

Los Angeles County  
Metropolitan Transportation Authority

# Metro Countywide Sustainability Annual Report

April 2015



**Metro**

## Metro Active Transportation and Sustainability

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# Introduction

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In December 2012, the Metro Board adopted the 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 set of benchmarks for measuring our progress.

This report includes two main sections: 1) sustainability case studies and 2) ways to measure progress toward sustainability goals throughout Los Angeles County. The projects highlighted in the case studies section were completed or conceptualized during the past 12 years and demonstrate one or more of the principles and priorities of a sustainable transportation system. The projects also cover a variety of funding sources.

Following the case studies is a section on countywide sustainability progress including an overview of metrics identified in the Metro Countywide Sustainability Planning Policy. The CSPP identifies program metrics to measure how Metro is implementing the sustainability policy. The metrics section in this report includes an overview of Metro activities to integrate sustainability policies into its planning 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.

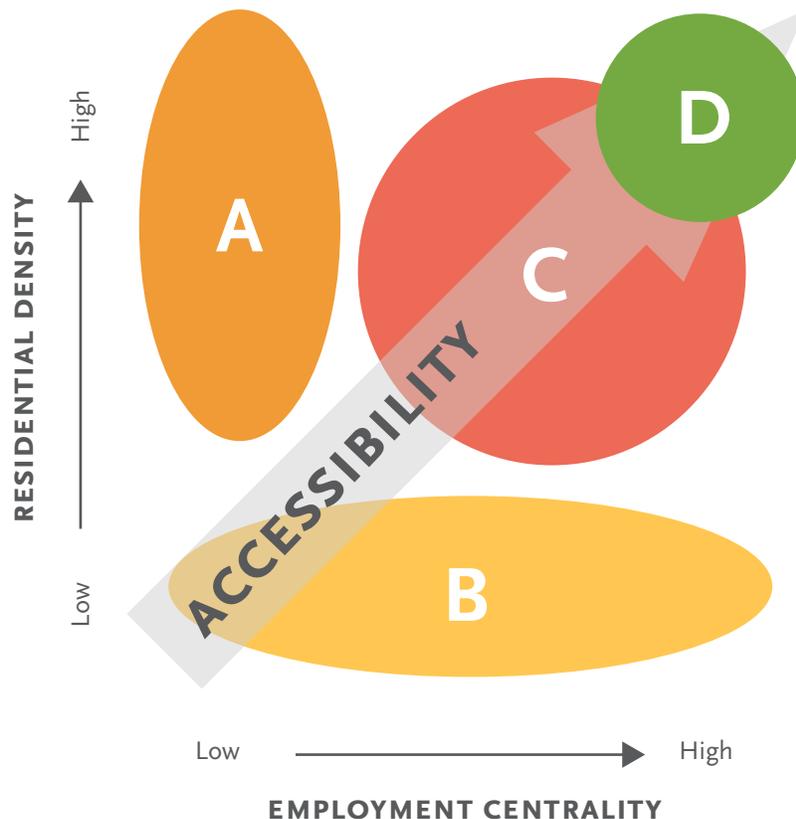
# Sustainability Case Studies

The case studies highlighted here represent some examples of sustainability projects in the county in the last 12 years. The cases studies included in this section are representative of various land use conditions, geography and travel patterns. The case studies exemplify the sustainability principles identified as priorities for the county and span funding sources and project size.

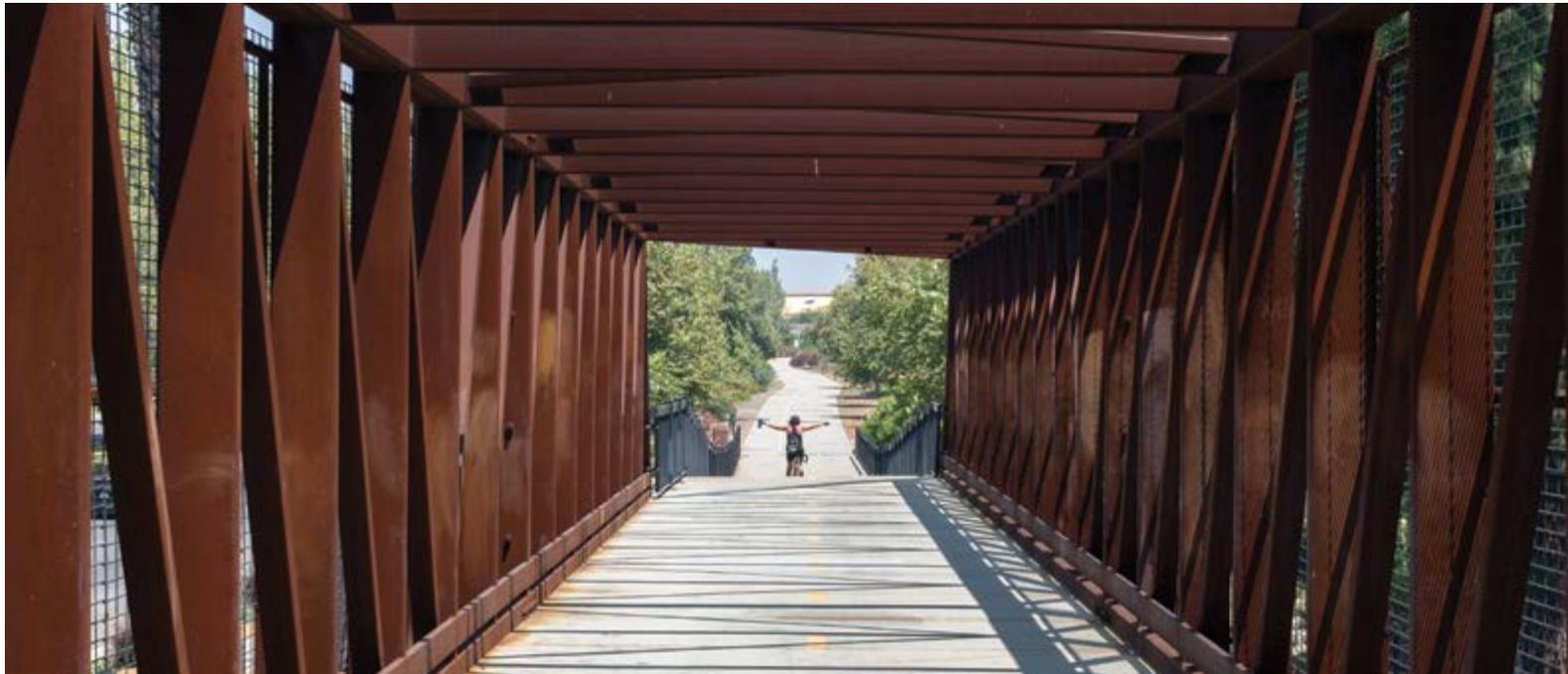
The Countywide Sustainability Planning Policy developed four accessibility clusters based on various land use characteristics. Cluster A is defined as small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. Cluster B locations have 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 case studies in this section span the four accessibility clusters thereby representing diverse land use conditions around the county.

The sustainability principles identified for each project are derived from the CSPP and fall into three overarching categories: connect people and places, create community value, and conserve resources.



PROJECT NAME	SUSTAINABILITY PRINCIPLE	ACCESSIBILITY CLUSTER				FUNDING AND PARTNERS
Whittier Greenway	<ul style="list-style-type: none"> <li>&gt; Access</li> <li>&gt; Green Modes</li> <li>&gt; Healthy Neighborhoods</li> <li>&gt; Community Development</li> <li>&gt; Urban Greening</li> <li>&gt; Context Sensitivity</li> <li>&gt; Environmental Stewardship</li> </ul>	A				Local Lead, Federal, State, Metro
Downtown Lancaster Improvements (the BLVD)	<ul style="list-style-type: none"> <li>&gt; Access</li> <li>&gt; Community Development</li> </ul>	A				Local Lead
Electric Highway Demonstration Project for Ports of Los Angeles and Long Beach	<ul style="list-style-type: none"> <li>&gt; Healthy Neighborhoods</li> <li>&gt; System Productivity</li> </ul>	B				Regional
Gerald Desmond Bridge Bicycle Path	<ul style="list-style-type: none"> <li>&gt; Green Modes</li> <li>&gt; Healthy Neighborhoods</li> </ul>	B				Federal, State, County, Metro
York Blvd Road Diet	<ul style="list-style-type: none"> <li>&gt; Healthy Neighborhoods</li> </ul>	C				Local Lead
Downtown Santa Monica Bike Center	<ul style="list-style-type: none"> <li>&gt; Access</li> <li>&gt; Prosperity</li> <li>&gt; Green Modes</li> <li>&gt; Context Sensitivity</li> <li>&gt; Community Development</li> <li>&gt; System Productivity</li> </ul>	D				Local, Metro
ExpressLanes	<ul style="list-style-type: none"> <li>&gt; System Productivity</li> </ul>	C	D			Metro Lead
Ocean Park Blvd Green Street	<ul style="list-style-type: none"> <li>&gt; Green Modes</li> <li>&gt; Healthy Neighborhoods</li> <li>&gt; Urban Greening</li> </ul>	D				Local
Orange Line Bike Path	<ul style="list-style-type: none"> <li>&gt; Green Modes</li> <li>&gt; Access</li> </ul>	A	B	C	D	Metro, Local
Long Beach Citywide Bicycle Safety and Awareness Program	<ul style="list-style-type: none"> <li>&gt; Healthy Neighborhoods</li> </ul>	A	B	C	D	Local, Metro
Metro's Safe Routes to School Pilot Program	<ul style="list-style-type: none"> <li>&gt; Green Modes</li> <li>&gt; Access</li> <li>&gt; Healthy Neighborhoods</li> <li>&gt; Community Development</li> </ul>	D				Metro
Eastside Access	<ul style="list-style-type: none"> <li>&gt; Green Modes</li> <li>&gt; Community Development</li> <li>&gt; Context Sensitivity</li> </ul>	D				Metro
Expo Bikeway	<ul style="list-style-type: none"> <li>&gt; Access</li> <li>&gt; Healthy Neighborhoods</li> <li>&gt; Green Modes</li> </ul>	A	B	C	D	Metro
Metro Vanpool	<ul style="list-style-type: none"> <li>&gt; Access</li> <li>&gt; Prosperity</li> </ul>	A	B	C	D	Metro



## Whittier Greenway A

The Whittier Greenway project 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.<sup>1</sup>

This project illustrates a number of sustainability principles. The trail improves access by connecting bike paths and provides a safe space to encourage use of green modes as a dedicated bike and pedestrian path. 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. This project is included as a case study because, as a project that has been in place for a few years, there are demonstrated users of the trail who benefit from the project.

## Downtown Lancaster – The BLVD A

Throughout 2010, the stretch of Lancaster Boulevard now known as The BLVD underwent a dramatic transformation through a 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 the 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 correlated with economic growth including 37 new businesses and 1,900 new jobs.<sup>2</sup>

This project is included as a case study because it illustrates the following sustainability principles:

- > Improved access by co-locating housing and commercial activity
- > Improved access through streetscape improvements
- > New jobs and businesses as well as daytime and nighttime activity that contributes to community development

<sup>1</sup>[http://www.cityofwhittier.org/depts/prcs/parks/greenway\\_trail.asp](http://www.cityofwhittier.org/depts/prcs/parks/greenway_trail.asp)

<sup>2</sup><http://www.cityoflancasterca.org/index.aspx?page=686>  
<http://www.theblvdlancaster.com/>

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

B

The future electric highway demonstration project for the ports of Los Angeles and Long Beach would connect trucks at the ports to overhead wires and allow them to operate on electricity. This one-year pilot project is sponsored by the Air Quality Management District, 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.<sup>3</sup> As special use areas, the Ports of LA and Long Beach have unique land use characteristics that call for creative sustainability projects. 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. This project is included as a case study to represent the potential for sustainability projects in Accessibility Cluster B – Special Use Areas (such as ports and airports).

## Gerald Desmond Bridge Bicycle Path

B

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. This project is included as a case study for the potential it has to connect regional bicycle infrastructure.



<sup>3</sup><http://www.aqmd.gov/docs/default-source/technology-research/clean-fuels-program/clean-fuels-program-advisory-group---january-29-2015/siemens-catenary-project-update---joe-impullitti.pdf?sfvrsn=7>

## York Blvd Road Diet C

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 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.<sup>4</sup> Bike lanes were added four years later in 2010. York Boulevard is near, but outside downtown Los Angeles (high employment density), yet the area still supports its own commercial activity with the concentration of residents. Through the addition of bicycle lanes, the York Boulevard Road Diet promotes healthy neighborhoods and improves access by increasing travel choices. This project is included because it was completed in 2006 and as such, the benefits and lessons learned could be applied to other projects that re-configure streets.



## Downtown Santa Monica Bike Center D

The Downtown Santa Monica Bike Center, completed in 2011, offers 350 secure bicycle parking spaces, bike rental, repair, and two hours of 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 square foot 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.<sup>5</sup> This project and the city of Santa Monica are an employment, recreation and commercial center as well as a tourist destination. As a sustainability case study, this project exemplifies many sustainability 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



<sup>4</sup><https://docs.google.com/file/d/oB5GqHR4-7uIwdzQzTzVKTHN3aUo/edit>  
<http://lacbc.wordpress.com/2011/10/19/york-blvd-economic-impact-study/>

<sup>5</sup><http://smbikecenter.com/>

<http://www.smgov.net/Departments/PCD/Transportation/Bicyclists/>  
<http://www.smgov.net/bebp/project.aspx?id=26050>

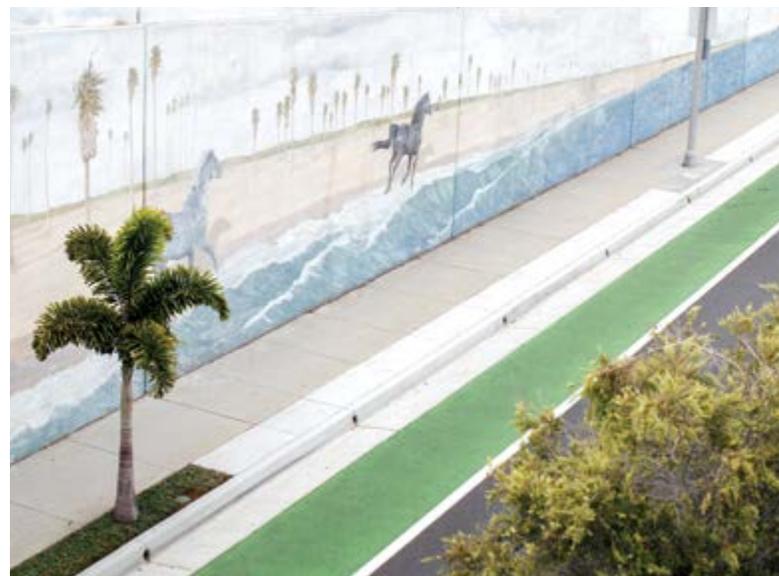
## Metro ExpressLanes C D

The carpool lanes on the I-110 Harbor Transit way (between Adams Boulevard and Harbor Gateway Transit Center) and the I-10 El Monte Busway (between Alameda Street and I-605) have been converted to High-Occupancy Toll (HOT) lanes, known as ExpressLanes. These lanes are open to carpools and solo drivers for a toll.<sup>6</sup> This project is included as a case study in this report because it is an example of the sustainability principle of System Productivity by providing travel time options on freeways. Adding capacity to freeways may not reduce congestion in the long term due to drivers changing their route, time of travel, or mode in response to reduced congestion. Adding tolled lanes can manage traffic flow by using price to incentivize drivers to carpool. Toll lanes provide another option for commuters who drive alone, but might be willing to pay for the time savings of driving in a lane that is not congested. The revenue generated from the tolls can be used for various programs. By charging a toll, some of the hidden costs to communities from driving alone – air pollution, congestion – are brought to light for drivers.



## Ocean Park Blvd Green Street D

This Santa Monica Green Street project included pedestrian and bicycle safety and accessibility improvements, stormwater measures, new trees and landscaping, and traffic signal improvements along Ocean Park Boulevard west of Lincoln Boulevard.<sup>7</sup> Construction started in December 2011 and was completed in February 2013. Green street projects and this stretch of Ocean Park Blvd in Santa Monica provide healthy, green mobility options and green infrastructure in the form of stormwater management and increased vegetation. These improvements contribute to a healthy community and green modes. As a case study, this project is an example of a street redesign that incorporates active transportation concerns as well as water and environmental concerns.



<sup>6</sup><http://www.metro.net/projects/expresslanes/>

<sup>7</sup><http://www.smgov.net/bebp/project.aspx?id=26157>



## Orange Line Bike Path **A** **B** **C** **D**

The Metro Orange Line bicycle path is a mixed Class I bike path and Class II bike lane that parallels the Orange Line dedicated rapid busway across the San Fernando Valley.<sup>8</sup> Increased bicycling infrastructure such as this bike path and bike lane supports green modes. The bike path also increases local access by providing options for transit

riders who also want to cycle to transit or their destination. Providing these connections through infrastructure contributes to a more complete transportation network. As a case study, this project shows the opportunity to consider building bicycle infrastructure that connects with transit.

## Long Beach Citywide Bicycle Safety and Awareness Program **A** **B** **C** **D**

The Long Beach Bicycle Safety Awareness Program focuses on teaching bicycle safety to children, adults and other groups in the community. The total project cost is \$386,000. As a safety and awareness program, this program can support healthy neighborhoods by improving

safety for bicyclists, pedestrians and drivers awareness. It is included as a sustainability case study because of the program's focus on teaching and informing the community about safety and promoting bicycle usage through awareness.

## Metro's Safe Routes to School Pilot Program **D**

Metro's Safe Routes to School Pilot Program encourages the use of alternative travel modes among students, such as walking, biking, and public transit. The pilot program benefits neighborhoods and school communities by promoting safe travel, exercise, traffic congestion reduction and air quality improvements around schools. The program currently includes ten pilot schools. By educating students, parents and schools on how to safely walk or bike to school this program contributes to safe

and healthy neighborhoods. As more school children and parents walk or bicycle, fewer parents are dropping off children at schools and more people are being active before and after school. By providing walking and bicycling information, this program also promotes green modes and improved access. This program is included as a case study because it is piloting methods to reach out to students and parents about safe and healthy ways to get to and from school. Once complete, the lessons learned from this pilot can inform similar efforts.

<sup>8</sup>[http://media.metro.net/projects\\_studies/bikeway\\_planning/images/Metro\\_Orange\\_Line\\_Study\\_March\\_2011.pdf](http://media.metro.net/projects_studies/bikeway_planning/images/Metro_Orange_Line_Study_March_2011.pdf)

## Eastside Access D

The Eastside Access Project is a 30 million dollar project funded through Measure R. The project improves multi-modal connections between the Gold Line Eastside stations and the adjacent community in the City of Los Angeles and the County of Los Angeles. The project aims to strengthen pedestrian and bicycle access, way finding and neighborhood identity through feasible improvements identified by stakeholder participation. This project is an example of the following sustainability principles: green modes, community development, and context sensitivity. By improving the pedestrian and bicycle linkages in the community to the stations, this project promotes clean mobility to increase the viability of accessing transit by green modes. The improvements identified by stakeholders in the community build upon and support the unique strengths and identity of the community. This project is included as a case study of the sustainability priorities to create and conserve social resources through community development and context sensitivity.



## Expo Bikeway A B C D

The Exposition Corridor Bike Path Project is a regional commuter bicycle path and pedestrian walkway that, when completed, will connect Downtown Los Angeles to Santa Monica. The project is located adjacent to and along the Expo Light Rail alignment. As a bike path connecting neighborhoods, residents and employment centers, this project enhances access for transit riders as well as the residents and businesses through which the path passes.

This project is also supportive of green modes by adding bicycle infrastructure and supports healthy neighborhoods by providing additional places to ride a bike. As a sustainability case study, this project offers an example of a regional bike path that supports and connects to transit as well as regional destinations.

## Metro Vanpool A B C D

Metro's vanpool modal services were added in May 2007. The Metro Vanpools program is the largest public vanpool delivery system operating in North America. The vanpool program offers drivers, who would otherwise drive alone, an alternative way to get to and from work. By capitalizing on the nature of vanpools, these vehicles are able to take advantage of high occupancy lanes and potential time savings. The program takes solo drivers off the road thereby reducing traffic congestion, improving air quality, and reducing vehicle miles traveled (VMT). On the average weekday, Metro Vanpools transport more than 16,000 commuters. As it relates to the sustainability principles, the vanpool program improves access and prosperity by increasing travel choices and providing the mobility necessary to increase economic competitiveness, particularly for long distance commuters.



# Sustainability Progress in Los Angeles County

This section establishes a baseline to track sustainability progress going forward for Metro's own actions and broader measures of sustainability throughout the county. Following the adoption of Metro's Countywide Sustainability Planning Policy, it is important to observe and evaluate how the policy permeates Metro planning actions. 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.

The Program Metrics are described in the next section with an updated Implementation Plan and a snapshot of Metro planning activities. The Countywide Performance Metrics section details the available data for the metrics listed above except for Transportation Fuel Usage, Environmental Enhancements and Transit Service in Accessibility Clusters C and D (highlighted in grey below). These three metrics will be highlighted in future annual reports as data was not available at the time of this report. For information on the environmental performance and economic costs of Metro's operational activities, please see the 2014 Metro Energy and Resource Report ([http://media.metro.net/projects\\_studies/sustainability/images/report\\_ecsd\\_2014-0624.pdf](http://media.metro.net/projects_studies/sustainability/images/report_ecsd_2014-0624.pdf)).

	CONNECT	CREATE	CONSERVE	MEASUREMENT INTERVAL
<b>Program Metrics</b>				
Actions Completed to Implement Policy	x	x	x	Annual
Projects and Activities Advancing Universal Policies and Place-Based Policies in Appropriate Accessibility Clusters	x	x	x	Annual
<b>Countywide Performance Metrics</b>				
Vehicle Miles Traveled	x	x	x	Annual
Safety/Collisions	x	x	x	Annual
Transportation Fuel Usage	x		x	Annual
Congestion	x		x	Annual
Transportation GHG Emissions	x	x	x	Annual
Transit Ridership	x		x	Annual
Active Transportation Trips	x	x		TBD
Carpooling Trips	x	x		TBD
Environmental Enhancements		x	x	Annual
Jobs Adjacent to Transit	x	x		TBD
Population Adjacent to Transit	x	x		3 to 5 years
Transit Service in Accessibility Clusters C and D	x		x	Annual

## Program Metrics

This report covers the two aspects of the program metrics that are outlined in the Countywide Sustainability Planning Policy: 1) actions completed to implement the policy and 2) projects and activities advancing sustainability policies. To track the actions completed to implement the policy an updated Implementation Plan is included. The Implementation Plan was laid out in the Countywide Sustainability Planning Policy. The second aspect of the program metrics covered in this section is an overview of Metro policies, programs, plans and projects that show how Metro has taken the sustainability policy and turned it into action.

### IMPLEMENTATION PLAN AND STATUS

An Implementation Plan from Metro's 2012 Countywide Sustainability Planning Policy specified next steps to integrate sustainability into Metro actions. The Implementation Plan focuses on Metro actions and aims to integrate sustainability throughout the agency's planning functions and foster collaboration and partnerships for sustainability communities. It includes 22 discreet action steps for Metro such as developing this sustainability annual report.

The following chart was updated and presented to the Metro Board in October 2014 and shows the timeframe, Metro players and status of each items in the Implementation Plan from the Countywide Sustainability Planning Policy.

IMPLEMENTATION ITEM	INITIATION TIMEFRAME	METRO PARTICIPANTS	STATUS
<b>1. Performance Measurement and Monitoring</b>			
1.1 Develop/Refine Sustainability Assessment Tools to evaluate the sustainability of projects and plans.	0–2 years	Countywide Planning	> The Sustainability Evaluation Tool has been developed and is currently being evaluated internally. It is anticipated that the Tool will be completed by June 30, 2016.
1.2 Include sustainability performance metrics in the Sustainability section of the Short Range Transportation Plan.	0–1 years	Countywide Planning	> The SRTP records and describes Metro's progress on integrating sustainability into its work, including both operational and facilities improvements as well as planning considerations called for in the CSPP. At the same time, the SRTP points toward future planning processes, notably the 2016 update of the Long Range Transportation Plan which will allow broader opportunities to shape Metro investments.
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	> This report is the first of these progress reports on sustainability.
1.4 Include sustainability performance metrics in the Sustainability section of the Long Range Transportation Plan.	Next Cycle	Countywide Planning	> The Long Range Transportation Plan was last updated in 2009. Sustainability performance metrics will be included in the Long Range Transportation 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	> This effort will take place for the 2015 Call for Projects.

IMPLEMENTATION ITEM	INITIATION TIMEFRAME	METRO PARTICIPANTS	STATUS
<b>2. Integration of Sustainability Principles into Metro's Planning Functions</b>			
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"> <li>&gt; The 2015 Call for Projects incorporates sustainability polices (Countywide Sustainability Planning Policy, First/Last Mile Strategic Plan, Complete Streets Policy) into its ranking criteria. The 2017 Call for Projects is being substantially restructured and integrating a focus on complete streets.</li> </ul>
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"> <li>&gt; 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.</li> <li>&gt; 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.</li> </ul>
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"> <li>&gt; This plan is now referred to as the Metro Complete Streets Policy, which was adopted by the Metro Board in October 2014.</li> </ul>
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 Departments as applicable	<ul style="list-style-type: none"> <li>&gt; Metro is developing an internal communication strategy and a training program on the implementation of the CSPP and related policies.</li> </ul>
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"> <li>&gt; 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.</li> <li>&gt; Staff is 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.</li> <li>&gt; Throughout 2015, sub-regional summits will be conducted to solicit input in the development of an implementation plan.</li> </ul>
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"> <li>&gt; This effort is incorporated into current and upcoming Metro policies, plans, and projects.</li> </ul>

IMPLEMENTATION ITEM	INITIATION TIMEFRAME	METRO PARTICIPANTS	STATUS
<b>3. Pilot Projects &amp; Community Partnerships</b>			
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"> <li>&gt; 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.</li> <li>&gt; Metro has budget to pursue limited demonstration based on the Accessibility Clusters defined in the Countywide Sustainability Planning Policy to commence by July 2015.</li> <li>&gt; 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.</li> </ul>
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.	0–2 years	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; Per Board Resolution, Metro has partnered with LADOT and TreePeople to develop an Urban Greening Plan to improve 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.</li> <li>&gt; A Technical Advisory Committee has been convened to provide input on the development of the Toolkits and Plan.</li> </ul>
<b>4. Collaboration/Outreach/Education</b>			
4.1 External: Disseminate information on the policy, associated strategies, and tools to regional stakeholders and the greater public.	0–2 years	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; Prior to Board approval, Staff conducted extensive outreach throughout Los Angeles County among various Council of Governments (COGs) and subregional entities to garner feedback and discuss implementation strategies.</li> </ul>
4.2 Internal: Disseminate information on the policy, associated strategies, and tools for inter- and intra-department coordination and collaboration.	0–2 years	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; Staff has been coordinating with the Metro Highway Program to integrate the Policy into its programs and projects. Key elements of the Policy informed the development of the First/Last Mile Strategic Plan.</li> <li>&gt; 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.</li> </ul>
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.	Ongoing	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; 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.</li> <li>&gt; Metro has also conducted a number of training workshops.</li> </ul>

IMPLEMENTATION ITEM	INITIATION TIMEFRAME	METRO PARTICIPANTS	STATUS
<b>5. Regional Planning &amp; Policy Development</b>			
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.	0–2 years	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; 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.</li> <li>&gt; Metro was awarded ATP funding to conduct first/last mile planning for the 22 Metro Blue Line stations.</li> <li>&gt; SCAG has also received ATP funding to implement temporary “pop-up” first/last mile improvements and planning components.</li> <li>&gt; Metro is developing an Active Transportation Strategic Plan to identify strategies to improve bicycle and pedestrian access to transit and personal mobility. The project is underway and anticipated to be complete by May 2016.</li> </ul>
5.2 Serve on advisory committees to develop regional policies and plans that seek to implement the 2012 Regional Transportation Plan/Sustainable Communities Strategy.	0–4 years	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; 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.</li> </ul>
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.	0–2 years	Highway Program, Countywide Planning	<ul style="list-style-type: none"> <li>&gt; 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.</li> </ul>
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.	0–4 years	CEO’s Office, Countywide Planning	<ul style="list-style-type: none"> <li>&gt; 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.</li> <li>&gt; Public workshops and a draft plan for the 2016-2040 RTP/SCS are upcoming and Metro is coordinating closely with SCAG on the workshops and draft plan.</li> </ul>

IMPLEMENTATION ITEM	INITIATION TIMEFRAME	METRO PARTICIPANTS	STATUS
<b>6. Funding</b>			
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 years	Countywide Planning	<ul style="list-style-type: none"> <li>&gt; 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.</li> <li>&gt; Metro coordinated with other Los Angeles agencies on AHSC applications. Metro also applied directly for Transit and Intercity Rail Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP). A longer term strategy is being developed for future year opportunities to maximize funding for Los Angeles County.</li> </ul>
<b>7. Policy Updates</b>			
7.1 Review and consider updates to the policy at least every five years.	Ongoing	Metro Board, Countywide Planning	<ul style="list-style-type: none"> <li>&gt; This is an ongoing effort. Staff is currently assessing implementation progress to inform future updates of the Policy.</li> </ul>

## Universal Policies and Metro Planning Activities

In addition to the specific actions in the above Implementation Plan, there are projects and activities in Metro's planning capacity that advance the universal sustainability policies that apply countywide. The day-to-day sustainability work at Metro stems from state and regional policies on sustainability including Assembly Bill 32, Cap and Trade, the Active Transportation Program, Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), among others.

The table on the next page shows some of Metro's plans and projects that advance the universal policies identified in the Countywide Sustainability Planning Policy. As more of the planning efforts are completed (green bars) then more projects are developed to implement the principles and priorities Metro has identified for its sustainability policy (gold stars). Ultimately, the policies outlined in the Countywide Sustainability Planning Policy come to life through on-the-ground projects for implementation.

The Sustainability Policies on the left side of the table on the next page encompass the universal policies that are relevant throughout the county. The universal policies originate in the 2012 CSPP. The right side of the table shows the Metro planning activities that are related to each sustainability policy. Some Metro activities fall under more than one policy; however, each Metro activity is listed only once as an example of the main policy that the activity supports. For more detailed descriptions of the universal policies, please reference page 15 in the CSPP ([http://media.metro.net/projects\\_studies/sustainability/images/countywide\\_sustainability\\_planning\\_policy.pdf](http://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf)).

As a snapshot, this overview is not intended to be an exhaustive list of all Metro planning activities.

RTP/SCS

**Green Design**

Urban Greening Plan

IN PROGRESS

**Vehicle Technology**



Sustainability Demonstration Projects  
SCAG Joint-Work Program – EV Readiness Plan

**Local Access**

First/Last Mile Strategic Plan

COMPLETE

LA River Bike Path Feasibility Study

IN PROGRESS

Rail to River Intermediate  
ATC Feasibility Study

COMPLETE

First/Last Mile  
Demonstration Program

Open Streets Program

Connect US Action Plan

COMPLETE



Eastside Access Improvements

Blue Line First/Last Mile Study

IN PROGRESS

Bicycling Outreach, Education  
and Encouragement

Rail to River Int. ATC Project

Active Transportation Strategic Plan

IN PROGRESS

Safe Routes to School Pilot

**Performance  
Measurement**

Sustainability Assessment Tool

IN PROGRESS



Mobility Matrices

South Bay Climate Action Plan

IN PROGRESS

**System Productivity**



Car Share Pilot Program  
Bike Share Pilot

Vanpool

Bike Hub/Bike Parking

**Complete Streets**

Complete Streets Policy

COMPLETE



Call for Projects

**Transit-Oriented  
Development**

Union Station Master Plan

COMPLETE



TOD Planning Grants

TOD Toolkit

IN PROGRESS

**TDM/Virtual Access**  
(e.g. emerging technologies)



Regional Rideshare including: Ridematching, Guaranteed Ride Home,  
Metro Rewards, Go Metro to Work Free, Bike Week, Rideshare Week

## Performance Metrics

The actions listed in the previous section are items over which Metro has direct influence. This section focuses on measuring sustainability beyond Metro throughout LA County. Each of the metrics below depicts an aspect of sustainability in the county. This report establishes a baseline data set to compare to future data points in these areas.

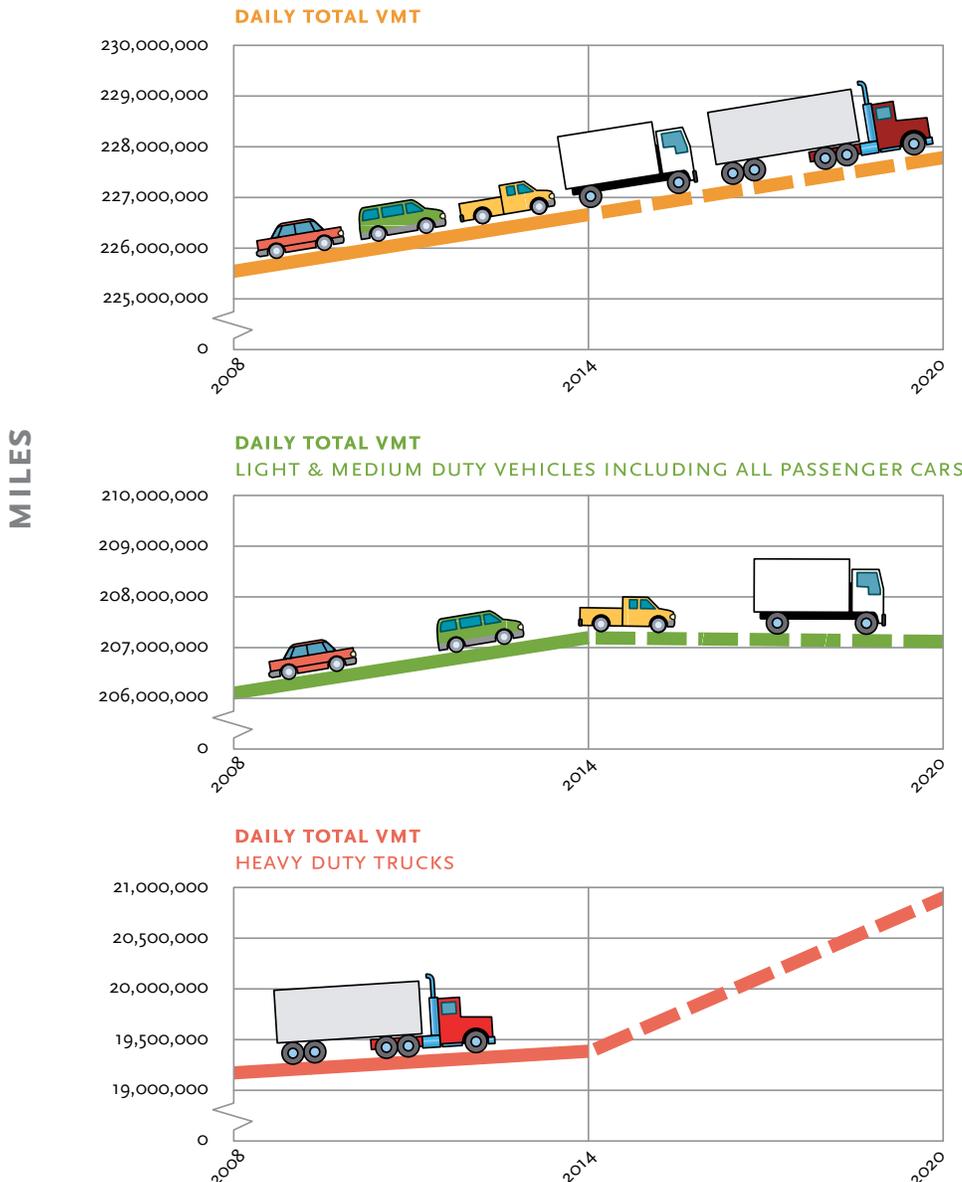
As more data points are known, trends may emerge that can inform future sustainability projects and actions. For some of the metrics where data has been provided by the Southern California Association of Governments (SCAG), data for future years is based on long term regional policies and may change over time as the policy implementation progresses.

### VEHICLE MILES TRAVELED<sup>9</sup>

Vehicle Miles Traveled (VMT) has gone up between 2008 and 2014 in all categories including passenger cars, light and medium duty vehicles and heavy duty trucks. Future, policy-based estimates project a decrease in overall VMT

and for passenger vehicles and light and medium duty trucks. VMT for heavy duty trucks, on the other hand, is projected to increase. VMT is related to greenhouse gas emissions, congestion and economic prosperity.

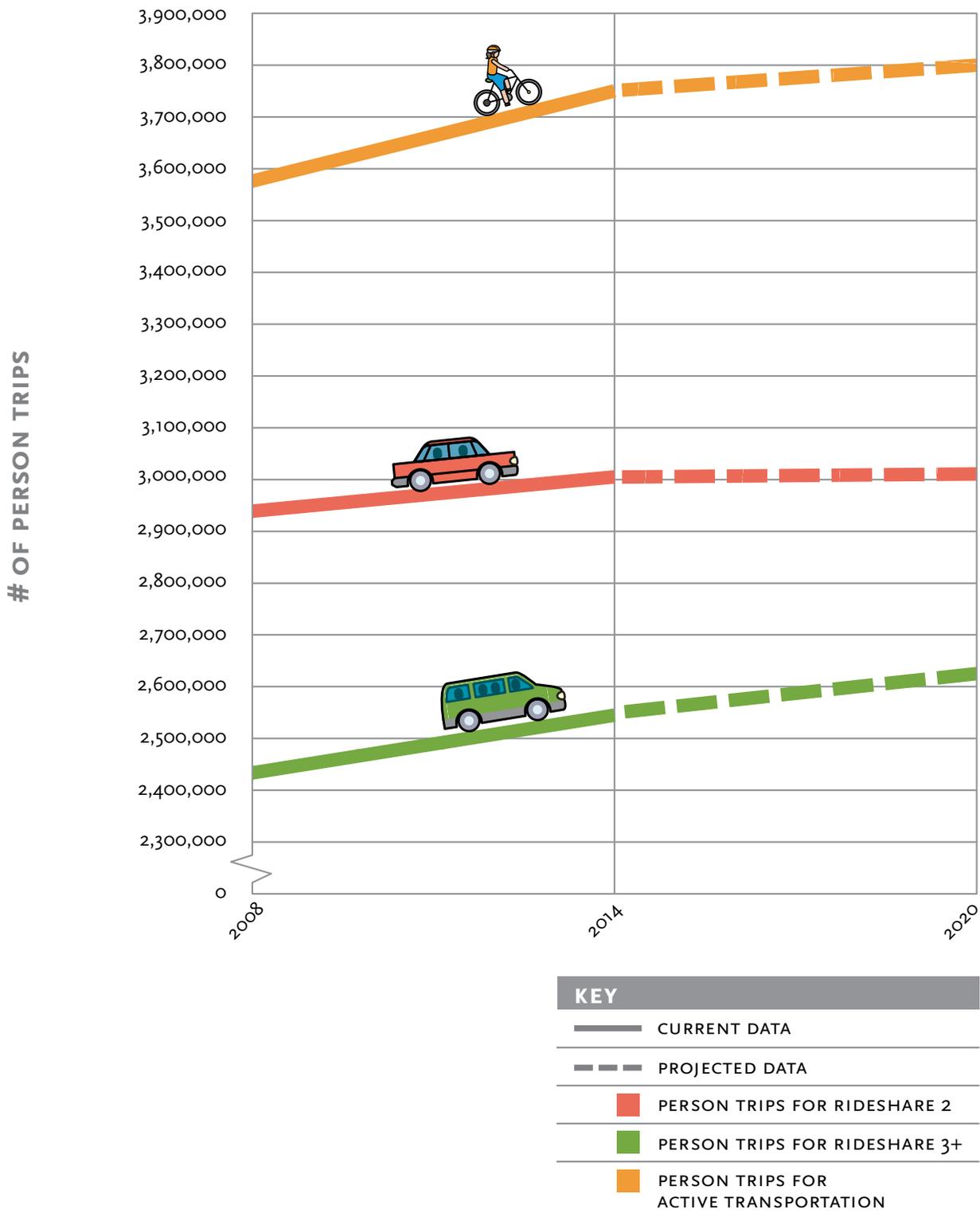
### VEHICLE MILES TRAVELED (VMT) DAILY TOTAL VMT



## NUMBER OF CARPOOL AND ACTIVE TRANSPORTATION TRIPS<sup>10</sup>

Carpool and active transportation trips increased from 2008 to 2014 with active transportation trips outnumbering 2- and 3-person carpool trips.

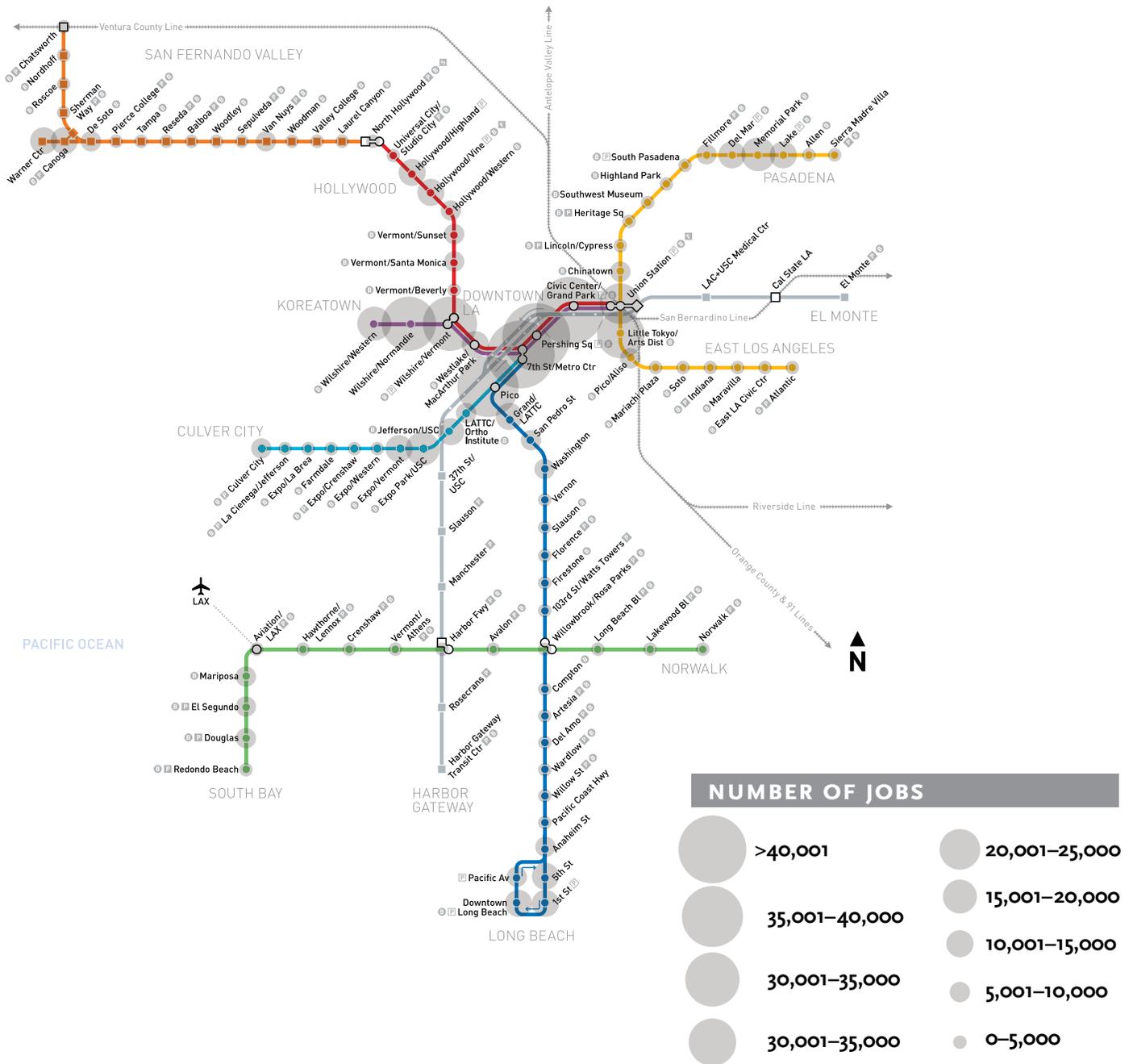
### TOTAL PERSON TRIPS FOR CARPOOL AND ACTIVE TRANSPORTATION



<sup>9,10</sup>Data and future projections provided by the Southern California Association of Governments

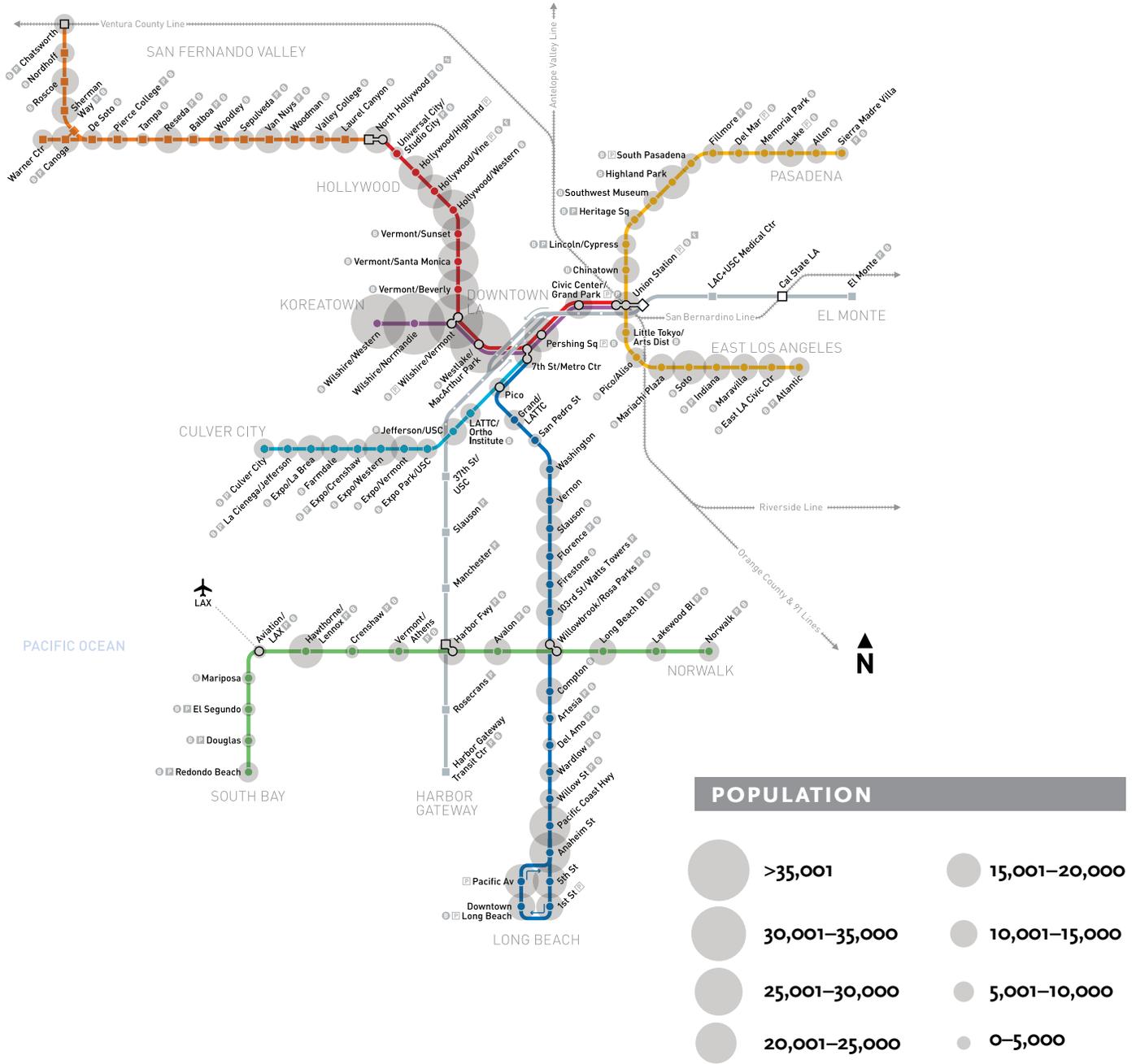
# NUMBER OF JOBS WITHIN A HALF MILE OF STATIONS <sup>11</sup>

More jobs are located near transit stations in downtown Los Angeles than elsewhere in the county. Employment centers adjacent to transit allow for more accessibility options for employees to take alternative modes to get to work. Silver Line data is unavailable at the time of this report.



## POPULATION WITHIN A HALF MILE OF STATIONS<sup>12</sup>

More jobs are located near transit stations in downtown Los Angeles than elsewhere in the county. Employment centers adjacent to transit allow for more accessibility options for employees to take alternative modes to get to work. Silver Line data is unavailable at the time of this report.



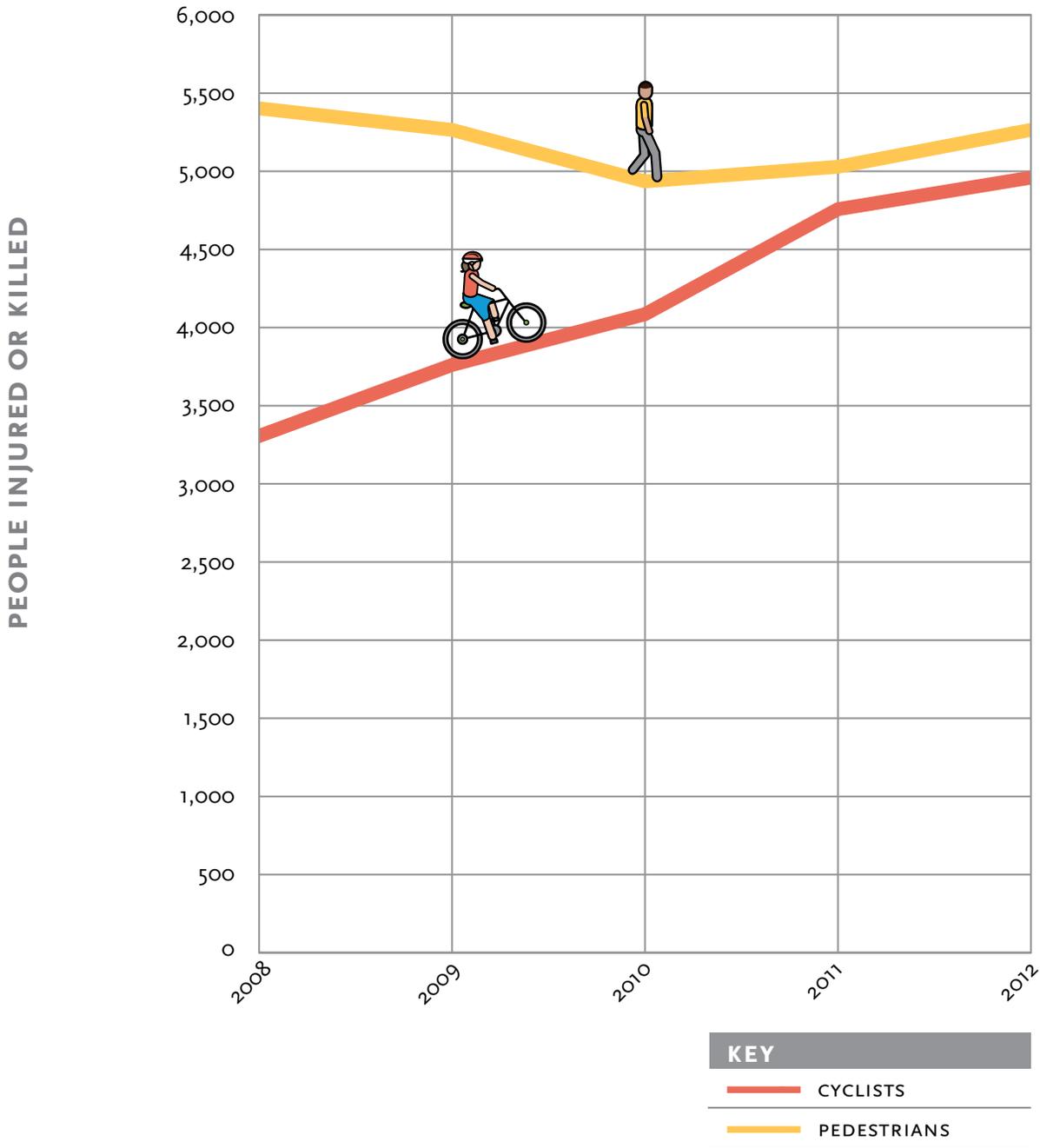
<sup>11,12</sup><http://www.urbanone.com/population-employment-los-angeles-metro-stations>

### SAFETY <sup>13</sup>

Pedestrian and bicycling injuries or fatalities are an important measure of sustainability. The total number of incidents for pedestrians declined and then gradually increased between 2008 and 2012. Total bicycling incidents has increased from 2008 to 2012. The incidents per mile or per trip data are

not available. Future reports will include the pedestrian and cyclists incidents as a percentage of overall trips when that data is available. As the number of pedestrian and bicycle trips increases it could be predicted that incidents would also increase unless safety measures are taken to reduce the number of incidents.

## PEDESTRIANS AND CYCLISTS KILLED OR INJURED IN CAR CRASHES

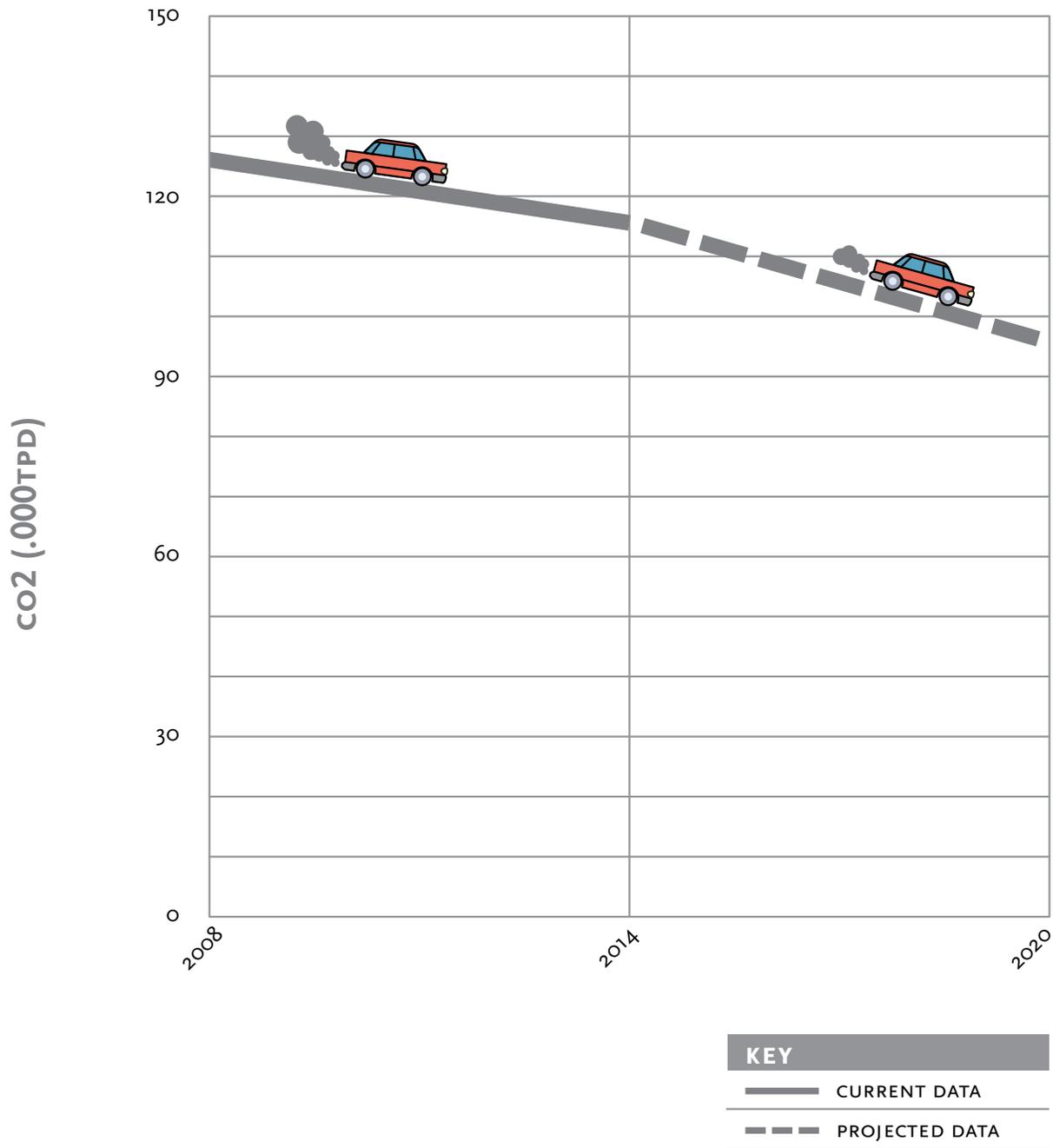


<sup>13</sup>[http://www.ots.ca.gov/Media\\_and\\_Research/Rankings/default.asp](http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp)

## EMISSIONS<sup>14</sup>

Mirroring the VMT trend from 2008 to 2014 and the estimates for 2020, the daily total CO<sub>2</sub> emissions have risen since 2008, yet are estimated to decline by 2020. The population in Los Angeles County also rose from 2008 to 2014 which also correlates with the CO<sub>2</sub> emissions during that time.<sup>15</sup>

### DAILY TOTAL CO<sub>2</sub> EMISSIONS FOR LA COUNTY



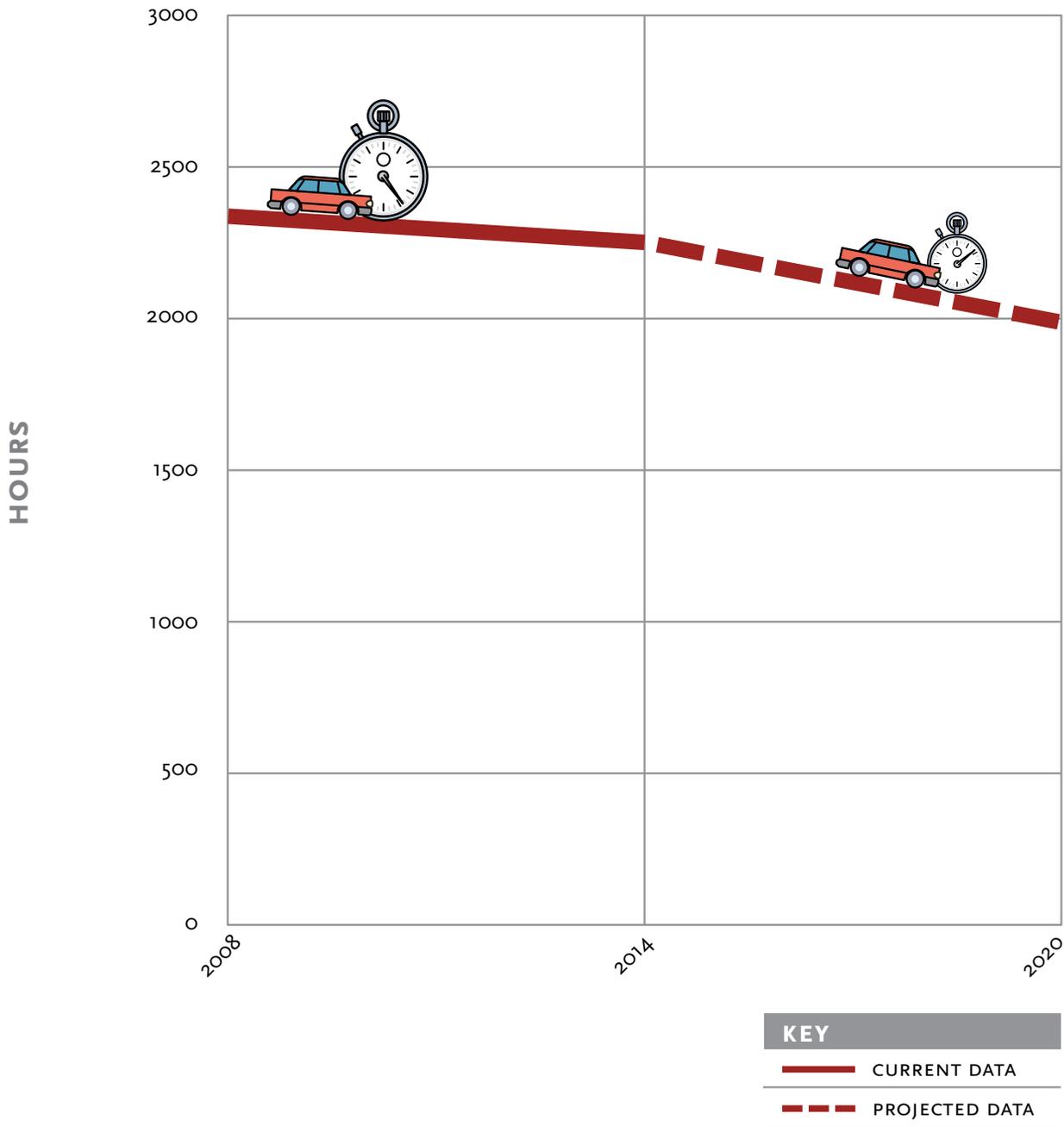
<sup>14</sup>Data and future projections provided by the Southern California Association of Governments

<sup>15</sup><http://quickfacts.census.gov/qfd/states/06/06037.html>

## CONGESTION <sup>16</sup>

As a standard measure of mobility, hours of delay are included in this report for completeness. From 2008 to 2014, hours of delay increased. Future projections estimate daily total vehicle delay to decrease.

### DAILY TOTAL VEHICLE DELAY FOR LA COUNTY

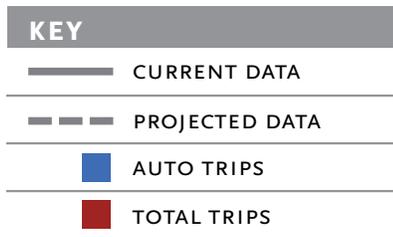
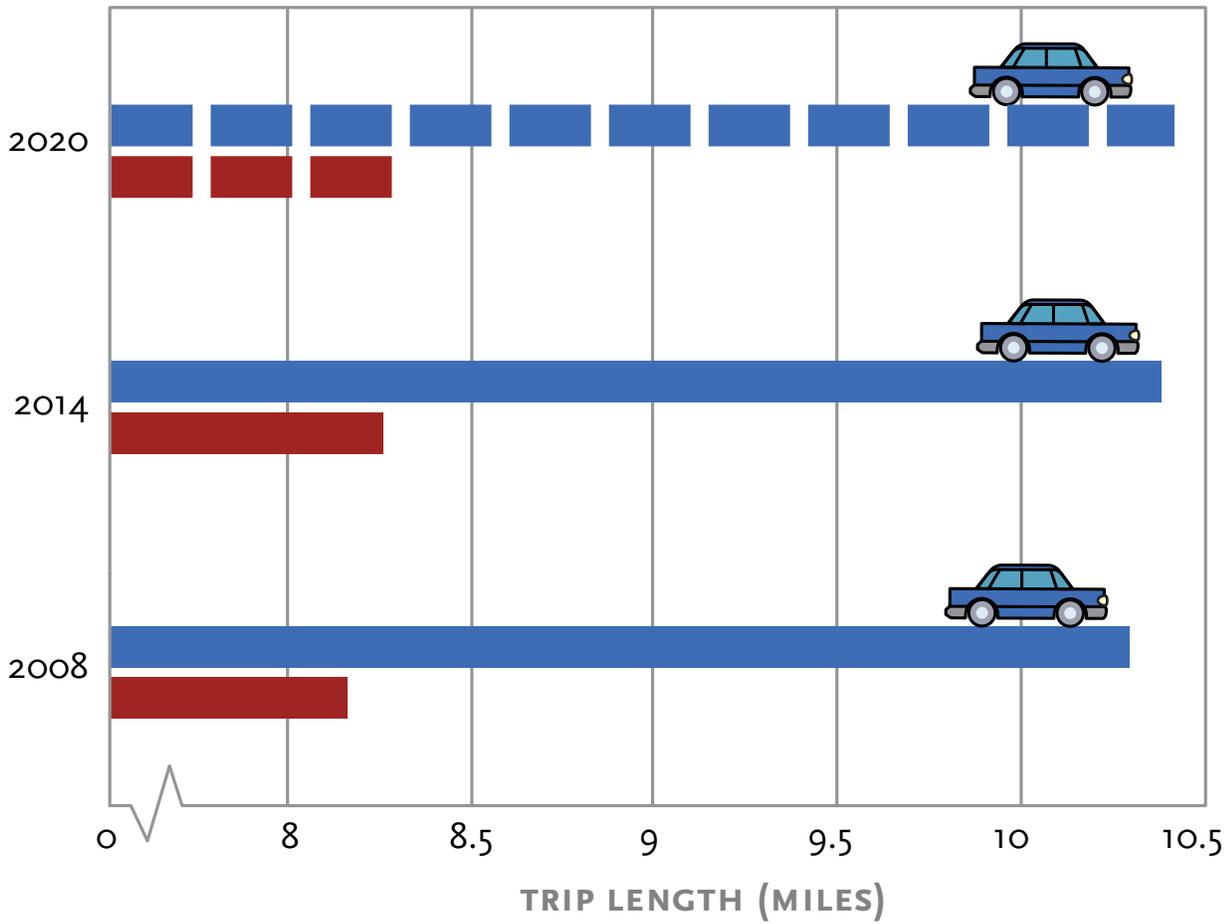


<sup>16</sup>Data and future projections provided by the Southern California Association of Governments

## TRIP LENGTH <sup>17</sup>

Auto trip length has increased since 2008 and is projected to increase slightly in 2020. The average of all trip lengths is lower than the average auto trip.

### AVERAGE TRIP LENGTHS FOR AUTO TRIPS AND TOTAL TRIPS



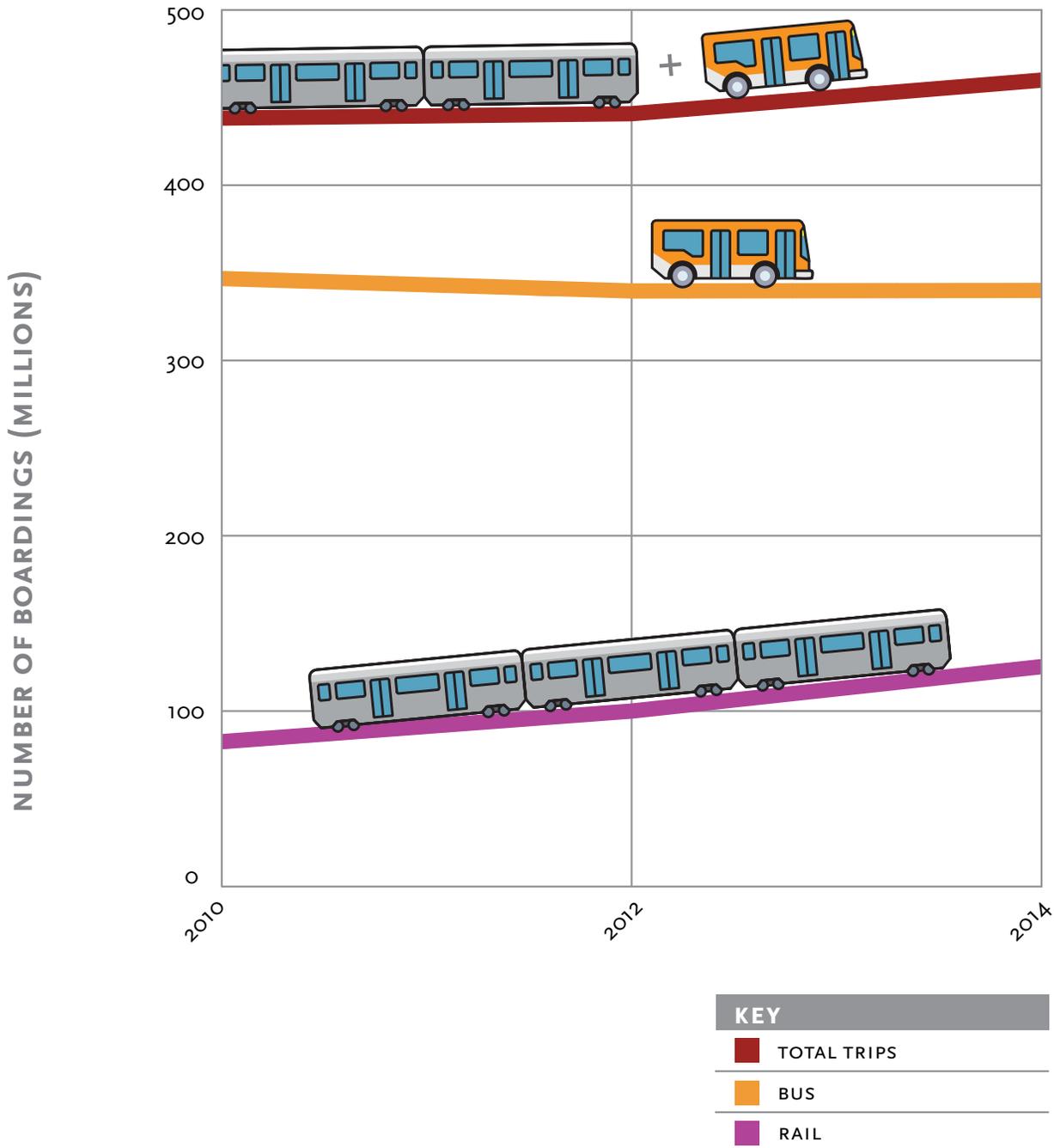
<sup>17</sup>Data and future projections provided by the Southern California Association of Governments

## TRANSIT RIDERSHIP <sup>18</sup>

The number of rail transit riders has gone up since 2010 as well as increasing as a share of total transit riders. Bus ridership has stayed fairly level and total transit ridership increased between 2012 and 2014. This data includes Metro

bus and rail ridership only. The municipal transit ridership numbers were not available countywide for this time period at the time of this report.

### METRO TRANSIT RIDERSHIP TOTAL ANNUAL BOARDINGS



## What's Next

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Subsequent Sustainability Annual Reports will continue to identify exemplar projects throughout the region and track the metrics outlined above with the goal of evaluating how Metro and the county are progressing toward sustainability goals for transportation planning of Connect, Create, and Conserve. As a feedback tool, this report can be used to determine effective project-level characteristics to achieve sustainability objectives and to identify data collection needs to track metrics.

While this report does not suggest conclusive findings, it does underscore the need for continued awareness and action throughout the region to advance toward and achieve sustainability goals. As more planning efforts are completed and move to implementation, Metro sustainability will continue to transform from policy to actions on the ground and result in improvements to sustainability metrics.

The Implementation Plan from the Countywide Sustainability Planning Policy will continue to guide future actions. Stemming from the CSPP, Metro will develop a communication strategy around sustainability and conduct training and demonstration projects to continue to advance regional goals. Future reports can identify ways to accelerate progress toward specific objectives within the social, economic and environmental dimensions of sustainability.

# Appendix

## Universal Policies and Metro Planning Activities

### *Brief Project Descriptions*

#### **ACTIVE TRANSPORTATION STRATEGIC PLAN**

The Active Transportation Strategic Plan aims to identify strategies to improve and expand the active transportation network to improve access to transit for patrons of all ages and abilities, thus expanding the reach of transit and attracting 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. This Plan 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 and other future planning efforts.

#### **BICYCLING OUTREACH, EDUCATION AND ENCOURAGEMENT**

Metro engages in several active transportation education and encouragement programs throughout the county. An annual safety awareness and encouragement campaign launches each May, with a new targeted message every year. Past campaigns have included outdoor, on-line, and radio advertising spots with messages such as “Every day is a bike day” and “Every lane is a bike lane.” Through an Office of Traffic Safety grant, Metro also holds hands-on bicycle safety education classes. During summer months, Metro contracts local bicycle professionals to hold several series of classes catering to varied urban cycling skill levels reaching thousands of Los Angeles County residents each year. Additionally, Metro holds community bicycle rides on an almost monthly basis. These group rides are facilitated by trained professionals to practice safe urban cycling, and highlight unique neighborhood features and local businesses.

#### **BIKE HUB/BIKE PARKING**

Metro is implementing high-capacity bike parking in a secure-accessed environment, known as a Metro Bike Hub, at key transit stations. These facilities offer secure bike parking with 24/7 controlled access for a nominal fee. Other services may include bike repair/retail, bike rental, and bike education workshops. The first Metro Bike Hub is located at the El Monte Transit station, which is currently under construction and scheduled to open in August 2015. Final design is also under way for Metro Bike Hubs at the Hollywood/Vine Red Line Station and Culver City Expo Line Station, with openings anticipated for late 2015 and mid 2016. Plans for a Metro Bike Hub at both Union Station and North Hollywood are also in the early stages of development.

#### **BIKE SHARE PILOT**

This project develops an implementation plan for a phased bike share program in pilot cities, including Los Angeles and Pasadena, and identifies a business model, the number and specific locations for bike share stations, sponsorship and advertising plan, marketing program, revenue splits, and phase 2 and 3 cities. The plan will also consider separate parallel bike share development processes in Santa Monica and Long Beach in its overall regional recommendations.

#### **BLUE LINE FIRST/LAST MILE STUDY**

Metro received a planning grant from the State of California’s Active Transportation Program to study access barriers to the Metro Blue Line. This study will identify access barriers for all 22 of the Metro Blue Line Stations. Additionally, the study will develop conceptual improvements for the corridor and present a methodology for prioritizing improvements.

## **CALL FOR PROJECTS**

Funding for regional capital transportation projects and programs within LA County through which federal, state and local funds are awarded to regionally significant projects in eight modal categories: Regional Surface Transportation Improvements; Goods Movement Improvements; Signal Synchronization & Bus Speed Improvements; Transportation Demand Management; Bicycle improvements; Pedestrian improvements; and Transit Capital.

## **CAR SHARE PILOT PROGRAM**

Metro recently launched a Car Share Pilot Program in April 2015. This new program seeks to bring the benefits of car sharing to Metro customers by locating car share vehicles and services at Metro-owned park and ride lots. Metro anticipates this pilot program running for 12 months.

## **COMPLETE STREETS POLICY**

Metro has developed a draft Complete Streets Policy to help advance state, regional and local efforts to create a more “complete” and integrated transportation network for all modes of travel in LA County.

## **CONNECT US ACTION PLAN**

The Connect US Action Plan (formerly Union Station and 1st/Central Station Linkages Study) was developed to improve historical and cultural connections in downtown Los Angeles by enhancing pedestrian and bicycle travel options to Los Angeles Union Station, the 1st/Central Regional Connector Station, and through and between surrounding communities. The Plan provides a community-prioritized list of improvement projects to strengthen bicycle and pedestrian connectivity between communities and destinations. As a result of a council motion introduced by City of Los Angeles Councilmember Jose Huizar, Metro has been working with the City of Los Angeles Departments of City Planning and Transportation to identify the best mechanism for the City of Los Angeles to adopt the Connect US Action Plan.

## **EASTSIDE ACCESS IMPROVEMENTS**

This project includes streetscape, pedestrian and bicycle access improvements within a one-mile radius of the 1st/Central Station of the Regional Connector rail line. The purpose of this project is to enhance the livability in Little Tokyo and facilitate linkages to Union Station through first/last mile strategies.

## **FIRST/LAST MILE DEMONSTRATION PROGRAM**

This program outlines a specific infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to the Metro system.

## **FIRST/LAST MILE STRATEGIC PLAN**

The First/Last Mile Strategic Plan aims to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership. These guidelines help facilitate the integration of mobility solutions in a complex, multi-modal environment. The purpose is to: 1) provide a coordination tool and resource for Metro, LA County, municipal organizations, community groups, and private institutions; 2) serve as a key source of direction for LA Metro when undertaking planning and design efforts aimed at improving first and last mile connections to transit; and 3) clearly articulate the Pathway concept including objectives, characteristics, and the role the Pathway plays in supporting transit access and regional planning goals.

## **LOS ANGELES RIVER BIKE PATH FEASIBILITY STUDY**

The Los Angeles River Revitalization Master Plan established the goal of connecting all 51-miles of the Los Angeles River through a system of bike and pedestrian paths. Metro in partnership with the City and County of Los Angeles has initiated a feasibility study to address one of the most significant gaps: an 8-mile stretch of the river from Taylor Yard near downtown Los Angeles, to the City of Maywood. The feasibility study will evaluate in-channel solutions to closing the gap and connecting with nearby bicycle, pedestrian and transit facilities. The study will produce conceptual design plans, prepare a safety plan and engineering and hydrology evaluations for review by US Army Corps of Engineers.

## **METRO/SCAG JOINT-WORK PROGRAM**

This Program formalizes collaboration between Metro and SCAG on activities in support of Regional Transportation Plan/Sustainable Communities Strategy and to advance sustainable transportation options. The Program outlines specific work items for Metro and SCAG staff to address.

## **MOBILITY MATRICES**

The Mobility Matrices are a subregional tool for multimodal transportation needs assessment and strategy. The Mobility Matrix will serve as a starting point for the update of the Metro Long-Range Transportation Plan (LRTP) currently scheduled for adoption in 2017. To ensure proposed projects and programs reflect the needs and interests of the subregion, the Mobility Matrices followed a “bottom-up” approach guided by a Project Development Team (PDT) selected by the subregion, consisting of city, stakeholder, and subregional representatives.

## **OPEN STREETS PROGRAM**

The Open Streets Program goals include: increase sustainability transportation mode share; provide opportunities for first time transit usage; and encourage cities to develop multi-modal policies. Open Streets events are one day when streets are closed to car traffic and other users reclaim the street on bike, foot, scooter, stroller or roller blade.

## **RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR (ATC) PROJECT**

Completed in October 2014, the Rail to River Intermediate Active Transportation Corridor Feasibility Study determined the technical feasibility of utilizing an 8.3-mile segment of the Harbor Subdivision, a Metro owned rail right-of-way in South Los Angeles to facilitate a multi-modal, active transportation corridor. The report included project benefits, opportunities and constraints, costs and funding strategies, and project development recommendations for interim implementation of an active transportation corridor (bicycle/pedestrian transportation facility). Approved by the Board October 23, 2014, the Rail to River ATC project is moving forward with environmental, design, engineering, final route analysis, and comprehensive public outreach.

## **REGIONAL RIDESHARE**

Regional Rideshare is part of Metro's Long Range Plan and specifically supports Metro's Transportation Demand Management goals for LA County. The program provides support to AQMD-regulated worksites in LA County to help them meet their AVR targets and thereby reduce emissions and reduce congestion. Metro supports Employee Transportation Coordinators (ETCs) by assisting with their Average Vehicle Ridership (AVR) reports, providing workshops and training on implementing a rideshare program and outreach through the On the Go newsletter, a bi-monthly regional publication. Metro also provides information to commuters seeking rideshare information through Metro's call center, 511 and *metro.net* and through general outreach events such as Bike Week LA and Rideshare Week LA. A number of rideshare programs are implemented and funded through a regional partnership or by Metro only:

- > Ridematching using Regional Database – This program connects commuters on *www.ridematch.info* who share a similar travel route and provides them with personalized information on carpooling, vanpooling, finding a bike buddy, and taking public transit through RideGuides.
- > Guaranteed Ride Home (Regional) – This program offers commuters who carpool, vanpool, take transit, bicycle or walk to work two rides per year to get them home in case of an unexpected emergency for themselves or their carpool or vanpool.

> Metro Rewards – This is a MSRC-funded incentive program offered to participants who have shared the ride for at least eight work days a month for at least three consecutive months.

> Go Metro to Work Free – Metro offers employers in LA County who are implementing a rideshare program at their worksites, 7-Day TAP cards for newly-hired employees at no cost.

> Bike Week LA (May) and Rideshare Week LA (October) Annual Campaigns – These annual campaigns offer commuters an opportunity to learn more about the benefits of ridesharing and bicycling to work.

## **SAFE ROUTES TO SCHOOL COUNTYWIDE INITIATIVE**

This Program identifies strategies to help local communities establish new Safe Routes to School programs and sustain and enhance existing efforts. This effort includes six summits throughout the region to gather input from the community and develop and Implementation Plan.

## **SAFE ROUTES TO SCHOOL PILOT PROGRAM**

Metro's Safe Routes to School Pilot Program encourages the use of alternative travel modes among students, such as walking, biking, and public transit. The pilot program benefits neighborhoods and school communities by promoting safe travel, exercise, traffic congestion reduction and air quality improvements around schools. The program currently includes ten pilot schools.

## **SUSTAINABLE SOUTH BAY TRANSPORTATION AND LAND USE IMPLEMENTATION FRAMEWORK**

Metro, the South Bay Cities Council of Governments (SBCCOG), San Diego State University (SDSU) and the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC), a program of UCLA, have formed a partnership, to develop tools to implement the Sustainable South Bay strategy (SSBS), a policy framework of mutually reinforcing land use and transportation initiatives that have been field tested and are now ready for implementation by cities and incorporated into the regional policy framework. The new tools consist of Climate Action Plan transportation and land use chapters that identify GHG reduction strategies at the sub-regional and local levels, a Sub-Regional Implementation Toolkit to provide technical assistance for local level adoption of GHG reduction strategies and a Mobility Matrix for the South Bay, which includes evaluation and screening criteria for identifying priority projects.

## **SUSTAINABILITY ASSESSMENT TOOL**

Metro is developing a new assessment tool which will help evaluate Measure R Transit projects using performance metrics identified in the CSPP. The Assessment Tool will use data collected from the Alternatives Analysis and EIR/EIS process to quantify the sustainability benefits of various alternatives.

## **TOD TOOLKIT**

Metro is developing a Transit-Oriented Development Land Use Planning Toolkit (TOD Toolkit) that will serve as a resource for local jurisdictions to develop and adopt transit-supportive land use regulations and achieve the broader greenhouse gas (GHG) emission reduction and transportation, water, and energy efficiency goals of Assembly Bill 32 (AB32) and Senate Bill 375 (SB375). The TOD Toolkit will include an assessment of locally relevant transit-related planning and development best practices and an analysis of the economic and environmental benefits of transit supportive developments. The Toolkit is a component of a countywide climate action and sustainability plan entitled *A Greater LA: A Regional Framework for Climate Action and Sustainability*.

## **TOD PLANNING GRANTS**

The TOD Planning Grant Program is designed to spur the adoption of local land use regulations that are supportive of Transit Oriented Development in Los Angeles County. Goals for the program include the following:

- > Increase access to transit by assisting local governments to accelerate the adoption of TOD regulatory frameworks
- > Improve utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit
- > Further the reduction of greenhouse gases through encouraging in-fill development along transit corridors and transit use
- > Support and implement sustainable development principles

Since the Program first launched in 2011, Metro has awarded a total of \$21.5 million in funds to 36 projects.

## **UNION STATION MASTER PLAN**

The Union Station Master Plan (USMP) establishes Metro's vision and plan to guide future growth and development at the Los Angeles Union Station, including transit operations and new private and/or public real estate development. The USMP includes three major program goals: Transit Optimization, Destination, and Connectivity that will be effectuated through a series of short- to long-term improvements. Metro is in the process of procuring a consultant to prepare a Programmatic EIR for the USMP, staff has been working diligently with the City of Los Angeles on developing the framework for implementation of the Stage 1 Perimeter Improvements on Alameda and Los Angeles Street at El Pueblo, and Metro is submitting two ATP applications to fund the Stage 1 Perimeter Improvements.

## **URBAN GREENING PLAN**

The Urban Greening Plan for Park and Ride Lots and Station Areas aims to create resources and guidelines for the sustainable development or redevelopment of park and ride lots and areas around fixed guideway stations. The final plan will include a greening and placemaking toolkit to facilitate environmental and community-based projects in these areas.

## **VANPOOL**

The Metro Vanpool Program provides alternative transportation choices to commuters, improves air quality, and reduces traffic congestion in Los Angeles County. The Metro Vanpool Program offers up to a \$400 monthly lease subsidy – not to exceed 50% of the lease costs – for commuter vanpools of 7-15 passengers that have a destination to a Los Angeles County worksite for which a completed Program application and agreement has been submitted and approved by Metro.

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

 [sustainableplanning@metro.net](mailto:sustainableplanning@metro.net)  
 [metro.net/sustainableplanning](http://metro.net/sustainableplanning)

