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Metropolitan Transportation Authority

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May 1, 2015

TO: BOARD OF DIRECTORS

THROUGH: STEPHANIE WIGGINS 
INTERIM DEPUTY CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA
CHIEF PLANNING OFFICER 

SUBJECT: ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE

ISSUE

The purpose of this Board Box is to provide the Board of Directors with a status update to the Board-approved Motion #25 regarding Developing an Active Transportation Finance Strategy (July, 2014) in response to an inquiry from Director Bonin's Office. Please find the Board Motion in Attachment A.

BACKGROUND AND DISCUSSION

Motion #25 was included in the 2014 Short Range Transportation Plan item that was approved by the Board of Directors on July 24, 2014. Staff is developing an Active Transportation Strategic Plan (ATSP) to address Part A of Motion #25, as well as to support a number of other Board directives.

The ATSP will serve as Metro's overall strategy for funding and implementation of active transportation infrastructure and programs. The ATSP will identify strategies to improve and grow the active transportation network to expand the reach of transit and attract new transit riders; improve and expand the regional bikeway network to increase personal travel options; and integrate and leverage other public and private investments to maximize benefits. The ATSP will provide guidance to Metro and partner organizations, including local jurisdictions, regional government, and other stakeholders, in setting regional active transportation policies and guidelines to meet transportation goals and targets in support of the Regional Transportation Plan/Sustainable Community Strategy, Long Range Transportation Plan update, and other future planning efforts. The ATSP project team plans to conduct a needs and opportunities assessment and engage local government and other stakeholders to identify key active

transportation projects and programs that provide regional benefits within Los Angeles County. This will be done within each sub-region through a collaborative stakeholder process and explore strategies to expedite implementation and include funding strategies.

The table below provides the anticipated schedule of the ATSP and Active Transportation Finance Strategy as it relates to Motion #25.

Task	Anticipated Milestone
1. Define performance metrics to measure improvements for walking and biking, including: access to walking and biking infrastructure, access to education and encouragement programs, rates of Metro customers walking and biking to transit, collision and injury/fatality rates and greenhouse gas reductions from active transportation.	July 2015
2. Set benchmarks based on the developed performance metrics and identify what level of annual investment is necessary to meet those goals.	September 2015
3. Explore available funding sources to meet the investment need.	January 2016
4. Recommend possible changes to Metro, state, and federal policies to increase access to existing funding sources if the need exceeds available funding, including but not limited to an analysis of the funding priorities of Metro's Call for Projects and the state Active Transportation Program	January 2016

The contract for consultant services to support development of the Active Transportation Strategic Plan was executed in January 2015, with project completion anticipated by May 31, 2016.

Work is also underway to address Part B of Motion #25, which includes exploring steps necessary to incorporate walking and biking in Metro's travel demand model, with an assessment of best practices by other regional transportation agencies for accounting for active transportation with interim off-model approaches, and expanding data sets to include all trips, not just commute data. Staff is developing a scope of work for consultant services to support this effort and anticipate executing the contract in Summer 2015.

NEXT STEPS

Staff will continue to develop the Active Transportation Strategic Plan and conduct outreach to key stakeholders. Staff will be providing an oral report regarding Part B at the Ad-Hoc Sustainability Committee Meeting in May 2015.

Attachment: Motion #25 Developing an Active Transportation Finance Strategy

Motion by Directors Bonin, O'Connor, Fasana and Ridley-Thomas**Developing an Active Transportation Finance Strategy**

Planning & Programming Committee

July 16, 2014

Metro is considering adopting a 10-year Short Range Transportation Plan (SRTP) that reiterates its commitment from the 2009 Long Range Transportation Plan (LRTP) to invest in a rapid expansion of fixed-guideway transit and modernization of our freeway system.

The SRTP provides an investment strategy for all revenues controlled by Metro, including Propositions A and C, Measure R, and state and federal funds, to ensure the timely delivery of transportation projects throughout the county.

The Highway and Transit programs in the SRTP undergo a rigorous planning and needs assessment process that aid Metro in defining both the projects and the resources necessary to meet identified needs. However, the same process is not applied to the active transportation program.

Metro plans to spend close to a billion dollars on walk/bike projects in the next ten years absent a comprehensive planning process or an assessment of countywide needs.

Further, the draft SRTP does not adequately reflect MTA's Countywide Sustainability Planning Policy and joint work program with SCAG to expedite active transportation funding and implement the recently adopted First-Last Mile Strategic Plan.

While the SRTP does integrate sustainable principles and practices into planning activities using an evolving set of performance metrics, critical sustainability metrics, including safety and accessibility measures for walking and biking are not included in the plan.

The SRTP as drafted demonstrates shortcomings in countywide walk and bike planning that Metro should address to ensure that the full range of sustainable mobility options are incorporated into countywide planning efforts.

I THEREFORE MOVE that the MTA Board direct the CEO to:

- A. Develop an Active Transportation Finance Strategy for Los Angeles County by January 2015 that:

1. Defines performance metrics to measure improvements for walking and biking, including: access to walking and biking infrastructure, access to education and encouragement programs, rates of Metro customers walking and biking to transit, collision and injury/fatality rates and greenhouse gas reductions from active transportation
 2. Sets benchmarks based on the developed performance metrics and identifies what level of annual investment is necessary to meet those goals
 3. Inventories available funding sources to meet the investment need
 4. Recommends possible changes to Metro, state, and federal policies to increase access to existing funding sources if the need exceeds available funding, including but not limited to an analysis of the funding priorities of Metro's Call for Projects and the state Active Transportation Program.
- B. Report back in October on what steps are necessary to incorporate walking and biking in Metro's travel demand model, with an assessment of best practices by other regional transportation agencies for accounting for active transportation with interim off-model approaches, and expanding data sets to include all trips not just commute data.

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