – This is beyond the scope of Metro Transit Supportive Planning Toolkit.
- Increase in affordable units in mixed-use and infill developments – Similar to the item above. Cities would need to track and provide data to Metro for compilation of county-wide data.

Promote Infill and Compact Development

- Municipalities participating in the development of the planning tools and Model Ordinance elements – Staff from the County and 32 different cities attended the Technical Assistance Workshops and participated in a review of the Transit Supportive Planning Toolkit. All attendees were asked to provide comments and feedback regarding the toolkit elements, including the tools, case studies, and other information.
- Adoption of Model Ordinance elements and related policies that encourage compact and mixed-use development – Metro may be able to track this metric through the number of Metro-funded plans that align with the Toolkit.
- Increase in the number of transit-oriented districts within the County that provide incentives for appropriate development – Metro would need to define what is a “transit-oriented district.” If a single definition is agreed to, this metric could be tracked.
- Decrease in the number of inappropriate or automobile-oriented uses within a ½ mile radius of major transit hubs – This metric may be difficult to track and would require defining inappropriate or automobile-oriented uses. This definition could change from city to city.

- Increase in the number of walkable public services, such as parks and community centers - This metric may be difficult to track. This definition could change from city to city.
- Increase in housing units within a predetermined distance of transit and professional centers – Metro can track the number of Metro-funded plans that increase potential housing units within the boundaries of Metro-funded plans.

Revitalize Urban and Community Centers

- Increase in the number of redeveloped lots within transit-oriented districts and other community centers – This is difficult to track. Metro does not have land use authority and funds local cities to develop regulatory documents, but not to implement parcel redevelopment.
- Increase in funds allocated toward infill and rehabilitation development as compared to Greenfield development – Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies. It may also be difficult to obtain accurate information regarding project costs and fund allocation.
- Increase in the number of community uses of existing public buildings - Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies.
- Increase in number of permits issued for redevelopment and rehabilitation projects – Metro does not have land use or permit authority in Los Angeles County, this is subject to local control- therefore this is not something Metro can track nor can we obligate local cities to track.
- Increase in the number of walkable public services, such as parks and community centers - This metric can be tracked by accounting for the number of Metro-funded plans that advance policies that create improved regulatory environments around increasing walkable public services.

Reduce Automobile Usage and Fuel Consumption

- Increase in transit ridership – Metro can track transit boardings at stations before and after the adoption of transit supportive plans and policies.
- Decreased per capita VMT – Metro cannot take on the responsibility of tracking this. This metric can be tracked on a regional basis and can be documented on a project-by-project basis once full adoption of SB 743 CEQA standards is completed. However, Metro can account for the number of Metro-funded plans that include the transit supportive planning principles.
- Decrease in congestion on local freeways – This metric may be difficult to isolate the proportion of impact resulting from transit supportive policies, when compared to other factors such as the economy, VMT, etc.
- Increased number of pedestrian and bicycle corridors – Can be tracked by monitoring the number of miles of new bicycle and pedestrian infrastructure. However, this metric may be

difficult to isolate the proportion of impact resulting from transit supportive policies and is not something that Metro has control over or can track.

- Increased number of alternative and efficient cars and trucks – Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies.
- Reduction in the consumption of fossil fuels – Not recommended for tracking as this metric may be difficult to isolate the proportion of impact resulting from transit supportive policies.

Improve Infrastructure Systems

- Increase, in miles, of public transit ways (rail or dedicated bus) and bikeways – Metro can track public transit ways but cannot track local bikeways as Metro does not have any control over those infrastructure improvements and is not notified when they occur.
- Increase in retrofit plans and studies for sea walls, flood control, and fire protection in anticipation of climate impacts- This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in the number of retrofitted buildings for energy efficiency- This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in park acreage per capita countywide LA County- This is beyond the scope of Metro Transit Supportive Planning Toolkit

Promote Equity

- Adoption of model ordinances and strategies that are targeted to cities with median income levels less than the countywide average – Metro staff is recommending that the Board adopt amendment Guidelines for the Planning Grant Program. The amended Guidelines include equity considerations. Contingent on Board approval, Metro can track the number of plans that are advanced.
- Increase in public transportation availability in cities with median income levels less than the countywide average – Metro can track through awards of project funding and completion of projects through TOD Planning Grant Program.
- Decrease in energy and water costs/consumption rates- Utility companies already have such programs in place.

Strengthen the Economy

- Increase in green job training programs and curriculums in the local community colleges and universities- This is beyond the scope of Metro Transit Supportive Planning Toolkit

California Sustainable Communities Planning Grants and Incentives Program FINAL REPORT

2013

- Increase in number of green jobs - This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in number of public transit-oriented jobs- This is beyond the scope of Metro Transit Supportive Planning Toolkit
- Increase in revenue from public transportation sector – Metro can track transit farebox amounts.