SUBJECT: SCAG/METRO JOINT WORK PROGRAM

ACTION: RECEIVE AND FILE UPDATES TO JOINT WORK PROGRAM

RECOMMENDATION

Receive and File report updating the SCAG/Metro Joint Work Program including a matrix of current and upcoming activities included as Attachment A.

ISSUE

On July 26, 2012, the Metro Board adopted a resolution (Attachment B) which established joint efforts with the Southern California Association of Governments (SCAG) in implementing SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Joint Work Program was subsequently approved by the SCAG Regional Council. The program has been very successful, having resulted in products such as the First/Last Mile Strategic Plan. At this time, and in coordination with SCAG, staff is updating the program to include more timely initiatives.

DISCUSSION

RTP/SCS

SCAG adopted the 2012-2035 RTP/SCS on April 4, 2012. As the region's first transportation plan subject to SB 375, it significantly advanced sustainability and coordinated land use and transportation planning. Of note, the RTP/SCS exceeded State determined targets for greenhouse gas emissions and was approved by the California Air Resources Board in December 2012. The plan seeks to achieve its objectives through a combination of strategies including aligning future growth with transportation infrastructure and increasing funding to active transportation, among others.

2012 Joint Work Program

Metro and SCAG entered into the current Joint Work Program by approval of joint resolution (approved by the Metro Board on July 26, 2012). The Joint Work Program established both agencies’ interest in implementing RTP/SCS strategies and identified 11 distinct activities, including the development of a First/Last Mile Strategic Plan, coordination on Safe Routes to School, and creation of performance metrics, among others. The program, along with subsequent agreements, facilitated pooling of resources between the two agencies. Metro's Joint Work Program with SCAG set a model for the five other counties in the SCAG region which currently have or are in the process of developing similar programs.

Progress and Products

Staff has provided regular updates on progress to the Ad Hoc Sustainability Committee. Highlights include the completion and adoption of the First/Last Mile Strategic Plan, the completion of regional
Plug-In Electric Vehicle Readiness Plan, collaboration on a regional natural lands conservation strategy, and research on transit oriented development. At this time, as SCAG is developing the second RTP/SCS subject to SB 375, and the State is beginning to invest in greenhouse gas reduction projects under cap-and-trade, it is appropriate to update and refresh the joint work program. Highlights of the updated program include:

- current Metro initiatives such as the Active Transportation Strategic Plan, First/Last Mile training, and efforts related to affordable housing and cap-and-trade,
- current SCAG initiatives such as enhanced analysis of equity issues, and development of public health performance metrics,
- coordination of local programs (SCAG and Metro trainings, SCAG planning grants) to align with priority subjects such as first/last mile, complete streets and safe routes to school as well as positioning projects for capital funding.

**NEXT STEPS**

Subsequent to this report, the SCAG Regional Council will also receive a report on the revised and updated program. Metro and SCAG will proceed on program activities as described and provide regular reports on progress to the Ad Hoc Sustainability Committee. Future reports will describe progress on the matrix of activities (Attachment A) rather than 11 initiatives included in the original resolution (Attachment B).

**ATTACHMENTS**

Attachment A - Matrix of Activities
Attachment B - 2012 Resolution and Joint Work Program

Prepared by: Jacob Lieb, Sustainability Policy Manager, (213) 922-4132
Laura Cornejo, Dep. Exec. Officer, Countywide Planning (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076
Cal Hollis, Managing Executive Officer, (213) 922-7319
Martha Welborne, FAIA
Chief Planning Officer

Phillip A. Washington
Chief Executive Officer
## 2015-2016 SCAG/Metro Joint-Work Program Updated Initiatives

### First/Last Mile

**Description:** The First/Last Mile Strategic Plan was approved by the Metro Board in April 2014. This Plan has been awarded the SCAG Sustainability Award and the American Planning Association Los Angeles Chapter Award of Merit. The Plan is intended to serve as a resource for Metro, local agencies, and private sector partners seeking to align transportation plans, funding programs, land-use policies, and/or business models with Metro's investments in public transit. It also provides a compelling vision for systematically addressing the first/last mile challenge, which will support Metro and its partners when seeking grant funding for bus and rail station area improvements.

**Committed/Funded Activities:**
- Complete implementation for Duarte and Expo Bundy stations **Lead Agency: Metro**
- Complete planning for North Hollywood and Universal City stations **Lead Agency: Metro**
- Complete planning for 22 Metro Blue Line stations **Lead Agency: Metro**
- Per a motion by the Metro Board, Metro is currently conducting a car share pilot program at select Park & Ride lots throughout Los Angeles County **Lead Agency: Metro**
- Conduct countywide training and workshops to assist jurisdictions with implementing first/last mile strategies **Lead Agency: Metro**
- Partner with cities to conduct “pop-up” demonstration projects during Bike to Work Month 2016 **Lead Agency: SCAG**
- Partner with FIWA and 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 **Lead Agency: SCAG**

**Areas to Pursue Funding:**
- Corridor level guidance **Lead Agency: Metro**
- Demographic research **Lead Agency: SCAG**
- Affordable housing demonstration project/case study **Lead Agency: SCAG**
- Mobility Hubs **Lead Agency: Metro**
- Potential to pursue pilot projects and before and after studies in conjunction with projects **Lead Agency: Metro**
- Planning funds from SCAG and Metro should be prioritized in order to pursue pilot projects and the pursuit of capital funds that include projects, California Cap-and-Trade Program, and Active Transportation Programs **Lead Agency: SCAG**

### Countywide Safe Routes to School (SRTS) Initiative

**Goal:** 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.

**Objectives:**
- Identify activities and programs to be implemented by Metro, SCAG or partner organizations as part of the Safe Routes to School Program
- Increase local capacity and knowledge for implementation of SRTS programs
- Identify short-term, mid-term, and long-term strategies for implementation
- Identify strategies to increase competitiveness of Los Angeles County for successful grant funding opportunities in the future

**Committed/Funded Activities:**
- SRTS Pilot Program of 10 schools **Lead Agency: Metro**
- Sub-regional SRTS Summits to gather stakeholder input on needs and opportunities (pending management approval to proceed) **Lead Agency: Metro**
- Identify potential elements for Countywide SRTS initiative and develop implementation plan (pending management approval to proceed) **Lead Agency: Metro**

**Areas to Pursue Funding:**
- Programs and tools that can support localized implementation of SRTS **Lead Agency: Metro**
- Planning funds from SCAG and Metro should be prioritized in order to pursue pilot projects and the pursuit of capital funds that include projects, California Cap-and-Trade Program, and Active Transportation Programs **Lead Agency: SCAG**
- Pursue grant funding to complete a regional school travel needs assessment study to analyze opportunities for shifting trips from automobiles to walk, transit. Outcomes would include modeling methodologies for SCAG and H models. **Lead Agency: SCAG**

### Active Transportation

**Goals/Objectives:**
- Identify strategies to improve and expand the active transportation network to improve access to transit and the regional bicycle network
- 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 and other future planning efforts
- Engage 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.

**Committed/Funded Activities:**
- Development of Active Transportation Strategic Plan (ATSP) **Lead Agency: Metro**
- Develop toolkits and trainings to provide "champions" of active transportation with the materials needed to promote walking and biking in their communities. **Lead Agency: SCAG**
- Collaborate with counties, cities, and public health departments to implement marketing and advertising campaign to promote safer streets and encourage walking and biking. **Lead Agency: SCAG**
- Identify new funding sources for active transportation including by expanding funding categories in existing programs, like Mobile Source Air Pollution Reduction Review Committee (MSRC). **Lead Agency: SCAG**
- Develop methodology, model/tools and data to assess, estimate and project the revenues that could be generated through establishment of an Enhanced Infrastructure Financing District in areas planning for growth and active transportation investment, as reflected in 2016 RTP/SCS. **Lead Agency: SCAG**

**Areas to Pursue Funding:**
- Stakeholder engagement of Pathway layering for First Last Mile elements Lead Agency: Metro
- Implementation of ATSP in partnership with local jurisdictions and SCAG -guiding future project funding in Metro capital grant programs (e.g., Call for proposals, demonstration projects, financial incentives) **Lead Agency: Metro**
- Align with different funding opportunities and strategically advance key project opportunities. **Lead Agency: SCAG**
- Develop pipeline of projects that are "shovel ready" to apply for competitive at such as the federal TIGER program, Active Transportation Program (ATP), CA Housing and Sustainable Communities Program, sustainability- or health-related projects. **Lead Agency: Metro**
- Support SCAG in developing and implementing a Regionalwide Active Transportation Investment, Prioritization, and Funding Strategy. **Lead Agency: SCAG**
- Planning funds from SCAG and Metro should be prioritized in order to pursue pilot projects for implementation and the pursuit of capital funds that include projects, California Cap-and-Trade Program, and ATP. **Lead Agency: SCAG**

**ATTACHMENT A**
### 2015-2016 SCAG/Metro Joint-Work Program Updated Initiatives

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
<th>Committed/Funded Activities</th>
<th>Areas to Pursue Funding</th>
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</thead>
<tbody>
<tr>
<td><strong>Complete Streets Implementation Toolkit</strong></td>
<td>Develop a Complete Streets Implementation Toolkit to assist Metro, local jurisdictions and transit operators to coordinate and implement Complete Streets. The toolkit will provide information on how to translate policy into action, how to take a Complete Streets Policy and use it as a roadmap for implementing strategies, procedures, plans and projects in ways that create networks of safe, multimodal streets that reflect local travel needs, priorities and community contest. The toolkit will be a resource for decision makers and professionals to get the job done through a comprehensive program of planning, training and design initiatives. It will also highlight ways to develop future corridor projects and design streets to integrate modes and avoid modal conflicts; provide strategies to coordinate implementation with project retrofits, roadway maintenance, street repaving; provide guidelines for coordinating complete streets implementation with transit operations; include successful case studies and best practices; showcase technology and software that can help with Complete Streets coordination and implementation. Outreach and training will be included to inform Metro, partner agencies, and other stakeholders about the toolkit and utilization.</td>
<td>Lead Agency: SCAG</td>
<td></td>
</tr>
<tr>
<td><strong>Complete Streets Campaign (pending management approval to proceed)</strong></td>
<td>Media campaign to educate and highlight benefits of Complete Streets</td>
<td>• Potential funding collaboration between Metro and SCAG, pending discussion on Active Transportation Campaign. <strong>Lead Agency: Metro</strong></td>
<td>• Identify new funding sources for active transportation including by expa categories in existing programs, like Mobile Source Air Pollution Reduction (MSAR).</td>
</tr>
<tr>
<td><strong>Countywide Sustainability Planning Policy</strong></td>
<td>On December 13, 2012, the Board adopted the Metro Countywide Sustainability Planning Policy which establishes principles, priorities, planning guidance, and evaluation metrics to support the Agency and our partners in collectively moving toward a more sustainable transportation system. At the time of its adoption, the Policy 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; • establishing clear direction and next steps through the adoption of an implementation plan.</td>
<td>• $400,000 available Metro funds for demonstration projects for: - Slow Speed Lanes - Bicycle Friendly Business District - Complete Streets <strong>Lead Agency: Metro</strong> • Currently conducting before and after studies of projects funded through the 2015 Call for Projects. <strong>Lead Agency: Metro</strong> • Currently developing a Sustainability Annual Report to track progress of the Policy <strong>Lead Agency: Metro</strong> • Development of internal and external communications strategies to better convey Metro’s sustainability goals and priorities <strong>Lead Agency: Metro</strong></td>
<td>• Research and development of sustainability performance metrics and evaluation <strong>Lead Agency: Metro</strong></td>
</tr>
<tr>
<td><strong>Affordable Housing &amp; Sustainable Communities</strong></td>
<td>Collaborate on strategy to better position the county and region to capture funding through the Affordable Housing and Sustainable Communities Program and increase housing choices near transit, including by facilitating greater integration of housing, active transportation, and transit planning in high quality transit areas (bus and rail).</td>
<td>• Metro exploratory work on: - Transit-Oriented Affordable Housing (TOAH) Fund - Affordable Housing Sustainable Communities (AHSC) coordination - LA Thrives: Carbon Absorption <strong>Lead Agency: Metro</strong> • Consider the development of TOD and Livable Boulevard policies and strategies as part of the 2016 RTP/SCS <strong>Lead Agency: SCAG</strong> • Evaluate displacement and gentrification in high quality transit areas as part of the 2016 RTP/SCS <strong>Lead Agency: SCAG</strong></td>
<td>• Memorandums of Understanding (MOUs) on the AHSC process between jurisdictions. <strong>Lead Agency: Metro</strong> • Develop regional equity mapping and analysis of affordable housing gaps and gentrification in HDTA for 2016 RTP/SCS <strong>Lead Agency: SCAG</strong></td>
</tr>
<tr>
<td>Program</td>
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| Greening/Open Space          | Explore synergies and opportunities to leverage resources between transportation, stormwater management/capture and open space preservation projects and facilitate integrated planning to optimize resource allocation. | • Urban Greening Plan for Park and Ride Lots and Station Areas: Metro has partnered with LADOT and TreePeople to develop an urban greening plan to increase environmental stewardship, identify areas for placemaking, create livable streets at park and ride lots and areas around transit stations with a $530,000 grant from the Strategic Growth Council. In addition to the final plan, the project includes focus groups, surveys, mapping existing conditions and opportunity areas, countywide forums, and a technical advisory committee.  
  Lead Agency: Metro  
  • Researching grant opportunities for greening demonstration projects.  
  Lead Agency: Metro  
  • Explore inclusion of Green Infrastructure, or a Green Network, as a component of the regional bike network in the 2016 RTP/SCS.  
  Lead Agency: SCAG  
  • Convene regional stakeholders, including the High Speed Rail Authority, to identify opportunities and challenges for advancing green infrastructure, green network, and open space planning and project implementation and assess the need and role of SCAG in facilitating regional collaboration and supporting implementing agencies in accessing resources.  
  Lead Agency: SCAG  | • Develop an Urban Greening/Open Space Advanced Mitigation Policy, in SCAG's Regional Conservation Planning Policy.  
  Lead Agency: Metro  
  • Partner on green infrastructure trainings for CFP and ATP awardees.  
  Lead Agency: Metro  |                                                                                                                                                                                                          |
| Performance Metrics/ Monitoring | Improve and build upon performance measurement and monitoring efforts to develop metrics that more comprehensively evaluate and capture the benefits and co-benefits of transportation projects and plans. | • Test greenhouse gas (GHG) evaluation methods linked to the State Cap-and-Trade Program.  
  Lead Agency: Metro  
  • The sustainable transportation demonstration projects will require funding recipients for the available $400,000 to conduct project evaluations that incorporate sustainability performance metrics.  
  Lead Agency: Metro  
  • The South Bay will test the use of scenario planning tools as part of its Climate Action Plan in partnership with Metro.  
  Lead Agency: Metro  
  • Update the Active Transportation Database to collect bicycle and pedestrian data.  
  Lead Agency: SCAG  
  • SB743—Continue to facilitate the dialogue with OPR staff on the Guideline development through Regional Working Group meetings and other engagement methods. Produce VMT/capita map to facilitate transportation impact analyses.  
  Lead Agency: SCAG  | • Support SCAG in further improving performance monitoring and assessi of the Smart Mobility Framework and the Sustainability Evaluation Tool.  
  • Further assess the application of Metro's Sustainability Evaluation Tool.  
  • Explore opportunities to assess the use of the Bicycle/Pedestrian Data C  
  Lead Agency: Metro  
  • SB743—Collaborate with Metro, OPR staff to conduct case studies in the  
  Lead Agency: SCAG  
  • Pursue funding to collect bicycle and pedestrian trip data to validate re efforts.  
  Lead Agency: SCAG  
  • Pursue funding to further develop health related performance metrics f  
  counties.  
  Lead Agency: SCAG  |                                                                                                                                                                                                          |
| Ongoing Coordination         | Continue ongoing efforts from the previous Joint-Work program, including convening a Regional Sustainability Working Group, expediting active transportation funding, and developing legislation. |                                                                                                                                                                                                                              | • Continue seeking opportunities for Sustainable Transportation Demonst  
  Lead Agency: Metro  |
RESOLUTION AUTHORIZING COLLABORATION BETWEEN LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AND THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO IMPLEMENT THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

Whereas, the development of a regional Sustainable Communities Strategy is required by state law under California’s Sustainable Communities Strategy and Climate Protection Act, commonly referred to as Senate Bill 375, and is a critical element of achieving statewide greenhouse gas (GHG) reduction goals established in the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006);

Whereas, a regional Sustainable Communities Strategy is a component of the Regional Transportation Plan that specifies how the GHG reduction targets established for a region by the California Air Resources Board (CARB) will be achieved;

Whereas, on April 4, 2012 the Southern California Association of Governments (SCAG) Regional Council unanimously approved the region’s first RTP/SCS;

Whereas, the adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established GHG reduction targets of 8% per capita by 2020 and 13% per capita by 2035;

Whereas the Air Resource Board on June 4, 2012 accepted the Sustainable Communities Strategy as having met the GHG target;

Whereas, by virtue of having met the state established GHG target, local governments in the SCAG region may choose to access a streamlined process under the California Environmental Quality Act (CEQA) for certain types of qualifying development projects;

Whereas, the RTP/SCS provides additional co-benefits including reducing land consumption, infrastructure costs, household costs, health incidences as well as improving mobility and creating jobs;

Whereas, SCAG developed the RTP/SCS in collaboration with the LACMTA, other County Transportation Commissions, and local governments from the six county Southern California region through a bottoms-up, collaborative process that engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of workshops and public meetings;
Whereas, the RTP/SCS addresses many challenges including projected growth, changing demographics, climate change adaptation, housing needs, and transportation demands;

Whereas, the RTP/SCS includes a land-use strategy and growth forecast that focuses growth in High-Quality Transit Areas and along main streets, downtowns and other appropriate infill locations; shifts development from single-family towards multi-family residential development to reflect recent market trends; and promotes the implementation of Compass Blueprint Demonstration projects and other supportive land use implementation;

Whereas, the RTP/SCS includes transportation policies and investments that reflect the investments being made by the County Transportation Commissions through 2035; triple the amount of funding available in the previous RTP to support Active Transportation; emphasize and provide additional resources for transportation demand management strategies and transportation systems management; maintain a focus on efficient goods movement; and establish a financial plan that addresses deferred maintenance and includes new revenue sources and innovative financing techniques to transition our fuel tax-based system to a more direct, user fee approach;

Whereas, while SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like the LACMTA, that program the majority of transportation funds flowing into the region;

Whereas, it is therefore critical that the LACMTA be engaged in the implementation of the plan in order for the plan’s benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS;

Whereas, CARB through the AB 32 Cap-and-Trade Program will be providing funding for programs and projects throughout the state that reduce GHG emissions and help implement local climate action plans;

Whereas, the LACMTA Board approved a motion (September 23, 2010) endorsing the GHG reduction targets established by CARB, committed staff support in the development of the RTP/SCS, and submitted a letter in support of the final plan;

Whereas, the LACMTA has demonstrated leadership and strong support for advancing sustainable transportation options in the region through a broad range of actions including: investing in transit, establishing an Ad Hoc Sustainability Committee, maintaining a strong commitment to clean fuel buses, programming additional funding through the Call for Projects for bicycle infrastructure, advancing bicycle policies, promoting the inclusion of sustainability as a criteria in the Call for Projects program, directing for the development of an Active Transportation Agenda, approving applications for sustainability grant programs, and adopting policies that reduce the agency’s environmental footprint as well as promote cleaner air, GHG reduction,
healthier communities, and a stronger economy through transportation planning and programming, among others;

Whereas, to continue to demonstrate countywide leadership on sustainability issues, the LACMTA Ad Hoc Sustainability Committee has endorsed and is providing direction on the development of a Countywide Sustainability Planning Policy to better integrate sustainability principles and priorities into the agency's planning functions and to provide a framework for fostering the implementation of federal, state, regional, and local sustainability policies and plans—including the RTP/SCS—across Los Angeles County;

Whereas, implementation of the LACMTA's Countywide Sustainability Planning Policy, in conjunction with the implementation of the RTP/SCS, will advance the LACMTA's mission of creating a more efficient and effective transportation system in concert with a broad set of sustainability priorities that are increasingly important to the LACMTA's funders and constituents;

Whereas, the LACMTA and SCAG currently collaborate on a broad range of initiatives to advance common transportation objectives, and it is in the interest of both agencies to continue to leverage resources toward achieving the common goals expressed in the RTP/SCS and the LACMTA's Countywide Sustainability Planning Policy and toward creating a more sustainable transportation system.

Now, therefore, be it resolved by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the CEO is authorized to initiate and/or continue the following RTP/SCS implementation activities, to be referred to collectively as the RTP/SCS Joint-Work Program:

1. Appoint a representative to the Regional Sustainability Working Group, an effort initiated by the CEOs of County Transportation Commissions and led by SCAG, to actively work on the implementation of the RTP/SCS, document and monitor progress, and develop recommendations for opportunities in upcoming 2016-2040 RTP/SCS.

2. Develop and seek funding for a joint SCAG-LACMTA Sustainable Transportation Demonstration Program that 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 the LACMTA’s Countywide Sustainability Planning Policy.

3. Continue with implementation of the First-Last Mile Strategic Plan to "extend" the station area and expand the reach of transit in the transit catchment area and at transit stops. The plan will include policies and guidelines that serve as a resource for local governments seeking to partner with the LACMTA and SCAG on improvements in transit catchment areas and inform the types and sizing of intermodal facilities (such as bicycle parking) that the LACMTA should aim to provide at its stations/stops. 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. Opportunities to
optimize access through programmatic, technology and/or marketing solutions in the transit catchment area will also be explored in future phases of the plan.

4. Continue to develop a Countywide Safe Routes to School Strategic Plan to 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 include assessing current SRTS efforts and needs; coordinating with agencies, organizations, and stakeholders for exchange of information and ideas; identifying data needs and performance metrics; pursuing additional funding sources to increase SRTS investment in Los Angeles County and to provide technical resources to communities; and connecting agencies and organizations involved in SRTS with resources and information.

5. Continue to support SCAG and collaborate with regional stakeholders on the Regional Plug-In Electric Vehicle (PEV) Readiness Plan, to 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 Subregional PEV Readiness Plans (South Bay and Western Riverside COGs). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.

6. Support SCAG in developing a Conservation Planning Policy, as recommended in the 2012-2035 RTP/SCS. This policy is intended to build upon already-established programs that assist with more efficient transportation project delivery, including but not limited to, OCTA’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.

7. Support SCAG in exploring opportunities to Expedite Active Transportation Funding planned in the RTP/SCS to ensure local infrastructure is in place to support the expansion of the rail system at the time when new stations come online. 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.

8. Support SCAG in conducting a High Quality Transit Area Study to review the incentive programs offered by the LACMTA 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.

9. Support SCAG in pursuing funding for **High Quality Transit Corridors Needs Assessment** studies to better understand transit needs and transit capacity enhancements that will be required to accommodate additional growth planned for in the RTP/SCS.

10. Continue collaborative efforts to 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 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/SCSs.

11. Work with state and federal representatives to **Develop Legislation** in support of the above activities and the broader goals of the RTP/SCS.

Progress on these items shall be reported to the LACMTA Ad Hoc Sustainability Committee and SCAG’s Energy and Environment Committee on a quarterly basis starting January 2013. A final report on the RTP/SCS Joint-Work Program shall be prepared by January 2014 and include recommendations to the LACMTA Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS.