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**AD-HOC SUSTAINABILITY COMMITTEE
JANUARY 14, 2015**

SUBJECT: SUSTAINABILITY ANNUAL REPORT

ACTION: RECEIVE AND FILE SUSTAINABILITY ANNUAL REPORT OUTLINE

RECOMMENDATION

Receive report on progress of the first annual sustainability report.

ISSUE

On December 13, 2012, the Board adopted the Metro Countywide Sustainability Planning Policy which establishes principles, priorities, planning guidance, and evaluation metrics to support Metro and our partners in collectively moving toward a more sustainable transportation system. In Section 4: Evaluation Metrics, staff was tasked with tracking performance metrics on countywide sustainability outcomes including developing an annual report. At this time, we are updating the Board on the progress to date on the first Sustainability Annual Report and requesting input and direction on the outline for the report (Attachment A).

DISCUSSION

In December 2012, the Board adopted the Metro Countywide Sustainability Planning Policy (CSPP). The CSPP defines Sustainability for Metro and directs action to incorporate sustainability in all aspects of Metro's planning, programming and project delivery. The policy lays out a broad vision of sustainability that is not limited to environmental considerations. By establishing three principles (connect people and places, create community value, and conserve resources) the policy establishes Metro's interest in the full array of societal benefits that can stem from Metro planning and investments. While Metro's primary focus remains on planning and delivering mobility solutions, the CSPP considers the role that Metro's activities have in remaking Los Angeles County in all aspects including economy, community, environment, and sense of place. The annual report, therefore, will highlight a variety of efforts in line with this broad view of sustainability, and suggests a new set of benchmarks for measuring our progress. The anticipated timeline for the final report is an April 2015 release.

The CSPP, at the time of its adoption, filled several functions for Metro, including:

- Creating an overall framework for Sustainability;
- Taking affirmative steps to implement the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted in April 2012;
- Developing evaluation metrics and reporting mechanism in the form of the sustainability annual report;
- Establishing next steps through the adoption of an implementation plan.

Section 4 of the CSPP includes performance evaluation metrics to track progress toward achieving Metro's sustainability policies and priorities.

The report outline includes case studies of sustainability projects in the county organized by the four accessibility clusters identified and defined in the CSPP and exemplifying the principles and priorities to connect people and places, create community value, and conserve resources.

The report outline also includes the status of the program and performance metrics identified in the CSPP. Program metrics track progress integrating sustainability framework into Metro activities. The performance metrics track countywide outcomes that are influenced by Metro actions as well as factors that are outside of Metro's direct control.

We researched similar reports on sustainability progress including an example from New York City: http://www.nyc.gov/html/planyc2030/downloads/pdf/140422_PlaNYCP-Report_FINAL_Web.pdf

NEXT STEPS

We will continue to develop the Sustainability Annual Report and finalize the report for release. Additionally, we are working on other efforts to implement the CSPP. In early 2015, Metro will release a call for proposals to subregional Councils of Government for sustainability demonstration projects. The fiscal year 2015 budget includes \$400,000 for these demonstration projects. We are also developing new communication tools per the Implementation Plan. Lastly, we anticipate the Committee revisiting the CSPP.

ATTACHMENTS

- A. Sustainability Annual Report Outline
- B. Implementation Plan Chart (previously submitted on October 15, 2014)

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Sustainability Annual Report Detailed Outline

Intro

In December 2012, the Metro Board adopted the Metro Countywide Sustainability Planning Policy (CSPP). The CSPP defines Sustainability for Metro and directs action to incorporate sustainability in all aspects of Metro's planning, programming and project delivery. The policy lays out a broad vision of sustainability that is not limited to environmental considerations. By establishing three principles (connect people and places, create community value, and conserve resources) the policy establishes Metro's interest in the full array of societal benefits that can stem from Metro planning and investments. While Metro's primary focus remains on planning and delivering mobility solutions, the CSPP considers the role that Metro's activities have in remaking Los Angeles County in all aspects including economy, community, environment, and sense of place. This annual report, therefore, highlights a variety of efforts in line with this broad view of sustainability, and suggests a new set of benchmarks for measuring our progress.

This report includes two main components: sustainability case studies and ways to measure progress toward sustainability goals throughout Los Angeles County. These projects, completed or conceptualized during the past 12 years, demonstrate one or more of the principles and priorities of a sustainable transportation system.

Following the case studies is a section on countywide sustainability progress including an overview of metrics identified in the Metro Countywide Sustainability Planning Policy. These metrics include the progress Metro is making to integrate sustainability policies into its activities. Additionally, this section includes broader factors to measure sustainability outcomes countywide such as how people travel throughout the county, environmental impacts of this travel and how transportation and land use shift over time.

Sustainability Case Studies

The cases studies included in this section represent various land use conditions as defined by accessibility cluster types. Each cluster type encompasses land use characteristics and resulting travel patterns. The case studies were selected to represent each cluster type defined in the CSPP as well as sustainability principles that are identified as priorities for the county.

Cluster A is defined as small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. Cluster B locations have low average residential density and varied job centrality. Cluster B also includes special use areas such as airports and ports. Cluster C is defined as residential and mixed-use areas near economic activity centers that can support active transportation and transit. Cluster D areas have high concentrations of economic, entertainment, and cultural activity.

The principles are derived from the CSPP and fall into three categories: connect people and places, create community value, and conserve resources.

Sustainability Case Studies		
Project Name	Cluster	Principle
Whittier Greenway	A	Access, Green Modes, Healthy Neighborhoods, Community Development, Urban Greening, Context Sensitivity, Environmental Stewardship
Downtown Lancaster Improvements (the BLVD)	A	Access, Community Development
Electric Highway Demonstration Project for Ports of Los Angeles and Long Beach	B	Healthy Neighborhoods, System Productivity
Gerald Desmond Bridge Bicycle Path	B	Green Modes, Healthy Neighborhoods
York Blvd Road Diet	C	Healthy Neighborhoods
North Hollywood Streetscape Improvements	C	Healthy Neighborhoods, Urban Greening
Downtown Santa Monica Bike Center	D	Access, Prosperity, Green Modes, Context Sensitivity, Community Development, System Productivity

Whittier Greenway

The Whittier Greenway is the transformation of an abandoned Union Pacific railroad right-of-way into the Whittier Greenway Trail, a 4.5-mile recreational and commuter bikeway and pedestrian path. The trail connects with bike paths throughout the city and former rail stations utilized along the trail for art, educational and historic exhibits. The project was completed in 2009 by the City of Whittier at a final cost of \$15 million. The project was funded through a combination of county, state, and federal grants.

This project illustrates a number of principles from the CSPP. The trail improves access by connecting bike paths, provides a safe space to encourage use of green modes as a dedicated bike and pedestrian path, and finally, as more than 200,000 people are estimated to use the path annually on foot or on bike, the trail thereby encourages healthy activity and development in neighborhoods. Furthermore, exhibits related to art, history and education are appropriate for the site and are context sensitive. The vegetation and trees along the greenway promote environmental stewardship. The Whittier Greenway is located in a Cluster A community with moderate to high residential density and low job centrality.



Downtown Lancaster The BLVD

Throughout 2010, the stretch of Lancaster Boulevard now known as The BLVD underwent a dramatic transformation through a complete streetscape redesign by the Lancaster Redevelopment Agency. The redevelopment includes a park, increased residential density to support new commercial development, and a new facility for the Lancaster Museum of Art and History. Overall, the redevelopment emphasizes livability and walkability



through street design, mix of uses, and amenities. In 2012, the project received EPA's National Award for Smart Growth Achievement. The concept from downtown Lancaster's specific plan was approved in 2008 and improvements were completed in 2010. The \$41 million investment resulted in economic growth, 37 new businesses and 1,900 new jobs. Due to the low job centrality that can result in long work commutes, this project is categorized as a Cluster A area.

This project illustrates the following principles from the CSPP:

- Improved access by co-locating housing and commercial activity
- Improved access through streetscape improvements
- New jobs and businesses as well as development supporting daytime and nighttime use contribute to community development

Electric Highway Demonstration Project for Ports of Los Angeles and Long Beach

The electric highway demonstration project for the ports of Los Angeles and Long Beach would connect trucks at the Ports of Los Angeles and Long Beach to overhead wires and have them operate on electricity. This one-year pilot project is sponsored by AQMD, with Siemens as the contractor, and will be the first in the country to demonstrate zero emissions from trucks carrying cargo around the ports. The project is expected to cost \$13.5 million and be installed on a one-mile section on northbound and southbound Alameda Street where it intersects Sepulveda Boulevard in Carson. A combination of battery-electric and hybrid trucks will be used.



The Ports of LA and Long Beach fit into Cluster B as special use areas. This project promotes clean mobility and has the

potential to reduce emissions from diesel trucks traveling through the communities surrounding the ports. This will lead to reduced exposure to air pollutants and healthier neighborhoods. This project also has the potential to improve system productivity by transferring trucking fuel from diesel to electric sources as dependence on foreign oil becomes less sustainable. This can increase the long-term viability of goods movement in Los Angeles and the country.

Gerald Desmond Bridge Bicycle Path

In December 2011, the Long Beach Board of Harbor Commissioners issued the Harbor Development Permit for the Gerald Desmond Bridge Replacement Project. The bridge will include a Class I bicycle path along the southern side of the new bridge and observation platforms. The bridge is anticipated to be substantially complete by late 2017 to mid-2018. The bicycle and pedestrian path will end at the western terminus of the bridge. On the eastern



terminus of the bridge the path will end at Pico Boulevard. Currently, the Port is exploring near- and mid-term options for continuing the path east along the Ocean Boulevard Bridge, connecting with the Los Angeles River Bike Path, and also with the City of Long Beach bicycle network east of the L.A. River. This bicycle facility promotes green modes and healthy neighborhoods by connecting regional active transportation infrastructure. The Port of Long Beach is in a Cluster B as a special use area.

York Blvd Road Diet

Implemented in 2006, the road diet on the 1.3 mile segment of York Boulevard between Eagle Rock Boulevard and Avenue 54 is one of a few high profile roadway re-configurations that has been in place long enough to study the effect of the project on the surrounding area. The road diet converted this segment of York Boulevard from two lanes in each direction to a single lane in each direction with a center turn lane. Bike lanes were added four years later in 2010. York Boulevard is near, but outside downtown Los Angeles (high employment density), but the area still supports its own commercial activity with the concentration of residents; therefore, this project area falls under the Cluster C category. Through improved traffic safety and addition of bicycle lanes, this project promotes healthy neighborhoods and improves access by increasing travel choices.



North Hollywood Streetscape Improvements

North Hollywood Streetscape Improvements, which include landscaping and beautification, were completed in 2002, 2007, and 2008. Approximately \$3.2 million was spent on the improvements. The project supports pedestrian improvements and supports healthy neighborhoods and access by adding active transportation infrastructure. The North Hollywood Streetscape Improvements fall under Cluster C due to residential concentration to support local commercial activity and also close connections to the employment centers of downtown Los Angeles and Burbank.

Downtown Santa Monica Bike Center

The Santa Monica Bike Center is one of many bicycle resources available in the City of Santa Monica. The Downtown Bike Center, completed in 2011, offers 350 secure bicycle parking spaces, bike rental, repair, and two hours free valet bike parking. Commuter members have access to restrooms, showers and lockers thereby increasing the convenience of cycling for commuters and others. The 4,200 sq. ft. store front Bike-Transit/Clean Mobility Center is located in one of Santa Monica's downtown parking structures. The Bike Center also encourages bicycling through a free commuter bike program, making bicycles available for a limited time to new bike commuters, a Bikes@Work program, classes and events. This project and Santa Monica are a Cluster D area as an employment, recreation and commercial center as well as a tourist destination. This project exemplifies many CSPP principles including:

- Supporting healthy neighborhoods by providing storage options and shower facilities for bike commuters and others
- Promoting bicycling as a clean mobility option to reduce greenhouse gas emissions
- Meeting the needs of Santa Monica tourists who want to bike to the beach and many employers who could bike to meetings
- Enhancing Santa Monica's green reputation, building community identity, and supporting social and economic activity



Countywide Sustainability Progress

Program and Performance Metrics

The Metro Countywide Sustainability Planning Policy included the direction to track sustainability progress both from Metro’s own actions and broader measures of sustainability throughout the county. An Implementation Plan, which specified next steps integrate sustainability into Metro actions, includes 22 discreet action steps for Metro staff such as developing this sustainability annual report.

The Countywide Performance Metrics measure sustainability outcomes countywide such as how people travel throughout the county, the environmental impacts of this travel and how transportation and land use shift over time.

	Connect	Create	Conserve	Measurement Interval	Progress Description
Program Metrics					
Actions Completed to Implement Policy	x	x	x	Annual	See below
Projects and Activities Advancing Universal Policies and Place-Based Policies in Appropriate Accessibility Clusters	x	x	x	Annual	See below
Countywide Performance Metrics					
Vehicle Miles Traveled	x	x	x	Annual	Gathering Data
Collisions	x	x	x	Annual	Gathering Data
Transportation Fuel Usage	x		x	Annual	Gathering Data
Congestion	x		x	Annual	Gathering Data
Transportation GHG Emissions	x	x	x	Annual	Gathering Data
Transit Ridership	x		x	Annual	Gathering Data
Active Transportation Trips	x	x		TBD	Gathering Data
Carpooling Trips	x	x		TBD	Gathering Data
Environmental Enhancements		x	x	Annual	Gathering Data
Jobs Adjacent to Transit	x	x		TBD	Gathering Data
Population Adjacent to Transit	x	x		3 to 5 Years	Gathering Data
Transit Service in Accessibility Clusters C and D	x		x	Annual	Gathering Data

Program Metrics

In October 2014, staff presented an updated Implementation Plan to the Board. Highlights from the Implementation Plan status include: 2015 Draft Call for Projects incorporates sustainability polices; Safe Routes to School Pilot Program; First/Last Mile Strategic Plan was approved by the Metro Board in April 2014; Metro and SCAG developed a Joint Work Program; Active Transportation Program (ATP) grant to conduct first/last mile planning for the Metro Blue Line; and Cap and Trade strategy to maximize funding for Los Angeles County.

Performance Metrics

The countywide performance metrics will involve research into the following factors and determine ways to evaluate them:

- Vehicle Miles Traveled
- Collisions
- Transportation Fuel Usage
- Congestion
- Transportation GHG Emissions
- Transit Ridership
- Active Transportation Trips
- Carpooling Trips
- Environmental Enhancements
- Jobs Adjacent to Transit
- Population Adjacent to Transit
- Transit Service in Accessibility Clusters C and D

Next Steps

In addition to finalizing and releasing this sustainability report, staff is currently working on other CSPP implementation activities. One of those is the sustainability demonstration projects. In early 2015, Metro will release a call for proposals to subregional Councils of Government for sustainability demonstration projects. The fiscal year 2015 budget includes \$400,000 for these demonstration projects. Staff is also developing new communication tools per the Implementation Plan. Another upcoming effort is that staff anticipates the Committee revisiting the Countywide Sustainability Planning Policy.

Future Sustainability Annual Reports will build on and further refine the tracking methods and research used in this report, while still focusing on the larger charge to evaluate the implementation of the CSPP and sustainability progress in Los Angeles County.

Sources

Project Name	Source
Whittier Greenway	<ul style="list-style-type: none"> • http://www.cityofwhittier.org/depts/prcs/parks/greenway_trail.asp • http://www.whittierdailynews.com/government-and-politics/20140701/whittier-lands-grant-for-greenway-trail
Downtown Lancaster Improvements (the BLVD)	<ul style="list-style-type: none"> • http://www.cityoflancasterca.org/index.aspx?page=686 • http://www.theblvd lancaster.com/
Port of LA Electric Highway pilot	<ul style="list-style-type: none"> • http://abc7.com/245810/ • http://insideevs.com/siemens-conduct-ehighway-trials-electric-volvo-trucks-california/
York Avenue Road Diet	<ul style="list-style-type: none"> • http://la.streetsblog.org/wp-content/pdf/york_blvd_final_report_compress.pdf • http://lacbc.wordpress.com/2011/10/19/york-blvd-economic-impact-study/
North Hollywood Streetscape Improvements	<ul style="list-style-type: none"> • http://trade.railstotrails.org/project_search_results?%23FORMID%23=Project_form&project_id=&state_id%3Aany%5B6%5D=6&Submit=Search+Projects
Downtown Santa Monica Bike Center	<ul style="list-style-type: none"> • http://smbikecenter.com/ • http://www.smgov.net/Departments/PCD/Transportation/Bicyclists/ • http://www.smgov.net/bebp/project.aspx?id=26050

Countywide Sustainability Planning Policy Implementation Plan

ATTACHMENT B

Implementation Item	Initiation Timeframe	Metro Participants	Status
1. Performance Measurement and Monitoring			
1.1 Develop/Refine Sustainability Assessment Tools to evaluate the sustainability of projects and plans.	0-2 year	Countywide Planning	<ul style="list-style-type: none"> The Sustainability Evaluation Tool has been developed and is currently being evaluated internally. The Tool will be presented at a future Ad Hoc Sustainability Committee meeting.
1.2 Include sustainability performance metrics in the Sustainability section of the Short Range Transportation Plan.	0-1 year	Countywide Planning	<ul style="list-style-type: none"> The Draft 2014 Short-Range Transportation Plan incorporates substantial components from the Policy. The Draft Plan provides an overview of Metro's sustainability efforts, including relevant plans, policies, and graphics, within the context of federal and state mandates for greenhouse gas emissions reduction. In monitoring the impact of the Plan on Metro's sustainability priorities, the Technical Document of the Short Range Transportation Plan outlines the Principles and Priorities of the Policy as they relate to specific sustainability performance metrics.
1.3 Evaluate and report on progress toward achieving sustainability policies and priorities by developing an annual report on the program and countywide performance metrics.	Annual	Countywide Planning	<ul style="list-style-type: none"> The first of these reports is currently being developed by Metro staff.
1.4 Include sustainability performance metrics in the Sustainability section of the Long Range Transportation Plan.	Next Cycle	Countywide Planning	<ul style="list-style-type: none"> The Long Range Transportation Plan was last updated in 2009. Therefore, these performance metrics will be included in the Plan's next iteration.
1.5 Conduct before and after studies of projects funded through the Call for Projects to quantify impact.	Next Cycle	Countywide Planning, Highway Program	<ul style="list-style-type: none"> This effort will take place for the 2015 Call for Projects.
2. Integration of Sustainability Principles into Metro's Planning Functions			
2.1 Strengthen Call for Projects link to Metro's sustainability commitments.	0-1 years	Countywide Planning, Highway Program	<ul style="list-style-type: none"> The 2015 Draft Call for Projects incorporates sustainability policies (Countywide Sustainability Planning Policy, First/Last Mile Strategic Plan, Complete Streets Policy) into its criteria. Staff is currently providing comments and participating in discussions to further integrate sustainability within the 2017 Call for Projects.
2.2 Continue to offer the Transit Oriented Development Planning Grant Program and provide related technical support and resources to cities and the county, including a model TOD ordinance, to encourage local land use changes that provide transit and sustainability benefits.	0-2 years	Countywide Planning	<ul style="list-style-type: none"> Round 3 of the grant program offered \$10,000,000 to municipalities, COGs, and JPAs for planning at all Los Angeles County Metrolink Stations, as well as at all existing, planned, and proposed Metro rail and bus transitway stations. Round 4 offered \$5,000,000 to municipalities for planning projects within a one-half mile of existing, planned, or proposed Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors.

Countywide Sustainability Planning Policy Implementation Plan

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Implementation Item	Initiation Timeframe	Metro Participants	Status
2.3 Per Board Direction, continue development of an Active Transportation and Design Policy that will advance the Context Sensitivity, Green Modes and Healthy Neighborhoods policy priorities.	0-2 years	Countywide Planning	<ul style="list-style-type: none"> This plan is now referred to as the Active Transportation Strategic Plan. Procurement will be initiated in September 2014 to bring a consultant on board by December 2014. The project will take approximately 14 months.
2.4 Organize staff webinars and briefings, as needed, to highlight trends and promote continuous learning within Countywide Planning, as well as between departments, on sustainability issues.	Ongoing	Countywide Planning, Other Depts. as applicable	<ul style="list-style-type: none"> Staff has continued to meet with sub departments within Countywide Planning to discuss integration of sustainability principles and policies into future and existing projects.
2.5 Per Board Direction, develop a Countywide Safe Routes to School initiative to promote active transportation among school-age children.	1-3 years	Countywide Planning	<ul style="list-style-type: none"> Staff is currently managing a Safe Routes to School Pilot Program that is working with ten schools to provide education and encouragement to promote a safer environment for students to walk and bike to school. This program will help inform the development of the Countywide Safe Routes to School Initiative. Staff is currently convening a 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.
2.6 Per Board Direction, develop safe routes to transit programs that target families as well as youth, senior, and low-income populations.	1-4 years	Countywide Planning	<ul style="list-style-type: none"> This effort is incorporated into current and upcoming Metro policies, plans, and projects.
3. Pilot Projects & Community Partnerships			
3.1 Subject to management and board approval, develop a Sustainable Transportation Demonstration Program to support city partners in implementing innovative capital or operations improvements that apply guidance from the policy. Seek funding from SCAG, AQMD, State Strategic Growth Council, and federal/state grants.	0-2 years	Countywide Planning	<ul style="list-style-type: none"> Early efforts with the implementation of the First/Last Mile Strategic Plan provide a preliminary basis for demonstration projects. Staff is currently developing new, integrated efforts in the FY15 budget. Metro has \$x budget to pursue limited demonstration based on the Accessibility Clusters defined in the Countywide Sustainability Planning Policy to commence by x (date). 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.

Countywide Sustainability Planning Policy Implementation Plan

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Implementation Item	Initiation Timeframe	Metro Participants	Status
<p>3.2 Per Board Resolution, partner with the Department of Public Health and Tree People to develop a Systemwide Urban Greening Plan to improve placemaking, increase environmental stewardship, and create livable streets around transit stations with funds awarded by the State Strategic Growth Council.</p>	<p>0-2 years</p>	<p>Countywide Planning</p>	<p>placemaking, increase environmental stewardship, and create livable streets at park and ride lots and areas around transit stations with funds awarded by the State Strategic Growth Council. Metro is in the process of hiring consultants to begin community outreach and mapping opportunities that will inform the Urban Greening Plan.</p>
<p>4. Collaboration/Outreach/Education</p>			
<p>4.1 External: Disseminate information on the policy, associated strategies, and tools to regional stakeholders and the greater public.</p>	<p>0-2 years</p>	<p>Countywide Planning</p>	<ul style="list-style-type: none"> • Prior to Board approval, Staff conducted extensive outreach throughout Los Angeles County amongst various Council of Governments (COGs) and subregional entities to garner feedback and discuss implementation strategies.
<p>4.2 Internal: Disseminate information on the policy, associated strategies, and tools for inter- and intra-department coordination and collaboration.</p>	<p>0-2 years</p>	<p>Countywide Planning</p>	<ul style="list-style-type: none"> • Staff has been coordinating with the Metro Highway Program to integrate the Policy into it's programs and projects. Key elements of the Policy informed the development of the First/Last Mile Strategic Plan. • Staff has also been engaged in successful discussions related to incorporating more sustainability criteria into the Metro Call for Projects. These efforts will remain ongoing for future cycles of the Call for Projects.
<p>4.3 Organize forums and workshops to promote and inform cities, industry professionals, and other stakeholders of best practices in the areas of active transportation, transportation demand management, and other sustainability topics.</p>	<p>Ongoing</p>	<p>Countywide Planning</p>	<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 was designed to exchange information and engage cities and other stakeholders in conversations about measurement and monitoring.

Countywide Sustainability Planning Policy Implementation Plan

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Implementation Item	Initiation Timeframe	Metro Participants	Status
5. Regional Planning & Policy Development			
<p>5.1 Partner with SCAG to conduct a First-Last Mile Strategic Plan to explore opportunities to increase ridership through access improvements adjacent to transit stops.</p>	<p>0-2</p>	<p>Countywide Planning</p>	<ul style="list-style-type: none"> • The First/Last Mile Strategic Plan was approved by the Metro Board in April 2014. Additionally, per Board motion Metro staff provided grant writing assistance for the first/last mile pilot stations seeking ATP funding, of which the Metro Expo/Bundy Station, and Metro Duarte Station received funding. • Staff is also conducting first/last mile planning for the North Hollywood and Universal City stations. • Metro was recently awarded ATP funding to conduct first/last mile planning for the 22 Metro Blue Line stations. • SCAG has also received ATP funding to implement temporary "pop-up" first/last mile improvements and planning components.
<p>5.2 Serve on advisory committees to develop regional policies and plans that seek to implement the 2012 Regional Transportation Plan/Sustainable Communities Strategy.</p>	<p>0-4</p>	<p>Countywide Planning</p>	<ul style="list-style-type: none"> • Metro and SCAG developed a Joint Work Program consisting of 11 work items to implement the strategies outlined in the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy. As part of this effort, Metro served on the CEO's Regional Sustainability Working Group. • If the Active Transportation Program (ATP) funds allocated to Los Angeles County remain constant for each year until 2035, the county will have met its share of the \$6.7 billion active transportation investments mandated by the 2012-2035 RTP/SCS.
<p>5.3 Continue efforts to coordinate a Countywide Zero-Emissions Truck Collaborative to accelerate market adoption of zero and near-zero vehicles in Los Angeles County.</p>	<p>0-2</p>	<p>Highway Program, Countywide Planning</p>	<ul style="list-style-type: none"> • At the request of partner agencies, Metro is taking the lead in forming a Countywide Zero-Emission Trucks Collaborative to promote consistency among public agencies in working to catalyze the development and deployment of zero-emission trucks in Los Angeles County. This collaborative will include the ports of Long Beach and Los Angeles, Caltrans, Southern California Association of Governments (SCAG), and the Southern California Air Quality Management District (SCAQMD). These stakeholders meet bi-monthly to discuss funding opportunities.
<p>5.4 Provide leadership for the development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy by working with SCAG and engaging other County Transportation Commissions to share best practices, advance innovation, and develop coalitions to advocate for greater federal and state funding.</p>	<p>0-4</p>	<p>CEO's Office, Countywide Planning</p>	<ul style="list-style-type: none"> • A significant component of Metro's role in the CEO's Regional Sustainability Working Group has been to provide direction for opportunities for the upcoming 2016-2040 RTP/SCS. • The 2016-2040 RTP/SCS is pending the formal process of outreach and approval.

Countywide Sustainability Planning Policy Implementation Plan

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Implementation Item	Initiation Timeframe	Metro Participants	Status
6. Funding			
6.1 Seek federal, state, and local funds to implement planning guidance and strategies to advance both Metro's sustainability goals and those of the RTP/SCS.	0-4	Countywide Planning	<ul style="list-style-type: none"> • Metro applied for and was awarded an Active Transportation Program (ATP) grant to conduct first/last mile planning for the Metro Blue Line. The Expo/Bundy Station along the Metro Exposition Line, and Duarte Station along the Metro Gold line were awarded ATP funds to implement first/last mile pilots. Staff assisted the City of Los Angeles and the City of Duarte with their ATP applications. • Metro is also developing a Cap and Trade strategy to maximize funding for Los Angeles County.
7. Policy Updates			
7.1 Review and consider updates to the policy at least every five years.		Metro Board, Countywide Planning	<ul style="list-style-type: none"> • This is an ongoing effort. Staff is currently assessing implementation progress to inform future updates of the Policy.