

LACMTA BOARD MEETING – MAY 22, 2008
MOTION BY DIRECTOR FASANA

In March 2008, Metro released its Draft 2008 Long Range Transportation Plan (LRTP) for public comment. The Draft LRTP includes various statements on transit's potential role in reducing greenhouse gas emissions in California:

- “The single most effective action a household can take to reduce their carbon emissions footprint (up to 30 percent) is replacing one car in a two-car family with transit and bicycling.”
- “In 2007, Los Angeles had the worst air quality in the nation. ... Through new transit, bicycling and carpool projects, this Draft 2008 Plan reduces annual air pollution by an estimated 14 tons by 2030.”
- “Based on the average vehicle, one [vehicle mile traveled] emits approximately one pound of CO₂; therefore, the Draft 2008 Plan reduces [greenhouse gas emissions] by 725 metric tons of CO₂ equivalent ...”
- “Since transportation is the largest contributor (41 percent) of [greenhouse gas emissions] in California, Metro's role in providing transportation solutions to meet the 2020 target reductions will become increasingly important.”
- “We also must use this Draft 2008 Plan to demonstrate our collective strategy for securing the funding for critical projects needed for congestion relief and air quality improvements.”

United States Code Title 23, section 134, mandates that Metro prepare and periodically update a 20-year long-range transportation plan in coordination with Clean Air Act agencies. The code further requires Metro to consider projects and strategies that will, “[p]rotect and enhance the environment, promote energy conservation, and improve quality of life....”

A recent study by the American Public Transportation Association (APTA) found that use and availability of public transit saves approximately 4.2-billion gallons of gasoline per year; in other words, 11-million gallons per day.

The Draft LRTP Technical Document ranks transit projects using a performance analysis that considers attributes of project performance and corridor need. None of the attributes attempt to quantify the environmental benefits of a transit project.

I MOVE that Metro staff explore and present to this Board at the next Board meeting a transit project performance analysis that includes consideration of the environmental benefits of a transit project, both in terms of overall benefits and time to realize such benefits.