

**Metro****AD HOC SUSTAINABILITY COMMITTEE  
JULY 22, 2009****SUBJECT: STATUS REPORT ON REGIONAL CLIMATE CHANGE  
MANAGEMENT—LEGISLATIVE AND POLICY IMPLEMENTATION****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this status update on regional climate change management legislative and policy implementation efforts and regional coordination.

**ISSUE**

As part of the 2008 Metro Sustainability Implementation Plan (MSIP), the Board directed staff to prepare a report outlining all legislative and regional coordination and policy development efforts relating to climate change and GHG emissions management by June 2009. The *Regional Climate Change Management—Legislative and Policy Implementation Report* (Attachment A) reviews and discusses MTA's planning efforts to implement key state climate change legislation, including SB 375 and AB 32, and highlights other federal and state legislative actions being monitored by the agency. It also provides an overview of the agency's leadership on climate change through regional coordination and the integration of sustainability policies into planning and programming.

**DISCUSSION**

The attached *Regional Climate Change Management—Legislative and Policy Implementation Report* reflects the agency's actions to pursue and realize regional climate change management planning objectives through legislative tracking and policy development, planning and programming, and regional coordination. A summary of major activities included in the report is included below.

**Legislative Tracking & Policy Development****1. State Climate Change Management**

MTA is actively engaged at the Board and staff levels in the implementation of state climate change legislation that will influence the process for planning and programming transportation funds. AB 32 establishes a goal of reducing California's greenhouse gas emissions to 1990 levels by 2020. SB 375 builds

upon AB 32 laying out a process by which regions will work to integrate development patterns and the transportation network to achieve greenhouse gas emission reduction targets from passenger vehicles. More specifically, the law requires MPOs to work toward adopting a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan. The SCS is to set forth a forecasted development pattern for the region, which when integrated with the transportation network, and other transportation measures and policies will achieve the regional greenhouse gas emission reduction target. If a region is not able to achieve the regional greenhouse gas emission reduction target, then they must develop an Alternative Planning Strategy, which is not part of the RTP, but reflects a planning strategy that would achieve the target. Targets are set by the California Air Resources Board (ARB) with input from the MPOs and subregions.

A fuller discussion of ARB's process for establishing greenhouse gas emission reduction targets, implementation of SB 375, SB 375 clean-up legislation, and on other Bills being tracked by MTA, is included in the attached report.

## 2. Federal Climate Change Management

At the federal level, the new administration is pursuing several efforts and avenues for managing greenhouse gas emissions through legislative and administrative actions. The report provides a summary of these efforts including a discussion on cap and trade legislation, the collaboration between Housing and Urban Development and the Department of Transportation to create a Sustainable Communities Initiative, and Reauthorization of the Federal Transportation Funding Bill.

### Planning and Programming

MTA is integrating climate change management into the Los Angeles County transportation network through complementary efforts to reduce and better manage demand on highways and streets, while also increasing the availability of more sustainable transportation choices including non-motorized, public transportation, and rideshare opportunities. The agency is also exploring innovative strategies to promote alternative-powered vehicles; for example, a possible future option may be to give zero emission vehicles priority on the transportation network.

Systematically incorporating climate change management policies, tools, and practices into the transportation system requires revisiting and refining processes, metrics, and guidelines for programming resources. The status report discusses efforts to incorporate sustainability and climate change management into the 2009 Draft Long Range Plan, as well as, the Call for Projects. Moving forward MTA staff is working to integrate climate change management into the programming and implementation of Measure R.

## Regional Coordination

The success of MTA's regional climate change management efforts is dependent upon regional coordination and partnerships. The demand for and carbon intensity of transportation is influenced by many different factors, including land-use decisions, pricing, communication, and culture. The alignment and coordination of these factors contributes to the overall efficiency and effectiveness of a transportation system in connecting people and services.

The 2008 Metro Sustainability Implementation Plan required and has inspired regional coordination and collaboration on several fronts. MTA in partnership with the Metropolitan Water District hosted the second annual Sustainability Summit on May 6, 2009. The Summit provided a venue for high-level discussions among regional leaders on state climate change policy implementation and emerging technologies and strategies for creating more sustainable agencies. MTA also continues to play a supportive role in the Los Angeles Regional Collaborative, a network of government, business, academia, labor, environmental and community groups working to develop system-wide strategies to address climate change and promote a green economy through sustainable communities.

In addition to these more formal collaborative efforts, MTA staff continue to engage with local, state and sub-regional agencies, as well as, businesses and community stakeholders to exchange information and identify new opportunities to collectively work toward a more sustainable LA. Given the heightened activity around SB 375, MTA has focused on coordination with SCAG and the Council of Governments to ensure regional interests are considered in target development and sustainable community strategies.

## **NEXT STEPS**

Staff will use the attached *Regional Climate Change Management Report* in combination with the *Towards a Sustainable Future* report, developed by our Environmental Compliance and Service Department and transmitted on June 19, 2009 on the agency's operational sustainability performance, as the basis for updating the Metro Sustainability Implementation Plan. Staff is working on updating the Implementation Plan, including strategies for continuing to advance Metro's Vision for Sustainability and long-term sustainability projects.

## **ATTACHMENT**

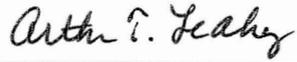
### A. Regional Climate Change Management Report

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**Regional Climate Change Management—  
Legislative and Policy Implementation**

The Regional Climate Change Management—Legislative and Policy Implementation report was prepared in response to the 2008 MTA Sustainability Implementation Plan (MSIP) to provide an update on legislative and regional coordination and policy development efforts relating to climate change and greenhouse gas (GHG) emissions management. It reviews and discusses the Los Angeles County Metropolitan Transportation Authority's (MTA) planning efforts to implement key state climate change legislation, including SB 375 and AB 32, and highlights other federal and state legislative actions being monitored by the agency. It also provides an overview of the agency's leadership on climate change through regional coordination and the integration of sustainability policies into planning and programming. The report includes the following sections: Background & Planning Objectives, Legislative Tracking & Policy Development, Planning & Programming, Regional Coordination, and Next Steps.

The information provided in this report, in combination with the findings from the *Towards a Sustainable Future: 2009 Baseline Sustainability Report*, transmitted to the MTA Board on June 19, 2009, will serve as the basis for the 2009 update of the MSIP. The updated plan will present strategies for continuing to advance MTA's Vision for Sustainability and long-term sustainability projects.

**BACKGROUND & PLANNING OBJECTIVES**

While often viewed by the public as solely a transit operator, MTA's role is much larger—to provide for a countywide transportation system that meets the needs of all of the traveling public, including those who travel by streets and highways, public transit, bikes, and foot. The investments we make in new services and system improvements—our priorities and policies for each transportation mode— influence the transportation options available to our communities. Historically, transportation investment in Los Angeles County has focused on accommodating the automobile, with carpools, transit, walking, and biking, etc... meeting the remainder of transportation needs. This model of investment has proven to be unsustainable, leaving our roads and freeways in gridlock, our communities dependent on fossil fuels and vulnerable to shifts in fuel prices, and our air quality compromised.

To keep Los Angeles healthy and moving, MTA has increasingly focused its resources on diversifying the transportation system and providing a broader range of travel modes. The agency has also developed and continues to deploy new strategies to reduce congestion and transportation demand through improved information technology (ex. signal synchronization, Regional Intelligent Transportation System), coordinated land-use and transportation planning (ex. transit-oriented development), and system pricing (ex. ExpressLanes pilot

project). This new, more sustainable approach to transportation is intended to maximize efficiency and effectiveness of the transportation system for Los Angeles County. It also serves to improve quality of life in our region by reducing air pollution, improving health, and increasing social equity.

MTA's Sustainability Mission, as adopted by the Ad Hoc Sustainability and Climate Change Committee, recognizes the complementary nature of sustainability and MTA's core mission of continuous improvement of an efficient and effective transportation system. The agency has committed to be a leader in maximizing sustainability efforts and its benefits to Los Angeles County's people, finances and environment.

Regional climate change management is a core element of fulfilling MTA's sustainability commitment. Moreover, in a carbon constrained economy, regional climate change management is increasingly becoming a core fiscal responsibility and strategic business opportunity for MTA. In the context of planning, proactive regional climate change management and engagement in policy development presents a range of opportunities. Pursuing and obtaining these opportunities constitute the primary objectives of Countywide Planning and Development's sustainability efforts.

- 1. Regulatory compliance**—Climate change has been recognized at both the federal and state levels as a serious public health issue. At the state level, AB-32 and SB 375 seek to reduce greenhouse gas emissions through a combination of voluntary, regulatory, market-based, and administrative strategies. These laws and their implementation will have implications for the way MTA designs, builds, and operates its transportation system. Similarly, at the federal level, climate change legislation is forthcoming and is anticipated to have a significant impact on transportation funding. Tracking legislation and actively participating in policy development and rulemaking will help ensure LA County's interests are represented in legislative changes and contribute to the agency's ability to comply with regulations, take advantage of incentives, and secure new funding sources.
- 2. System Improvement/ Infrastructure efficiency**—One of the co-benefits of effective regional climate change management is a more efficient use of MTA's transportation infrastructure investments. Transportation demand management strategies yield greenhouse gas emissions reductions, while also maximizing the capacity of streets and freeways to move people and goods. Similarly, coordinated land-use and transportation planning to reduce vehicle miles traveled, as required by SB 375, will, among other things, focus population growth near public transportation infrastructure, increasing access and maximizing the capacity of MTA's rail and bus lines.
- 3. Revenue generation**—Through the planning and programming of transportation resources, MTA plays a key role in helping the region reduce its greenhouse gas emissions by providing transportation alternatives to single occupancy vehicles and implementing congestion management strategies. The greenhouse gas "savings" accomplished through

transportation investments may yield a financial value for MTA in the near future with the development of more robust carbon markets and a federal cap and trade system. Sustainability planning efforts seek to position MTA to take advantage of cap and trade credits and other emerging revenue opportunities.

4. **Regional economic resiliency & competitiveness**—Southern California’s dependency on fossil-fuel intensive, auto-oriented transportation leaves our communities and economy vulnerable to shifts in oil prices. Faced with a depleting supply and increasing global demand for oil, as well as pending carbon legislation, it is financially prudent to diversify and expand transportation choices available to residents and businesses in Los Angeles County. By making climate change management an integral component of transportation planning, MTA will help prepare and adapt our communities to be competitive in the future.
5. **Customer Service**—The fossil-fuel intensive, auto-oriented nature of LA’s transportation network, particularly as fuel prices rise, negatively impacts large segments of society including seniors, children, the poor, and disabled. Moving toward a more multi-modal system reduces the carbon intensity of transportation, while also incorporating greater equity and affordability into LA’s transportation network.

This report reflects our actions to pursue and realize these objectives through climate change management activities, including legislative tracking and policy development, planning and programming, and regional coordination.

## **LEGISLATIVE TRACKING & POLICY DEVELOPMENT**

### **1. State Policy & Legislation**

MTA is actively engaged at the Board and staff levels in the implementation of state climate change legislation that will influence the process for planning and programming transportation funds. AB 32 establishes a goal of reducing California’s greenhouse gas emissions to 1990 levels by 2020. SB 375 builds upon AB 32 laying out a process by which regions will work to integrate development patterns and the transportation network to achieve greenhouse gas emission reduction targets from cars and light trucks.

#### **SB 375**

- Regional target development

The California Air Resource Board (ARB) is in the process of establishing regional greenhouse gas reduction targets to implement SB 375. Two parallel processes are underway to provide input to ARB on target development. These include the development of recommendations by an appointed Regional Target Advisory Committee and the development of proposed region-specific targets by

each Metropolitan Planning Organization (MPO). In Los Angeles County, the MPO recommended target is being developed by the Southern California Association of Governments (SCAG) through a planning exercise based on a Conceptual Land Use Scenario for SB 375 implementation. An overview of these processes and their outcomes is included below.

#### Regional Target Advisory Committee

The Regional Target Advisory Committee (RTAC) has been convened to recommend factors to be considered and methodologies for setting greenhouse gas emissions reduction targets. Director Katz and Chief Executive Office Leahy represent MTA on the RTAC. MTA planning staff also serve on a sub-committee created by SCAG to develop the region's position on potential methods and metrics being considered by the RTAC. The RTAC is charged with transmitting its recommendations to the ARB by September 30, 2009. ARB will release draft targets for each region no later than June 30, 2010.

SCAG has developed a preliminary position paper comprising five key points the RTAC should consider in the development of a method for regional greenhouse gas emission reductions targets under SB 375. There seems to be a general consensus within the region around these points.

1. Numerical target: The GHG reduction target for the SCAG region should not exceed 2.5 million metric tons of carbon dioxide emission equivalents. This represents half of the statewide reduction target estimated by the AB 32 Scoping Plan for coordinate land-use and transportation planning through SB 375 implementation. SCAG assumes SCAG's share of the target will be 50%, since the region accounts for about 50% of the total state population.
2. Bottom-up process: The State should not view regional targets as the maximum potential reduction in emissions. SCAG and other regions will not be constrained by the regional targets. Should the SCAG region be able to achieve more than the assumed allocated target as a result of the bottom-up process, they will submit to ARB a higher target by June 30, 2010.
3. Inconsistency among regions/ peer review: SCAG supports the concept raised in various RTAC discussions of a peer review process to identify and minimize incompatibility among the MPO's modeling capabilities and assumptions.
4. Adjustment factor: Due to underlying and on-going uncertainties regarding the comparability of effort and measurement among the regions, the ARB should, based on the peer review, develop adjustment factors to account for variation in regional models and assumptions.

5. Metrics/accounting for regional differences: The level of effort required to achieve reductions for each individual region is not comparable across the State. The overarching objective of determining ambitious but achievable targets is best met by deferring to the bottom-up planning process to be convened in each region. The State should defer on finalizing a numerical target until each MPO has had the opportunity, as allowed in law to propose the target for its region.

Another major point that is continually raised by cities and sub-regional representatives at RTAC and SCAG sub-committee meetings is the region's interest in ensuring flexibility in the types of strategies that can be used to achieve targets. The SCAG region seems to agree that transportation demand management, congestion pricing and other transportation policies need to be part of the "toolkit" of strategies available to cities to achieve the target. There is also interest in the State reconsidering the role of fuel technologies in achieving regional targets, since Southern California, in particular, will likely need to go above and beyond state fuel requirements in order to attain regional air quality standards.

The next RTAC meeting is schedule for July 7 in Los Angeles. The committee will continue to deliberate on key policy issues and will review a draft of their recommendations compiled by ARB. A final report on the RTAC's recommendations is to be submitted to ARB at the end of September.

#### Conceptual Land-Use Scenario

In addition to receiving feedback from the RTAC, ARB must also allow each MPO to propose its own regional target by June 2010. To determine this region-specific target, SCAG has developed and is circulating a Conceptual Land Use Scenario (CLUS) as a starting point for discussions about how far the region can go in achieving GHG reductions.

CLUS is focused on the greenhouse gas reduction potential from land-use planning alone and *does not* incorporate complementary transportation policies and investments. In the development of CLUS, SCAG started with the regional 2020 transportation network and adjusted land-use plans to accommodate growth in a way that will reduce greenhouse gas emissions from transportation. The scenario and proposed land-use changes maintain county level forecasts for housing and jobs and maintain city level growth forecasts within 10%. The scenario focuses growth around

regional rail and rapid bus transit (BRT) and existing urban centers. It avoids growth in areas of stability including open space and established residential neighborhoods.

When compared to the Adopted 2008 RTP, SCAG estimates the CLUS will result in the reduction of 1.5 million tons of CO<sub>2</sub> from transportation by 2020. Most of the carbon emissions reductions modeled result from people making shorter auto trip. The average trip length was cut by ½ mile by locating destinations closer to homes.

Based on these results, SCAG concludes that it is possible to significantly reduce GHG through land-use strategies in the region, yet they also recognize that new transportation investments and addition transportation demand management strategies will be required to achieve an assumed regional target of 2.5 MMT.

In the coming months, SCAG will continue to reach out to cities and sub-regions to review the findings from the CLUS exercise and discuss GHG reduction strategies for the region. These discussions will inform the regional target SCAG intends to propose to ARB next June.

- Sub-regional planning and targets

SB 375 requires SCAG to prepare a Sustainable Communities Strategy as part of its Regional Transportation Plan and compels SCAG to allow and help facilitate sub-regional strategy development for those areas in the region wishing to develop their own SCS. To this end, the law requires SCAG to adopt a framework and a set of guidelines to set the parameters for the subregional process. SCAG presented a draft framework and guidelines to the Plans and Programs Technical Advisory Subcommittee on Greenhouse Gas Emission Reduction Target Methodologies on June 10. They will be working to refine this framework over the next month and will bring a draft to the policy committees on July 2.

As part of the sub-regional guidelines, SCAG is proposing establishing sub-regional targets that would allocate a share of the total greenhouse gas reduction target for the region to each sub-region that chooses to develop its own SCS. SCAG has developed several methodologies by which it might determine each sub-regional share. These methodologies include share projections based on a range of factors including housing/job share, housing/job growth, transit capacity, and greenhouse gas emissions /trip share. There is not consensus among the cities and sub-regions as to which methodology is most appropriate for determining the sub-regional share. SCAG will continue to gather feedback on proposed methodologies as they work to finalize the framework and guidelines.

It is worth noting that SB 375 does not require SCAG to establish sub-regional targets, however, it seems SCAG intends to include them in the guidelines.

Once the sub-regional framework and guidelines are adopted by SCAG, each sub-region will need to work with SCAG to determine whether they will complete their own sub-regional strategy or whether SCAG should assume planning for their area in the larger Sustainable Communities Strategy for the region. SCAG staff have stated that they expect sub-regions to make a decision on this point by September 2009.

- Regional coordination

SB 375 implementation is a complex and continually evolving. MTA staff is continuing to coordinate and meet with SCAG representatives, COGs, and interested stakeholders on a weekly basis to track and provide input on planning processes and to evaluate potential impacts on transportation planning and programming. In the last quarter, we have had individual meetings with the leadership from the majority of the sub-regions to better understand their priorities and concerns with regard to SB 375 and to gain feedback on the role they see MTA playing in the development and implementation of the Sustainable Communities Strategy. While the sub-regions have differing opinions, there seems to be an overall concern with regard to the liability SB 375 imposes on cities and the laws implications on local land-use control. The cost of planning and implementation are also of concern. There seems to be wide agreement that transportation policies and investments will need to be a primary component of any successful strategies, as land-use changes are difficult and slow to occur.

- Corrective legislation (SB 575)

In addition to participating in policy implementation, MTA legislative staff are vigorously supporting a technical corrections Bill to SB 375, as directed by the Board, that will further MTA's efforts to implement SB 375 goals and reduce greenhouse gas emissions through transportation investments. Amendments being pursued include (1.) extending the CEQA streamlining provided for housing projects under SB 375 to transportation projects included in the Sustainable Communities Strategy and (2.) providing an exemption for sales tax funded transportation projects from SB 375 to ensure Measure R projects can proceed as planned. Senator Steinberg introduced SB 575 to address clean-up issues related to SB 375. The amendments to be included in this legislation are fluid at this time. MTA staff will continue to work to ensure the above amendments are incorporated in the Bill and will also explore whether other amendments are necessary to ensure regional concerns and interests are met in the legislation.

### **AB 1403**

The MTA Board has adopted a position of support for AB 1403 to provide additional resources to SCAG to implement SB 375 through its transportation

planning functions. The bill would delete the \$1 million limitation on allocations of Mills-Alquist-Deddah Act, also known as TDA, to SCAG. This bill would allow SCAG to be eligible for up to ¾ of 1 percent of our TDA funds. Currently, we provide over \$500K to SCAG. If the bill is enacted, MTA could provide up to \$2.5 million for planning purposes. The bill would go into effect in 2011.

### ***SB 406***

Staff continues to monitor SB 406, a bill that would authorize a municipal planning organization, a council of governments, or a county transportation commission and a subregional council of governments jointly preparing a subregional sustainable communities strategy to adopt a resolution to impose a surcharge of \$1 or \$2 on motor vehicles registered to an owner with an address in the entity's or entities' jurisdiction. The surcharge would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity or entities imposing the surcharge.

### ***Cap & Trade***

The State cap and trade program as outlined in the AB 32 Scoping Plan has the potential to generate revenue for public transportation. Draft rules for the program, which is being developed by ARB, will be released in September 2010. MTA staff continue to monitor program development and potential opportunities to secure funding for transportation projects. A share of the funds generated from the sale of pollution "allowances" through the cap and trade program could be allocated directly to transit. Alternatively, the program allows entities within capped sectors to offset GHG pollution through the purchase of "credits" generated from projects undertaken outside of the capped sector. It is possible that transportation projects generating greenhouse gas emissions savings could be considered as "offsets" and generate revenue for the MTA through the sale of "credits" in a cap and trade market.

## ***2. Federal Policy & Legislation***

At the federal level, the new administration is pursuing several efforts and avenues for managing greenhouse gas emissions through legislative and administrative actions.

### ***Cap & Trade***

The Congress is likely to consider and possibly adopt climate change legislation that would establish a market-based "cap and trade" system as a mechanism to reduce carbon emissions among electric utilities, oil companies and other large industrial sectors. The exact manner in which cap and trade proceeds would be distributed and who would receive them remains an issue of intense debate in Washington DC and across the country. It is estimated by the federal Office of Management and Budget (OMB) that the potential value of a cap and trade program may be as much as \$300 billion annually by 2020. Several lobbying efforts are being pursued to direct some of the cap and trade proceeds toward transportation programs. The "Waxman-Markey" bill or the "American Clean

Energy and Security Act”, which was passed out of the House on June 26, contains language that allows states to use a portion of their energy efficiency allowances generated through the cap and trade program for the non-federal share of transit and other “green” transportation projects. APTA and the MTA supported a separate set aside of 10% of the auction revenues to fund transit, however, this option was not incorporated into the new version of the Waxman-Markey bill. MTA will continue to advocate for greater transportation benefits from cap and trade as work begins on the Senate version.

***Partnership for Sustainable Communities***

On June 16, U.S. Secretary of Transportation Ray LaHood, U.S. Secretary of Housing and Urban Development Shaun Donovan, and U.S. Environmental Protection Agency Administrator Lisa P. Jackson announced an interagency partnership to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide.

The HUD/DOT/EPA partnership will focus on the following priorities and may provide funding opportunities to support MTA’s efforts and regional partnership projects to reduce greenhouse gas emissions from transportation. Priorities include enhancing integrated planning and investment, providing a vision for sustainable growth, redefining housing affordability and making it transparent, redeveloping underutilized sites that already have infrastructure and offer transportation choices, and developing livability measures and tools to evaluate progress and provide local technical assistance programs to remove barriers to coordinated housing, transportation and environmental protection investments.

***Reauthorization of the Federal Transportation Funding Bill***

The federal re-authorization is an opportunity to prioritize funding policies toward sustainable transportation modes and revenues. Staff will continue to follow this process and evaluate potential impacts and opportunities related to greenhouse gas emissions management.

**PLANNING & PROGRAMMING**

MTA is integrating climate change management into the Los Angeles County transportation network through complementary efforts to reduce and better manage demand on highways and streets, while also increasing the availability of more sustainable transportation choices including non-motorized and public transportation, and rideshare opportunities. The agency is also exploring innovative strategies to promote alternative-powered vehicles; for example, a possible future option may be to give zero emission vehicles priority on the transportation network.

Systematically incorporating climate change management policies, tools, and practices into the transportation system requires revisiting and refining processes, metrics, and policies for programming resources. In the last two years, MTA has taken actions to consider sustainability in the development of the Draft Long Range Plan, as well as, the Call for Projects. Moving forward the agency is working to integrate climate change management into the programming of Measure R funds by ensuring program guidelines reflect the agency's sustainability policies.

### **1. Long Range Transportation Plan**

The Draft Long Range Transportation Plan includes a section on Climate Change and Sustainability, which explores the impacts of greenhouse gases in California and Los Angeles, the benefit of the Draft Plan in reducing greenhouse gases, and further steps that MTA is taking to address climate change. The plan sets the stage for future actions to reduce greenhouse gas emissions from the agency's operations, as well as, from the county as a whole. MTA's Countywide Planning and Development staff will provide updates to the LRTP and supporting technical documents as the standards and methodology for calculating greenhouse gas emissions evolve, thereby, enhancing our ability to provide decision-makers and community stakeholder with information on how MTA's operations and investments contribute to greenhouse gas emissions.

### **2. Call for Projects**

The Call for Projects is a competition through which various federal, state, and local transportation funds are awarded to cities, the County of Los Angeles and public transportation agencies for capital transportation projects and programs within Los Angeles County. The 2009 Call for Projects will fund projects in seven modal areas: Regional Surface Transportation Improvements, Signal Synchronization & Bus Speed Improvements, Transportation Demand Management, Bikeway Improvements, Pedestrian Improvements, Transit Capital, and Transportation Enhancement Activities. As part of the 2009 evaluation criteria, MTA, for the first time, awarded points for sustainability across all of the modal areas. Points were given primarily based on the applicant's response to a general question regarding any policy or jurisdictional actions related to sustainability or greenhouse gas emission reductions. Specific evaluation criteria for each modal area were also included to evaluate the land-use and environmental compatibility of submitted projects.

The broad nature of the sustainability question was intended to be a soft introduction to applicants on the incorporation of sustainability and greenhouse gas emissions into the Call for Projects. Based on the responses, it seems most jurisdictions have taken some actions to become more sustainable. Examples include: adopting construction and demolition debris ordinances to divert waste generated by projects; developing guidelines to incorporate green street elements into projects to divert storm runoff from the storm drain system and allow for infiltration into the groundwater table; incorporating drought tolerant

plants into project landscaping; adopting policies in general plans to reduce VMT; and developing city-wide climate plans.

### **3. Measure R**

Measure R is a county-wide initiative that will generate approximately \$40 billion over the next 30 years from a ½ cent sales tax increase. The funds generated will accelerate and support new capital bus, rail and transportation projects, as follows: 5% for Metrolink and rail facilities, 35% for rail expansion, 15% for local return, 25% to fund operating improvements, and 20% to finance highway improvements. For those projects that will be directly implemented by the MTA, staff will work to ensure sustainability design guidelines are adopted and incorporated into project planning and development. We will also work to incorporate “green” and sustainable policies into the guidelines for the distribution of local return funds and operating funds to local transit providers.

### **4. Metrics & Measurement**

The success of MTA’s regional greenhouse gas management efforts over time can be tracked by calculating the county’s transportation carbon footprint. While standards and methodologies for reporting are still evolving, MTA has done some preliminary analysis, included in the Long Range Transportation Plan, using a vehicle miles traveled (VMT) proxy for greenhouse gas emissions. Under this methodology, LA County’s transportation footprint in 2004 was approximately 72,670 metric tons of CO2 emissions per day. If unabated, this number could increase by more than a third to 100,000 metric tons daily by 2030.

Improving our ability to measure, model, and monitor greenhouse gas emissions from the transportation system is critical to integrating climate management into planning and programming decisions. MTA will continue to work with organizations like the American Public Transportation Association (APTA) and SCAG to refine reporting standards and develop tools to improve decision-making with regard to the most effective transportation strategies for reducing greenhouse gas emissions.

### **REGIONAL COORDINATION**

The success of MTA’s regional climate change management efforts is dependent upon regional coordination and partnerships. The supply and demand for transportation is influenced by many different factors, including land-use decisions, pricing, communication, and culture. The alignment and coordination of these factors contributes to the overall efficiency and effectiveness of a transportation system in connecting people and services.

The 2008 MTA Sustainability Implementation Plan required and has inspired regional coordination and collaboration on several fronts.

### **1. LA Regional Collaborative**

MTA continues to play a leadership role in the Los Angeles Regional Collaborative, a network of government, business, academia, labor, environmental and community groups working to develop system-wide strategies to address climate change and promote a green economy through sustainable communities. 2008 activities focused on organizational development. The City of Los Angeles, Los Angeles County, the City of Santa Monica, and the MTA have all adopted motions in support of the Collaborative and have contributed funding. The organization is now situated to commence upon project and program development and implementation.

### **2. Sustainability Summit**

MTA in partnership with the Metropolitan Water District hosted the second annual Sustainability Summit on May 6, 2009. The Summit was well attended, providing opportunities for high-level discussions among regional leaders on state climate change policy implementation and emerging technologies and strategies for creating more sustainable agencies.

In addition to these more formal collaborative efforts, MTA staff continue to engage with local, state and regional agencies, as well as, businesses and community stakeholders to exchange information and identify new opportunities to collectively work toward a more sustainable LA. As discussed above, regional coordination has been a significant component of the MTA's effort to implement SB 375.

### **NEXT STEPS**

Staff will use this report in combination with the *Towards a Sustainable Future: 2009 Baseline Sustainability Report*, developed by our Environmental Compliance and Service Department and transmitted on June 19, 2009 on the agency's operational sustainability performance, as the basis for updating the MTA Sustainability Implementation Plan. Staff is working on updating the Implementation Plan, including strategies for continuing to advance MTA's Vision for Sustainability and long-term sustainability projects.

