



Mobility-21

LA County Moving Together Los Angeles County Transportation Summit Resolution No. 2002-08 November 18, 2002

Land Use and Transportation Planning

Description: Resolution endorsing creation of new federal programs that promote more coordinated land use and transportation decision-making through the reauthorization of the Transportation Equity Act for the Twenty First Century (“TEA-21”) and calling for the commitment to explore avenues to create meaningful incentives that strengthen the nexus between land use and transportation planning in Los Angeles County.

WHEREAS, the urbanization of Los Angeles County has been greatly influenced by its transportation infrastructure; and

WHEREAS, the location of development has a profound impact on how our transportation system works and our quality of life; and

WHEREAS, Los Angeles County currently has a population of 9.6 million residents and 4.4 million jobs spread throughout the county, resulting in complex travel patterns that create complex congestion challenges; and

WHEREAS, new single-family housing often locates on the outskirts of Los Angeles County and the region, responding to market conditions and other social and economic reasons, adding to the congestion challenges by increasing drive times in the absence of local job opportunities; and

WHEREAS, the location of development greatly affects the transportation system; and

WHEREAS, the location of commercial and industrial development is frequently influenced by local jurisdiction competition to attract retail development and the sales tax revenue it provides as a way to offset the loss of other revenue sources (such as property taxes); and

WHEREAS, studies indicate that if future growth occurs in the same area where people live today, average travel speed throughout Los Angeles County would remain above 30 mph, but if the trend towards further growth into outlying areas occurs, speeds could drop below 20 mph; and

WHEREAS, a number of opportunities exist to address the congestion challenge by providing efficient linkages between land use and transportation, including infill development and connecting transit stations to neighborhoods, adaptive reuse of buildings and historic districts, and fostering the diversification of land uses in areas outside the central core; and

WHEREAS, the currently underutilized commercial corridors are prime candidates for future development through prototypes suited to these boulevard conditions; and

WHEREAS, along with the public in a democracy, a number of key stakeholders play vital roles in land use decision-making, including local governments, regional planning agency, the private sector acting as either developer or financial institution, transportation providers, and the public at large; and

WHEREAS, there are opportunities through reauthorization of TEA-21 to allocate federal funding for planning studies and programs that improve the coordination of land use and transportation planning; and

WHEREAS, the coordination of land use and transportation is a complex issue that will require more effort and commitment by the parties involved.

NOW, THEREFORE, BE IT RESOLVED BY THE Mobility-21 Coalition:

THAT Mobility-21 finds that different types of communities require different types of solutions to coordinate land use and transportation; and

THAT Mobility-21 encourages federal policies and funding programs that promote more efficient land use and transportation planning and address regional congestion issues through the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21); and

THAT Mobility-21 recommends the establishment of land use forums with transportation agencies, local governments, the development community, and other stakeholders, such as school districts; and

THAT Mobility-21 recommends a partnership between the relevant transit agency/transportation provider and local jurisdictions in the county to develop land use/transportation coordination policies that would be carried out through updates to general plans, zoning ordinances, and development standards; and

THAT Mobility-21 recommends partnering with the development community at the regional and local level to facilitate the integration of new development with transit and transportation plans; and

THAT Mobility-21 encourages MTA to provide incentives through reform of the Congestion Management Program and targeting some transportation funding to provide the holistic planning for and integration of schools, open space, child care, libraries, and other needed services and infill housing in existing communities; and

THAT Mobility-21 encourages use of alternative fuel vehicles and the demonstration of advanced transportation technologies; and

THAT Mobility-21 encourages the promotion of new transportation modes, such as shared vehicle service; and

THAT Mobility-21 supports the provision of training and technical assistance to assist local governments in revising zoning codes to promote transit, bike, and pedestrian-oriented urban design; and

THAT MOBILITY-21 recommends that Los Angeles County develop a regional coalition with surrounding counties on its transportation needs; and

THAT Mobility-21 understands and further advises that all programs and projects that solicit federal funding need to be accessible pursuant to the Americans with Disabilities Act of 1990; and

THAT Mobility-21 recommends coordinating land use and transportation at the county level by the MTA actively partnering with local governments to participate in Southern California Association of Governments' (SCAG) growth visioning effort to engage citizens in a shared vision for Los Angeles County; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE MOBILITY-21 COALITION, this 18th day of November, 2002.

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