The Honorable Diane DuBois, Chair  
Los Angeles County Metropolitan Transportation Authority (Metro)  
One Gateway Plaza  
Los Angeles, CA 90012-2952  

June 17, 2014  

RE: Metro Short Range Transportation Plan and Technical Appendix  

Dear Chair DuBois and Metro Directors:  

The Los Angeles County Active Transportation Collaborative and undersigned 57 partners support the development of a clear investment strategy to guide county transportation policy and investments aimed at creating a multimodal transportation system that serves all users of our transportation system. We appreciate this opportunity to comment on the draft Short Range Transportation Plan (SRTP) which aims to advance the long-term goals outlined in Metro’s 2009 Long Range Transportation Plan through 2024, as well as implement the Regional Sustainable Community Strategy (SCS) in the 2012 SCAG Regional Transportation Plan (RTP).

Over the past two years, the Safe Routes to School National Partnership (National Partnership), Los Angeles County Bicycle Coalition (LACBC) have been supporting the Los Angeles Active Transportation Collaborative as a way to engage stakeholders in Los Angeles County to discuss the current policy and finance landscape for active transportation in the region. From public agency staff, elected officials, school districts, community-based organizations and other partners, we have consistently heard that the current lack of supportive policy, local revenue and a regional planning and finance strategy are all barriers to greater investment in walking and bicycling, despite overwhelming need and interest in our communities. These regional challenges continue to go unaddressed in Metro’s draft Short Range Transportation Plan.

After reviewing the SRTP we would like to offer the following recommendations for improving the plan:

1. The plan does not include an adequate Active Transportation Finance Strategy in line with current policy efforts being
developed at Metro. The plan provides little insight on how investments for bicycle, pedestrian, Safe Routes to School and First-Last Mile improvements will be incorporated into Metro’s long range funding strategy. We therefore believe Metro should include such a funding strategy in the SRTP prior to its adoption.

2. The SRTP does not adequately address Metro’s Countywide Sustainability Planning Policy (CSPP), SCAG’s 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and the Joint Work Program that Metro signed with SCAG to implement the 2012 RTP/SCS. Integration with these plans will better align projects and funding with Metro’s goals for improving transportation options in Los Angeles County.

3. The modeling completed for the SRTP does not adequately show the benefits of active transportation since these modes are not incorporated in the transportation model used for analysis. We therefore request that Metro conduct additional modeling using an Activity Based Model or off-model approaches to incorporate active transportation trips into its analysis.

**Inadequate Investments in Active Transportation**

The SRTP does not provide a clear Active Transportation Finance Strategy to address current planning and policy development at Metro such as the First Mile Last Mile Plan, the CSPP, the upcoming Complete Streets Policy, the upcoming Countywide Safe Routes to School Plan or the upcoming Countywide Active Transportation Plan. Based on our analysis of spending levels in other regions and current cost estimates for active transportation projects, we estimate that agencies in Los Angeles County will need to spend approximately $440 million dollars per year to implement their plans for bicycle, pedestrian, Safe Routes to School and First-Last Mile connections to transit over the next 45 years.

**The SRTP proposes to spend a mere $500 million of the entire 10-year $88.2 billion plan on Active Transportation, or approximately 0.6 percent.** Given that 39% of roadway fatalities in Los Angeles county¹ and 19 percent of trips² are currently made by these modes, this amount of funding is unacceptably low. Furthermore, little detail is provided on what funding comprises the $500 million dollars for

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¹ 2010 Statewide Integrated Traffic Records System (SWITRS)
² 2009 National Household Travel Survey

active transportation and how this funding will be accounted for. For example, the SRTP proposes $269 million for bicycle and pedestrian improvements through the Call for Projects over the next 10 years. Ever this amount of funding is likely an overstatement since, “Reduction of the Transportation Alternatives fund by federal legislation, Moving Ahea for Progress in the 21st Century Act (MAP-21), technically reduces the total funding for these modes.”

While Metro is not solely responsible for the funding of bicycle and pedestrian networks in Los Angeles County, the agency is responsible for planning a countywide, multimodal transportation system and controls funding authority for local, state and federal funding sources intended to serve all modes of transportation. Unfortunately, Metro has chosen to primarily fund active transportation out of limited federal sources and not use its flexibility to program significant additional funds to these modes. As a self-help county, Metro draws close to 70 percent of its revenue from local sales taxes. A finance strategy for active transportation should leverage Prop C, CMAQ, STP and other eligible Metro-programmed sources to address the funding gap. The SRTP is incomplete without setting objectives for active transportation and corresponding investment levels to meet them.

Lack of Integration with Current Policy and Planning Initiatives

The investment scenario and modeling included in the SRTP provides a poor nexus to Metro’s CSPP³ and SCAG’s 2012 RTP/SCS. Furthermore, the SRTP does not clearly address the Joint Work Program⁴ that SCAG and Metro have adopted through their Memorandum of Understanding.

The CSPP states that “As a core business value of Metro, sustainability should touch every aspect of transportation planning.” Unfortunately, the SRTP misses several opportunities to incorporate core elements of the CSPP into the SRTP.

- The CSPP supports the development of “Green Modes” which include active transportation. The SRTP looks at only vehicle trips and ignores active transportation trends in Los Angeles County.
- The CSPP supports “Transportation and Land Use Integration” but the SRTP barely mentions land use and provides no clear

⁴ http://media.metro.net/board/Items/2012/07_july/20120718AHSltem8.pdf
strategy for Metro to incorporate land use strategies into its suite of transportation investments.

- The CSPP supports Complete Streets integration but the SRTP does not provide a clear understanding about how this strategy will be funded.

While SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely based by the actions of local governments and County Transportation Commissions. Given that Los Angeles County represents over 50% of population of the SCAG Region, it is critical that the Metro be engaged in the implementation of the plan in order for the plan’s benefits to be realized and the region makes progress that can be reflected in the 2016 RTP/SCS.

- The SCS requires transportation agencies to incorporate land use into their transportation planning efforts but the SRTP provides no clear understanding of how the proposed projects would accomplish this.
- The SRTP does not address the performance measures adopted in the 2012 RTP related to safety or health.5

In July of 2012 Metro and SCAG initiated a Joint Work Program by signing a memorandum of understanding to implement the 2012 RTP/SCS. This program lays out planning and programming opportunities that Metro can take to ensure that Southern California meets its obligations under AB 32 and SB 375.

- The Joint Work Program calls for increased and accelerated investments in Active Transportation, the 2014 SRTP provides no increase over the investment amounts estimated in the 2009 LRTP and will not support the SCAG region in its goals to achieve the $6.7 billion projected in the RTP/SCS.
- The SRTP does not include any funding for the “Sustainable Transportation Demonstration Program.”
- The SRTP does not identify funding to implement the First Last Mile Strategic Plan.
- The SRTP does not identify funding to implement the Safe Routes to School Strategic Plan.
- The SRTP uses performance metrics that have not been publicly vetted.

Performance Measures and Modeling

The SRTP poorly incorporates the preliminary performance measures drafted in the CSPP and Metro has yet to develop a countywide system of performance measures through any formal process. By drafting the SRTP without formally adopted performance measures, Metro will be unable to document success as transportation improvements are completed. Finally, both the Joint Work Program with SCAG and the Implementation Plan in the CSPP commit Metro to developing such metrics.

- SCAG/Metro MOU: “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 plan to provide a basis for quantifying the benefits of investments proposed in future RTP/SCSs.”

- Metro CSPP: Performance Measurement (UP VII) - Pursue alternatives and/or supplements to the use of level of service (LOS) and delay metrics that prioritize mobility for the single occupancy automobile, for project evaluation and encourage regional and local agencies to consider a broader range of metrics to assess multimodal impacts.

- Metro CSPP Implementation Plan: Task 1.1 - “Develop/Refine Sustainability Assessment Tools to evaluate the sustainability of projects and plans.”

- Metro CSPP Implementation Plan: Task 1.2 - “Include sustainability performance metrics in the Sustainability section of the Short Range Transportation Plan.”

The four step transportation model used for developing the scenarios only models vehicle trips and does not accurately reflect the full spectrum of transportation needs in Los Angeles County. By ignoring active transportation trips, the model fails to consider approximately 20% of the region’s current trips. In LA City alone, from 2005 - 2009, 40% of the household growth was in car free households, key trends

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7 American Community Survey (ACS) http://www.betterinstitutions.com/2013/07/almost-all-of-los-angeles-growth-is-in.html
like this and mode split data from the 2009 National Household Travel\textsuperscript{8} Survey, the California Household Travel Survey, as well as Federal, State and Regional Transportation policies should be reflected in the SRTP draft plan.

**Conclusion**

The SRTP does not provide a clear set of alternatives or define measurable goals for transportation and health in Los Angeles County. The alternatives presented in the SRTP do not provide an understanding of how alternative investment strategies could yield different outcomes related to mode shift, increased transit ridership, land use patterns or public health. Instead, the SRTP asks whether LA County should do nothing, accept the proposed plan or implement the proposed plan at a more rapid pace.

The development of the SRTP should provide an opportunity to examine the benefits and impacts of Metro’s investments over the next 10 years to ensure that they maximize benefits for Los Angeles County residents. We request that instead of merely calculating the effects of the proposed plan, that Metro analyze multiple investment scenarios against a range of performance metrics to ensure that the SRTP puts Los Angeles County on track to meet environmental, health and mobility goals consistent with the RTP/SCS.

By increasing commitments to active transportation, coordinating investments with sustainability policy priorities and developing better modeling capability to support decision-making, the SRTP could better position the region to meet our shared objectives. We believe that the SRTP is incomplete without an Active Transportation Finance Strategy that addresses these concerns. We hope that Metro embraces its multimodal mission to ensure that this 10-year $88 billion-dollar investment plan maximizes the benefits of every dollar spent.

Thank you for your consideration of these comments. If you have any questions or concerns, please do not hesitate to contact Jessica Meaney at (213) 210-8136 or jessica@saferoutespartnership.org.

Sincerely,

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\textsuperscript{8} 2009 National Household Travel Survey - All trips http://saferoutescalifornia.files.wordpress.com/2012/08/travel-in-la-county_nhts2009.pdf
Rye Baerg and Jessica Meaney
Safe Routes to School National Partnership

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Senior Program Coordinator
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Veronica Padilla
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Secretary
Pasadena Complete Streets Coalition
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Transit Coalition

Sandra McNeil  
Executive Director  
TRUST South LA

Lauren Grabowski  
Project Manager  
UCLA Prevention Research Center

Mark Vallianatos  
Policy Director  
Urban & Environmental Policy Institute, Occidental College

Attachment: 2012 SCAG RTP/SCS - Memorandum of Understanding between SCAG and Metro, adopted July 18, 2012

cc:   Art Leahy, CEO, Metro  
       Hasan Ikhrata, Executive Director, SCAG
SUBJECT: 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

ACTION: ADOPT RESOLUTION

RECOMMENDATION

Adopt the resolution (Attachment A) authorizing the Chief Executive Officer (CEO) to collaborate with the Southern California Association of Governments (SCAG) on the delivery of a Joint-Work Program to implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

ISSUE

On April 4, 2012 the SCAG Regional Council unanimously adopted the 2012-2035 RTP and the region’s first SCS. The adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established Greenhouse Gas (GHG) reduction targets of 8% per capita by 2020 and 13% per capita by 2035. While SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the respective actions of local governments and County Transportation Commissions, like us, that program the majority of transportation funds flowing into the region. It is therefore critical that we be engaged in the implementation of the Plan in order for its benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS. The attached resolution affirms our intent to collaborate with SCAG to develop and implement a joint work program.

DISCUSSION

We currently collaborate with SCAG on a broad range of initiatives to advance common transportation objectives and provide leadership on Sustainability issues. As part of these collaborative efforts, we were directly involved in the RTP/SCS process. The Board endorsed the GHG reduction targets established by the California Air Resources Board (CARB) at their September 23, 2010 meeting, committed staff support in the development of the RTP/SCS, and submitted a letter in support of the final plan in January 2012. The Board has also demonstrated leadership and strong support for advancing sustainable transportation options through its countywide planning capacity.
Most notably, in an effort to demonstrate countywide leadership on sustainability and better define our role, the Ad Hoc Sustainability Committee endorsed and is providing direction on the development of a Countywide Sustainability Planning policy. This policy will better integrate sustainability principles and priorities into our functions and 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.

DETERMINATION OF SAFETY IMPACT

The resolution will have no adverse impact on the safety of our employees or patrons.

FINANCIAL IMPACT

The FY13 budget includes funding in cost center 4340, Gateway Cities Area Team, under project number 405510, External Agency Coordination, for staff resources to work with SCAG. Since this is multi-year program, the cost center manager and the Executive Director Countywide Planning will be accountable for budgeting the cost in future years.

Impact to Budget
The source of funds for this effort is Propositions A and C and TDA Administration. These funds are not eligible for bus and rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board could defer the approval of the resolution to a future date or choose to not adopt the resolution to collaborate with SCAG on the RTP/SCS Joint-Work Program. These alternatives are not recommended as we play a vital role in ensuring that the transportation policies and investments included in the RTP/SCS move forward to help achieve substantive and quantifiable regional benefits throughout Los Angeles County. Approval of the resolution will ensure that the implementation of the RTP/SCS coincides with and works in conjunction with our mission and objectives, including the proposed Countywide Sustainability Planning Policy. Coordinating these efforts will advance our mission of creating a more efficient and effective transportation system and address a broad set of sustainability goals that have been mandated by federal and state laws.

NEXT STEPS

We will work with SCAG on the development and implementation of the RTP/SCS Joint-Work Program subject to budgetary constraints. Progress on the items contained in the RTP/SCS Joint-Work Program will be reported to our Ad Hoc Sustainability Committee and SCAG’s Energy and Environment Committee on a quarterly basis starting January 2013.
ATTACHMENTS

A. Resolution

Prepared by: Alexandra Oster, Transportation Planner
Sarah Jepson, Sustainability Policy Manager
Shahrzad Amiri, Deputy Executive Officer, Countywide Planning
Diego Cardoso, Executive Officer, Countywide Planning
Martha Welborne, FAIA
Executive Director Countywide Planning

Arthur T. Leahy
Chief Executive Officer
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 to 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.