

TRANSIT ORIENTED COMMUNITIES

DRAFT

Policy Paper PAC Outline

I. Overview

Traditionally transit agencies have focused their mission on a combination of planning, constructing, and operating the public transit system with a focus on moving people from station to station. Community impacts, both positive and negative, were relegated to local jurisdictions to manage, promote or mitigate. It has now become evident that a regional serving transit system makes a tremendous impact on the communities that surround it. As a leader in this area, Metro has begun expanding its impact and scope of services from the narrow definition of transit lines and stations into the communities beyond.

This broader goal cannot be achieved by Metro or by its municipal partners alone; it is a partnership between these entities along with the local communities we serve. Metro can and should understand the impacts and the possibilities inherent in its role as a transportation agency and develop policies and procedures that promote Transit Oriented Communities (TOCs).

II. Existing Metro Plans, Policies, Programs, and Guidelines

a. Existing Policies

- i. Joint Development Policy (includes 35% affordable housing goal)
- ii. Affordable Housing Policies
- iii. Systemwide Station Design Policy
- iv. Complete Streets Policy
- v. First / Last Mile Strategic Plan
- vi. Sustainability Planning Policy
- vii. Active Transportation Strategic Plan
- viii. Joint Development Unsolicited Proposals Policy

b. Existing Programs and Plans

- i. Joint Development Program
- ii. Active Transportation Grant Assistance Program
- iii. Business Interruption Fund
- iv. First/Last Mile Planning
- v. TOD Planning Grant / TOC TIF Pilot Program
- vi. MATCH and Small Business Loan Funds
- vii. West Santa Ana Branch TOC Strategic Implementation Plan
- viii. Westlake / MacArthur Park Street Vending Pilot Program

III. Questions

- a.** How do we define the concept of TOCs?
- b.** How do we identify the goals and objectives of Metro's approach to enabling TOCs?
- c.** What criteria will determine which TOC activities Metro will fund and implement directly, as opposed to allowing local partners to fund and implement with Local Returns dollars?
- d.** How will TOC activities address; Gentrification, Displacement and Affordable Housing?
- e.** How do we differentiate between projects and programs that are appropriate for the 1/2 mile radius walk-shed and 3 mile radius bike-shed?
- f.** How can Metro work with local land use authorities to incentivize their implementation of TOC principles?

Public Private Partnerships –P3s

Policy Paper Outline

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- I. Overview

A Public-Private Partnership (P3) is a mutually beneficial collaboration between a public agency and a private sector entity. Through this contractual arrangement, the skills and assets of each sector are shared in delivering a service or facility for the use of the general public. In addition to the sharing of resources, each party shares in the risks and rewards potential in the delivery of the service and/or facility. Metro is looking at P3s as a means to accelerate delivery of our much-needed transportation projects or otherwise enhance service.
- II. Introduction to Public Private Partnerships
 - a. What is a public private partnership? What isn't a public private partnership?
 - b. Potential benefits of a P3
 - i. Risk Transfer
 - ii. Innovation
 - iii. Project Acceleration
 - c. Potential reasons to not do a P3
 - d. Types of P3s
 - e. How to evaluate whether a P3 is the best fit for your project
- III. P3 Best Practices
- IV. P3s at Metro
 - a. Metro's UP Policy and Process
 - b. Metro's evaluation criteria
 - c. Step's OEI has taken to prepare for P3 procurement
- V. Metro's Resources and Funding
 - a. Local funding (Prop A, Prop C, Measure R, Measure M)
 - b. Federal Financing
- VI. Policy Framing Questions
 - a. How should Metro prioritize projects for P3 development?
 - b. What risk/cost is Metro willing to accept?
 - c. What role does equity play for Metro's approach to a P3?

Transportation Demand Management (TDM) and Shared Mobility

Policy Paper Outline

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I. Overview

Transportation Demand Management (TDM) is a general term for various strategies that increase transportation system efficiency. TDM is a program of information, encouragement and incentives provided by local or regional organizations to help people know about and use all their transportation options to optimize all modes in the system. These are both traditional and innovative technology-based services to help people use transit, ridesharing, walking, biking, and telework.

Shared mobility refers to the shared use of a vehicle, bicycle, or other transportation mode. It is a transportation strategy that allows users to access transportation services on an as-needed basis. Shared mobility is an umbrella term that encompasses a variety of transportation modes including car sharing, bike sharing, ridesharing, on-demand ride services, micro transit, and other modes.

II. Introduction

- A. Regional responsibility
- B. Metro's responsibility

III. What is Transportation Demand Management (TDM)?

- A. Definition
- B. Programmatic Initiatives
- C. Informing design and infrastructure development
- D. Objectives and metrics

IV. Regional Initiatives

- A. County-level initiatives
- B. SCAG TDM Strategic Plan 6 County
- C. SCAG Study on Telecommuting
- D. SCAG's Future Communities Pilot Program

V. City-Level

- A. New City of LA TDM Ordinance
- B. City of Santa Monica
- C. City of Glendale
- D. Mobility Hubs

VI. Metro

- A. TDM Mode Call for Projects
- B. Regional Rideshare
- C. Metro Vanpool Program
- D. Metro Bike Share
- E. Parking Management
- F. Annual Employer pass programs
- G. Congestion Reduction Program
- H. First/Last Mile Strategic Plan
- I. Transit Oriented Development (TOD) Grant Program
- J. Complete Streets Policy
- K. MicroTransit Pilot Project
- L. Active Transportation Strategic Plan

VII. Best Practices Summary

- A. Travel subsidies and incentives
 - B. Parking Pricing
 - C. Trip Planning
 - D. Bicycle and Pedestrian infrastructure
 - E. Public/Private Partnerships
 - F. Emerging Technology and Innovation
- VIII. LRTP Framing Questions
- A. How can Metro support TDM efforts throughout the County?
 - B. What new metrics should be used to evaluate programs?
 - C. How do we service areas without active TMA/TMOs?
 - D. How do we incorporate rapid technological advancements?
 - E. How can TDM initiatives best inform and support policy and local land use decisions?

Goods Movement

POLICY PAPER OUTLINE

DRAFT

I. Overview

The ability to efficiently move freight/goods throughout Southern California's transportation network is crucial to the mobility and economic vitality of the region, the state and the nation. With international trade flourishing, local communities will continue to see a steady increase in trucks and freight trains carrying freight/goods handled by the San Pedro Bay ports of Los Angeles and Long Beach, Los Angeles International Airport and other major gateways and ports of entry throughout Southern California.

II. Introduction to Metro's Goods Movement Planning

- a. What is goods movement planning
- b. LA County's goods movement system profile
 - i. Highway network
 - ii. Rail network
 - iii. Intermodal facilities
 - iv. Ports of entry – waterborne and airborne
 - v. Warehousing and distribution facilities
- c. System users
 - i. Trucks – long-haul, short-haul, and local deliveries
 - ii. Freight rail
 - iii. Urban deliveries – small vans and personal vehicles
- d. Challenges and opportunities
 - i. Congestion
 - ii. Safety
 - iii. Economic sustainability and competitiveness
 - iv. Air quality
 - v. Community impacts
 - vi. Land use conflicts
 - vii. Increase in home deliveries and associated urban deliveries
 - viii. Vehicle, infrastructure, and communication technology advancement
- e. Why Metro needs goods movement planning
 - i. Coordination and collaboration with partner agencies at local, state, and federal level

III. Existing Metro Plans, Policies, Programs, and Guidelines

- a. Goods Movement focused plans and programs
 - i. Multi-county Goods Movement Action Plan
 - ii. Countywide Zero-Emission Trucks Collaborative
 - iii. Gateway Cities Technology Plan for Goods Movement
- b. Programs with goods movement elements
 - i. Highway planning

- ii. Regional rail

IV. Funding Sources for Goods Movement Program and Projects

- a. Local funding
- b. State funding
 - i. Formula
 - ii. Discretionary
 - iii. Project eligibility
- c. Federal funding
 - i. Formula
 - ii. Discretionary
 - iii. Project eligibility

V. Best Practices

- a. What other regions are doing for their goods movement planning?
- b. Goods movement performance measures
 - i. Data availability and accuracy
 - ii. Methodologies and analyses, finding the causes of congestion and conflicts
 - iii. By facility type – Freeways, highways, local arterial, and rail mainline

VI. LRTP Framing Questions

- a. What are the appropriate policy directions for LA County's goods movement system?
- b. What are the appropriate performance measures and evaluation criteria for regional and local goods movement projects?
- c. What role do local agencies have in achieving regional goods movement goals?