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

SUBJECT: SCAG/METRO JOINT WORK PROGRAM UPDATE

ACTION: RECEIVE AND FILE SCAG/METRO JOINT WORK PROGRAM UPDATE

RECOMMENDATION

Receive and file report on progress made to date on the update to the SCAG/Metro Joint Work Program.

ISSUE

On October 15, 2014, we provided an update regarding the progress made to date in implementing the SCAG/Metro Joint Work Program. We also recommended several new themes and concepts to inform an update to the SCAG/Metro Joint Work Program.

This report is to update the Board of Directors regarding the following items:

- First/Last Mile Strategic Plan Phase II;
- SCAG/Metro Joint Work Program; and
- Status of active transportation in response to subcommittee request

DISCUSSION

First/Last Mile Strategic Plan Phase II

At the October 15, 2014 Metro Board of Directors meeting, we presented a number of implementation concepts related to the SCAG/Metro Joint Work Program and the First/Last Mile Strategic Plan. As part of this effort, we are preparing to move forward on Item 5.3: Conduct first/last mile planning trainings for local jurisdictions and organizations. This effort will be called the First/Last Mile Training and Demonstration Program.

In concert with SCAG, we propose the following set of outreach and training activities intended to spur broader implementation of the First/Last Mile Strategic Plan:

- **Workshops/Trainings for Local Agencies:** These trainings would provide hands-on exposure to the planning methodology found in the First/Last Mile Strategic Plan. Workshops are intended to engage and connect different disciplines within local government such that barriers to implementation can be identified and addressed. These workshops would be held on a sub-regional/Council of Government level, with the potential to hold more geographically focused sessions depending on demand.
- **Workshops/Outreach for Elected Officials:** Metro staff would simultaneously mount a separate set of workshops to orient local elected officials to first/last mile issues in their communities and to the First/Last Mile Strategic Plan. The intent of this workshop is to build support and consensus for advancing the planning, funding, and construction of first/last mile projects in Los Angeles County.
- **Education for General Public:** Metro staff will engage in several efforts to promote general awareness of first/last mile issues and efforts. This will include the development of materials (brochures/fact sheets), social media presence, and attendance at public meetings.
- **Internal Trainings:** Metro staff will provide briefing materials and trainings to Metro planning and construction staff in order to ensure internal coordination and messaging to leverage opportunities for implementation.
- **Greenhouse Gas Analysis:** SCAG is partnering with Arizona State University to advance methods of analyzing greenhouse gas (GHG) emissions generated from multimodal transit trips, including first-last mile access and egress from stations. Metro is supporting this study with technical assistance and staff time. This research will be funded by Federal Highway Administration (FHWA) with a hard match of \$12,000 from SCAG and in-kind match of \$29,500 from Metro.
- **Climate Sparks Fellowship:** SCAG and Metro will jointly fund a fellowship position to be housed at Metro which will support the GHG emissions study as well as with conducting the workshops and trainings.

To conduct this training program, Metro will procure consultant services for outreach support, messaging, material development, and creation of training curriculum. Metro and SCAG staff will provide financial as well as in-kind support including conducting the workshops. Attachment A provides a detailed list of the items and funding.

SCAG/Metro Joint Work Program

At the October 2014 Ad Hoc Sustainability Committee meeting, we gave a final status update on the Joint Work Program between Metro and SCAG. We are currently revising the existing programmatic efforts to devise a new iteration of the Joint Work Program, which will be presented for Board approval at the next Ad Hoc Sustainability

Committee meeting. The revisions to the program have been undertaken by both SCAG and Metro, and both agencies have continued to coordinate and collaborate on moving efforts forward. We will be prioritizing the implementation of programs and initiatives with committed funds and will further identify areas to pursue funding within each program. The revised Joint Work Program will focus on implementing the First/Last Mile Strategic Plan, continued progress on the Countywide Safe Routes to School(SRTS) Initiative, development of the Active Transportation Strategic Plan (ATSP), establishment of a Complete Streets Implementation Toolkit, administration of sustainable transportation demonstration projects, and completion of Metro's Urban Greening Plan. Other areas of work include equity, health and food accessibility, development of performance measurement and monitoring efforts, and continued ongoing coordination.

Furthermore, SCAG and Metro are considering an additional Joint Work Program in partnership with Caltrans. This effort would be centered on implementing demonstration projects in a defined geographic area of Los Angeles County. Sustainability priorities for this area include greenhouse gas (GHG) emission reductions, vehicle miles travelled (VMT) reduction, safety, Safe Routes to School, green infrastructure, active transportation, and public health. Pending further discussion, staff anticipates presenting this Joint Work Program for Board review in the near future.

Active Transportation funding follow-up

At the October 2014 Ad Hoc Sustainability Committee, Director Bonin, represented by staff member Paul Backstrom, requested an update regarding the efforts to expedite active transportation funding. We have been engaged in expediting existing funding sources, including the Active Transportation Program, as well as looking at potential new sources. Attachment B outlines the ongoing and future efforts Metro staff is making to expedite active transportation funding in Los Angeles County.

FINANCIAL IMPACT

The funding of \$200,000 for the First/Last Mile Training and Demonstration Program is included in the FY15 budget in cost center 4340, Countywide Sustainability Programs, under project number 45009, First Last Mile Phase 2.

Impact to Budget

Source of funds: Propositions A and C and TDA Administration. These funds are not eligible for bus and rail capital or operating expenses.

NEXT STEPS

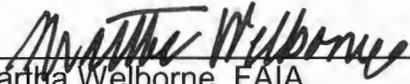
We will procure consultant services for the First/Last Mile Training and Demonstration Program. We anticipate procuring consultant services by Summer 2015.

We will finalize the updated SCAG/Metro Joint Work Program and seek adoption at the next Ad Hoc Sustainability Committee meeting in the Spring of 2015.

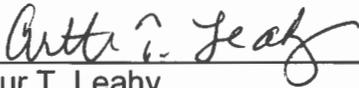
ATTACHMENTS

- A. First/Last Mile Training and Demonstration Program
- B. Active Transportation Finance Strategy

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First/Last Mile Training and Demonstration Program

Item	Agency	Type	Amount
GHG Analysis Match	Metro	In-kind ¹	\$ 29,500
Climate Sparks Fellow	Metro	Cash ²	\$ 13,000
Consultant	Metro	Cash ²	\$187,000
Metro Total			\$229,500
GHG Analysis Match	SCAG	Cash	\$ 12,000
Climate Sparks Fellow	SCAG	Cash	\$ 13,000
Consultant	SCAG	Cash	\$ 50,000
SCAG Total			\$ 75,000
First/Last Mile Training and Demonstration Program Total			\$304,500

¹ In-kind represents Metro staff time in project

² Funds are included in FY14 budget. See Financial Impact section above.

Active Transportation Finance Strategy

This report is intended to respond to a request from Director Bonin (represented by staff member Paul Backstrom) at the October 15, 2014 meeting of the Ad Hoc Sustainability Subcommittee. At the meeting, staff committed to a full review of efforts to accelerate funding to active transportation modes.

In December 2012, the Metro Board of Directors approved a Joint Resolution and Joint Work Program with the Southern California Association of Governments (SCAG). The Joint Work Program included 11 activities intended to implement the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including an item calling for accelerating funding for active transportation. Of particular note, the 2012 RTP/SCS called for a dramatic increase in funding for active modes, from \$1 billion in the 2008 plan to \$6.7 billion. Active transportation was highlighted for its role in reducing greenhouse gas emissions in response to SB 375, as well as supporting co-benefits such as improved health outcomes.

Staff provides regular updates to the Ad Hoc Sustainability Subcommittee on activities under the Joint Work Program.

Progress to Date

Metro and SCAG's efforts to date are centered on securing funding for projects through the newly created Active Transportation Program (ATP). The ATP is a state program that combines several state and federal funding sources, including the federal Transportation Alternatives (TA) program, into a single, streamlined program. SCAG led a region-wide effort to program Southern California's MPO share of the program. As has been previously reported, Los Angeles County applicants were highly successful in securing funding, with successful applications totaling \$113 million, over 30% of awards statewide. Metro is currently working with the California Transportation Commission, SCAG, and successful applicants to assure that awarded projects proceed through administrative processes as smoothly as possible. Metro staff has participated in an ATP Cycle 2 guidelines development workshop where we requested arrangements that would increase the likelihood of success for applicants in Los Angeles County. We will continue these efforts at future workshops and may also comment at CTC meetings or hearings.

Other current staff efforts include work to position Metro and local governments in Los Angeles County as recipients of Cap-and-Trade funding. Various programs established as part of the State's overall Greenhouse Gas Reduction Fund effort can support implementation of active transportation. These include notably the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Metro has worked to position Los Angeles County for funding under this program, with

an emphasis on active transportation, through commenting on draft guidelines and pursuing preliminary partnership discussions with local agencies and affordable housing developers.

Related Board Requests and Active Transportation Strategic Plan

Staff is concurrently developing an active transportation funding strategy in response to other direction from the board, including Motion #25 at the July 24, 2014 meeting, and as part of the implementation of Metro's Complete Streets Policy (October 2014).

Long-term Strategy

The following summarizes the approach for the Active Transportation Strategic Plan (ATSP), which will serve as Metro's overall strategy for funding and implementation of AT infrastructure and programs. The ATSP will identify strategies to improve and grow the active transportation network to expand the reach of transit and attract new transit riders; improve and expand the regional bikeway network to increase personal travel options; and integrate and leverage other public and private investments to maximize benefits. The ATSP will provide guidance to Metro and partner organizations, such as local jurisdictions, regional government, and other stakeholders, in setting regional active transportation policies and guidelines to meet transportation goals and targets in support of the Regional Transportation Plan/Sustainable Community Strategy, Long Range Transportation Plan update, and other future planning efforts. The ATSP project team will be conducting a needs and opportunities assessment and engaging local government and other stakeholders to identify key regionally significant active transportation projects and programs within Los Angeles County and each sub-region through a collaborative stakeholder process and explore strategies to expedite implementation, including the funding strategies discussed below.

Project Planning – Metro will continue to work with local agencies to assure that projects commensurate with overall needs move through the planning process. In some cases, Metro facilitates funding of project planning by applying for ATP planning grants.

Funding Options - Commensurate with identified needs, Metro will develop a strategy to fund active transportation projects from a variety of sources, including

Active Transportation Program (ATP) – Metro will continue to work with SCAG and local partners to aggressively pursue funding in future rounds of ATP. Metro may consider additional actions to improve Los Angeles County's competitiveness including setting aside local funds to match applications.

Vehicle License Fee – Under newly enacted State legislation (SB1183) Metro has the authority to place a ballot measure that would assess a vehicle license fee specifically for the purpose of funding bicycle infrastructure. Pursuing such a fee would necessitate separate policy discussion, but at this time can be considered among available options.

Long Range Transportation Plan (LRTP) – The LRTP is Metro’s primary vehicle for delineating transportation needs, identifying projects, and programming funding. The next LRTP is scheduled to be adopted in Spring 2017 and staff is currently working on developing assumptions and estimates and conducting outreach for the plan.

Cap and Trade – 2015 will be the first year of project expenditures for the State’s Greenhouse Gas Reduction Fund. This will include some opportunities to fund active transportation and related projects, with the potential for increased funding in future years.

Sales Tax Measure – Metro is currently exploring a new transportation ballot measure for consideration of Los Angeles County voters as early as 2016. The future measure could present an opportunity to fund active transportation.

Complementing the funding options mentioned above, staff will seek opportunities to bundle active transportation elements and other first last mile components with larger transit or highway projects whenever applicable to maximize the benefits and efficiencies of our investments, improve mobility, enhance access to transit, and reduce costs associated with the need to retrofit the system in the future to install these components.

Our Complete Streets Policy provides incentives for local jurisdictions, who control most of the transportation infrastructure in the county, to maximize efficiencies of roadway funds by using a Complete Streets approach to plan, design, construct, and operate transportation facilities. Cost savings can be achieved by creating more efficiency in how roadway funds are spent so that all modes are considered during the initiation of project planning and design rather than retrofitting the project in the future, which can be more costly. Additional offsets can be achieved by timing and coordinating complete streets implementation with routine roadway maintenance, street repaving, retrofits, and other capital improvement projects.