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**AD HOC SUSTAINABILITY COMMITTEE
OCTOBER 15, 2014**

**SUBJECT: REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES
STRATEGY JOINT-WORK PROGRAM: STATUS REPORT**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this final status report (Attachment A) on the Joint-Work Program between Metro and the Southern California Association of Governments (SCAG) to implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

ISSUE

On July 26, 2012, the Board adopted a resolution to collaborate with SCAG on the delivery of a Joint-Work Program to implement the RTP/SCS. As part of that action, staff was directed to provide quarterly status reports to the Ad Hoc Sustainability Committee. The attached report provides a final status update on the 11 work elements, including future recommendations.

DISCUSSION

Since adopting the resolution, Metro and SCAG staffs have been actively engaged in moving implementation efforts forward. Attachment A includes a list of the 11 work items identified in the Joint-Work Program and a brief summary of progress. Detailed briefings on each of these items have been provided to the Ad Hoc Sustainability Committee over the course of the year.

This status report also includes final recommendations and conclusions from each implementation item. These recommendations will help inform the development of a future Joint Work Program between Metro and SCAG. Highlights include completion of the First/Last Mile Strategic Plan, significant Progress on the Countywide Safe Routes to School Initiative, development of the Complete Streets Policy, success of the Regional Plug-In Electric Vehicle (PEV) Readiness Plan, and ongoing coordination on legislative and funding issues.

The High Quality Transit Area Study implementation item will be presented upon at the October 2014 Ad Hoc Sustainability Committee Meeting by Huasha Liu, Director of Land Use & Environmental Planning at SCAG.

Based on the conclusions and recommendations highlighted in Attachment A, staff is prioritizing key focuses in the next iteration of the Joint Work Program. These identified approaches include:

- Coordination of SCAG and Metro funding progress for sustainability planning
- First/Last Mile Strategic Plan implementation
- Sustainable Design Guidelines training
- Potential other areas of interest including, Identification of food deserts and mitigation strategies

NEXT STEPS

A final report on the RTP/SCS Joint-Work Program will be prepared by the next Ad Hoc Sustainability Committee meeting, and will include recommendations to the Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS. Furthermore, staff will develop a new RTP/SCS Joint-Work Program inclusive of the themes prioritized in this report, to be considered for approval at the next quarterly Ad Hoc Sustainability Committee meeting.

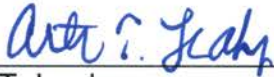
ATTACHMENT

A. RTP/SCS Joint-Work Program: Final Status Report

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2012-2014 RTP/SCS Joint-Work Program: Status Report

Attachment A

	<u>Work Item</u>	<u>Description</u>	<u>Lead</u>	<u>Final Status</u>
1	CEO's Regional Sustainability Working Group	An effort to actively work on the implementation of the RTP/SCS, document and monitor progress, and provide direction for opportunities for the upcoming 2016-2040 RTP/SCS.	SCAG	<ul style="list-style-type: none"> • Met bimonthly. • Focused on information sharing on regional issues, as well as various funding programs that are under development at the State level, including the Cap & Trade Program, the Transportation Alternatives Program and the Active Transportation Program (ATP). • Developed criteria and process for ATP application evaluation at the SCAG level.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Meetings were valuable forums and are recommended to continue through adoption of the 2016 RTP/SCS.
2	Sustainable Transportation Demonstration Program	This will provide local agencies with planning, programming, and/or capital funds to implement Compass Blueprint projects or other innovative, multimodal approaches that exemplify the guidance in Metro's Countywide Sustainability Planning Policy. The goal of the program will be to support multimodal projects that reduce vehicle miles traveled and greenhouse gas emissions. Complete streets, multimobility hub programs, and Safe Routes to School programs are examples of the types of projects that could be funded through the demonstration program. The program will be designed to assess how these, and other multimodal investments, can be successfully applied in different places and contexts.	Metro	<ul style="list-style-type: none"> • Metro has a \$ 400,000 budget to pursue limited demonstration based on the Accessibility Clusters defined in the Countywide Sustainability Planning Policy. • Funding has not been identified for program implementation, but staff continues to explore grant opportunities, such as the Southern California Air Quality Management District's Mobile Source Air Reduction Review Committee (MSRC) that could support one or more projects. • SCAG has completed the Call for Proposals for the 2013 Sustainability Program, which is an expansion of the Compass Blueprint. The program will support planning efforts that advance the goals of the SCS. Local jurisdictions within Los Angeles County submitted a total of 30 projects, requesting a total of \$4,264,000, of which 8 projects, totaling \$ 895,000 will be funded. Metro will continue to explore strategies to support implementation of these and other innovative multimodal projects consistent with the direction in the Countywide Sustainability Planning Policy.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Staff will prioritize demonstrations with the current budget - test assessment methods, then develop recommendations for further demonstrations, and/or incorporation in on-going funding programs.
3	First/Last Mile Strategic Plan	Policies and guidelines that serve as a resource for local governments seeking to partner with Metro and SCAG on improvements in transit catchment areas. Additional funding will be sought for a second phase of the plan to implement demonstration projects that advance the guidance from the Plan and to quantify the impact of these investments.	Metro	<ul style="list-style-type: none"> • Final Planning Guidelines were approved by the Ad Hoc Sustainability Committee and Metro Board in April 2014. • Metro received the SCAG Sustainability Award, and the APA LA Award of Merit for the First/Last Mile Strategic Plan • Metro was recently awarded ATP funding to conduct first/last mile planning for the 22 Metro Blue Line stations. • Per Board direction, Metro staff provided grant writing assistance for the first/last mile pilot stations seeking ATP funding, of which the Expo/Bundy Station, and Duarte Station received funding. • Staff is also conducting first/last mile planning for the North Hollywood and Universal City stations. • SCAG has also received ATP funding to implement temporary "pop-up" first/last mile improvements and planning components.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Development of a Phase 2 of the Plan • Identify and implement first/last mile pilot projects • Conduct first/last mile planning workshops • Consideration of methods and options to assess first/last mile implementation, including early implementation from "pop-up" type installations and before and after studies • Seek funding for longer-term measurement and refinement on first/last mile strategies

2012-2014 RTP/SCS Joint-Work Program: Status Report

Attachment A

	<u>Work Item</u>	<u>Description</u>	<u>Lead</u>	<u>Final Status</u>
4	Countywide Safe Routes to School Strategic Plan	Identify a strategy to help local communities establish new Safe Routes to School (SRTS) programs and to sustain and enhance existing efforts. The Strategic plan will assess current SRTS efforts and needs; coordinate with agencies, organizations, and stakeholders for the exchange of information and ideas; identify data needs and performance metrics; pursue additional funding sources to increase SRTS investment in Los Angeles County; and identify a strategy to provide technical resources to communities. A pilot program is underway that will complement and inform the development of the Countywide SRTS Strategic Plan.	Metro	<ul style="list-style-type: none"> •The Countywide Safe Routes to School Strategic Plan is now referred to as the "Countywide Safe Routes to School Initiative." •Staff is implementing and monitoring the Safe Routes to School Pilot Program to increase the number of children and families walking, bicycling, or taking transit to school safely, and that will eventually become a vibrant and self-sustaining program at the individual schools. The pilot program is intended to provide a model for other schools. Partners include the Los Angeles Unified School District, City of Los Angeles Department of Transportation, and Los Angeles County Department of Public Health. • Staff has convened quarterly Countywide Safe Routes to School Advisory Committee to provide input and guidance as Metro and SCAG identify strategies to promote safe walking and bicycling among children and their families to and from schools, and to improve mobility and health in communities throughout Los Angeles County.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Continue to convene the Countywide Safe Routes to School Advisory Committee • Identify short-, mid-, and long-term strategies for implementation •Continue outreach to key stakeholders • Continue with the SRTS Pilot Program
5	Regional Plug-In Electric Vehicle (PEV) Readiness Plan	Identify the best locations for charging infrastructure based on market demand and travel patterns. The Regional PEV Readiness Plan will become part of a larger effort to support regional sustainability, while promoting economic development within the Green Technology sector. SCAG will continue to work with a diverse group of stakeholders to serve as a clearinghouse for zero and near-zero emission vehicle resources and implementation strategies. The key deliverables include: a Regional PEV Readiness Plan and two model Sub regional PEV Readiness Plans (South Bay Cities and Western Riverside Council of Governments). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.	SCAG	<ul style="list-style-type: none"> • SCAG hosted the So Cal Plug-in Electric Vehicles (PEV) Coordinating Council, sharing findings and recommendations from the 2 1/2 year study of the PEV market and charging station environment. Metro staff participated regularly and shared updates regarding Metro's plans and installations. • SCAG and the Los Angeles Economic Development Corporation partnered to host four regional webinars to address business threats to public EV station hosts, and to assist public sector staff with applications for a California Energy Commission (CEC) grant opportunity (PON 13-606). • SCAG is currently visiting subregional Councils of Governments (COGs) throughout LA County to direct local staff to SCAG website resources, and share finding and recommendations from the So Cal PEV Readiness Plan. • SCAG and LAEDC continue to partner on EV planning efforts. LAEDC was awarded CEC funding to operate the Alternative Fuel Vehicle Technology Center, and has partnered with SCAG on additional webinars and outreach opportunities.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Rapid adoption and implementation of Zero-Emission Vehicles (ZEV) are an important component in both State and Regional strategies to reduce GHG emissions. • Securing grant awards for Southern California public and private workplaces continues to be an important focus of SCAG's efforts, using both planning, and DOE Clean Cities Coalition resources. <p>Recommendations: Additional research and studies are needed to insure that SCAG Region is at forefront of ZEV adoption.</p>
6	Conservation Planning Policy	Build upon already-established programs that assist with more efficient transportation project delivery, including but not limited to, Orange County Transportation Authority's Measure M Environmental Mitigation Program and Riverside County's Multiple Species Habitat Conservation Plans (MSHCP). The policy will explore opportunities to optimize the use of transportation mitigation funds to support natural land restoration, conservation, protection and acquisition, and offers GHG emissions reduction benefits. The deliverables will likely include identification of priority conservation areas and the development of regional mitigation policies or approaches for the 2016 RTP/SCS.	SCAG	<ul style="list-style-type: none"> • Consultant selection and the project kickoff took place in November 2013. • Draft work products were delivered in January 2014, which included a draft inventory of natural resources GIS databases, a draft report on existing information and data gaps, a draft list of relevant science experts and a draft list of key stakeholder organizations. Consultant contracted was extended through December 2014 to include consultant team in stakeholder discussions. Consultant delivered final products in summer 2014, which included a Conservation Framework & Assessment Report and a GIS database focused on the fine scale analysis of the Prado Basin. • A combined Habitat Assessment Protocol workshop was convened on March 19th, 2014, which examined a potential tool (CHAP) to measure habitat quality.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • The preservation of open space in the SCAG region meets many needs, such as recreation and vital species habitat, as well as GHG reduction and mitigation for the development of transportation facilities such as California High Speed Rail. <p>Recommendations: Additional research, analysis and planning are needed to improve the efficiency and effectiveness of open space preservation and protection in order to maximize the co-benefits of advanced mitigation and GHG reduction.</p>

2012-2014 RTP/SCS Joint-Work Program: Status Report

Attachment A

	<u>Work Item</u>	<u>Description</u>	<u>Lead</u>	<u>Final Status</u>
7	Expedite Active Transportation Funding	<p>Explore opportunities to ensure local infrastructure is in place to support the expansion of the rail system.</p> <p>This will include building off the First-Last Mile Strategic Plan to identify needs around new station areas and developing new financial tools to support these investments.</p>	SCAG	<ul style="list-style-type: none"> • Governor Brown signed into law SB 99 which created the Active Transportation Program (ATP). This new program consolidates several state and federal funding sources including the federal Transportation Alternatives Program. SB 99 directed the California Transportation Commission and Caltrans to develop guidelines for this program. Eligible applicants within Los Angeles County submitted 111 applications. \$112,960,000 was awarded to these applicants to implement 43 projects (37 statewide competition, 16 regional competition). • Worked closely with Congestion Reduction Initiatives staff to incorporate direction from the Countywide Sustainability Planning Policy into the guidelines of the Express Lanes Pilot Program for the expenditure of excess toll revenues. The guidelines focus on advancing integrated, multimodal strategies, with 40% of excess funds available for system connectivity/active transportation.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Metro is currently developing a Cap and Trade strategy and expenditure plan for Los Angeles County. • Collaborate with Metro and other county transportation commissions on the development of the 2016 RTP/SCS to refine understanding of the need for active transportation investment and explore funding mechanisms that provide more immediate opportunities for project implementation • Explore opportunities to simplify programming and allocation processes for Active Transportation funds to reduce time between project development, awards, and implementation.
8	High Quality Transit Area Study	<p>A High Quality Transit Area (HQTA) is generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one half-mile of a well serviced transit stop or corridor with 15-minutes or less transit service frequency during peak commute hours.</p> <p>Review the incentive programs offered by Metro and SCAG that could be better linked or leveraged to realize the RTP/SCS vision for reducing GHG emissions and capturing growth in High Quality Transit Areas (as defined in the RTP/SCS). The study should document existing rules and practices, consider best practices, and provide recommendations for program modifications. The study will be initiated when additional funding or staff resources become available.</p>	SCAG	<ul style="list-style-type: none"> • Background research is still being conducted and a preliminary literature review has been completed. This literature review will be supplemented with a more detailed analysis. • Funding for other parts of the study is under consideration as part of SCAG's 2016-2045 RTP/SCS. • Background research is still being conducted and a preliminary literature review has been completed. This literature review will be supplemented with a more detailed analysis. • The SGC has recently funded a project with LARC/Metro to develop a Model TOD Ordinance, to help shape future Metro Call for Proposals related to the MetroTOD Planning Grant Program. This new project follows the development and completion by SCAG of a TOD White Paper in early 2014.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • A key GHG reduction strategy in the 2012 RTP/SCS was improving the transportation/land use connection along major transit corridors (HQTA). The development of HQTA in the SCAG region involves a multi-pronged approach including housing, transit-oriented development, active transportation, first mile/last mile, and transit improvements. A key study of this effort was the development of a TOD White Paper that included barriers to TOD implementation, funding opportunities and constraints, and best practices that warrant consideration in the SCAG region. <p>Recommendations: Additional research, analysis and planning are needed in order to further develop the HQTA transportation/land use nexus for the 2016 RTP/SCS.</p>
9	High Quality Transit Corridor Needs Assessment	<p>Studies to better understand transit needs and transit capacity enhancements that will be required to accommodate additional growth planned for in the RTP/SCS.</p>	SCAG	<ul style="list-style-type: none"> • SCAG is evaluating options for HQTA needs assessment studies to better understand transit needs and transit capacity enhancements that will be required to accommodate additional growth planned for in the 2016 RTP/SCS. An initial step of this process was the convening of an interagency staff working group to discuss the type of research and analysis that are needed.
			Conclusion/ Recommendations	<p>Recommendations: • Additional research and discussion are needed in order to further develop an HQTA transit needs analysis for the 2016 RTP/SCS.</p>

2012-2014 RTP/SCS Joint-Work Program: Status Report

Attachment A

	<u>Work Item</u>	<u>Description</u>	<u>Lead</u>	<u>Final Status</u>
10	Performance Metrics and Monitoring	Improve Performance Measurement and Monitoring of the benefits and co-benefits (health, Greenhouse Gas Reduction, etc.) of transportation projects and plans through efforts such as the bicycle data clearinghouse and the Countywide Sustainability Planning Policy. Develop a strategy to improve Performance Measurement and Monitoring of transportation projects and plans to provide a basis for quantifying the benefits of investments proposed in future RTP/SCS.	Metro	<ul style="list-style-type: none"> • SCAG and Metro conducted a joint workshop on Sustainable Transportation and Performance Measurement as part of SCAG'S Toolbox Tuesday program on June 24, 2014. The Workshop is designed to exchange information and engage cities and other stakeholders in conversations about measurement and monitoring. • Conducting pilot study in collaboration with Caltrans and the South Bay COG to understand the opportunities for, and limitations to, using sustainability performance metrics in Subregional planning to assess and better communicate the tradeoffs between alternative land-use and transportation planning scenarios. A project update will be presented at the October Ad Hoc Sustainability Committee.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • Continue to work with the South Bay COG on the pilot study • Further assess the application of the Metro Sustainability Evaluation Tool • Continue to explore opportunities to integrate sustainability performance measures into transportation projects and investments.
11	Develop Legislation	The CEO Regional Sustainability Working Group has discussed proposed legislation. As previously noted, multiple meetings have focused on the Cap and Trade Program, the TAP and the Active Transportation Program.	CEO Regional Sustainability Working Group	<ul style="list-style-type: none"> • Agency staffs are coordinating with Metro and SCAG Government Relations to promote legislative activities in the 2014 State Legislative Program that support the implementation of the RTP/SCS and the Countywide Sustainability Planning Policy. This will include developing a strategy for ensuring that a significant portion of Cap & Trade Program revenues are dedicated to sustainable transportation.
			Conclusion/ Recommendations	<ul style="list-style-type: none"> • The Working Group provided a valuable forum for the regional collaboration and discussion on State and Federal legislation and regulatory issues, such as cap-and-trade and active transportation. Recommendations: Continue monitoring and development of legislative strategies through adoption of the 2016 RTP/SCS.