

Motion Recommendations	Support Dept./Third Party	Implementation Timeframe	Response
<p>1 Incorporate staff with multimodal planning expertise in all project development teams to identify opportunities and challenges early and evaluate potential solutions before options are precluded by budget and right-of-way constraints.</p>	<p>Relevant Metro Planning Depts: (Transit, Active Transportation (AT), Complete Streets (CS), Environmental Compliance and Sustainability dept (ECSD); Equity and Race; Shared Mobility; staff of local agencies within the limits of the project; and Caltrans for projects that require State's review/approval</p>	<p>Ongoing</p>	<p>Highway Programs staff consult with various Metro expert discipline team members at the early project development stages to consider inclusion of eligible multimodal planning elements within the scope of highway improvement projects. These coordination practices are described at a high level in the Measure M administrative procedures adopted by the Board. Staff reviews proposed scopes of work with the cities and Metro's Active Transportation, Complete Streets, TDM or other relevant modal departments. The scope of a highway improvement project may include off-freeway improvements benefitting pedestrians and bicyclist or park and ride accommodations. Staff also coordinates with Caltrans, local agency partners, Metro's Environmental Compliance and Sustainability Dept, and the Office of Equity and Race to include relevant and beneficial recommendations in the scopes of highway projects. Examples of this work includes pedestrian improvements in Hawthorne's Moneta Garden Mobility Project, pedestrian and bicycle improvements in Long Beach's Artesia Blvd Improvement Project, and bike lane, sidewalk, curb ramp, ped push button improvements in the SR-91 Shoemaker to Alondra and SR-91 Central to Acacia projects.</p>
<p>2 Ensure that all Metro-led highway planning processes include a multimodal stakeholder participation process that includes review of staff drafts prior to consideration by the Metro Board using existing Metro and/or COG stakeholder advisory committees or a new study-specific committee, as warranted.</p>	<p>Relevant Metro departments based on the scope of the project; staff of subregional authorities and local agencies affected by the project; Caltrans for projects on the State highway system; and other agencies/entities as applicable. Also, engagement of the community during the scoping/ environmental process when warranted/required.</p>	<p>Ongoing</p>	<p>Highway Staff coordinate and consult with multimodal stakeholders in the early stages of the project development process to consider and include appropriate and beneficial multimodal elements in highway/roadway improvement projects. Input and reviews are solicited from cities, schools, local, state and federal agencies, project development team members, COG boards or technical advisory committees, community-based organizations and if applicable Caltrans' pedestrian, bicyclist, sustainability and other relevant functional units. As new highway projects are developed, the participation process can be adapted and modified. For the I-710 (South) project, a corridor-specific TAC in partnership with the COG was developed to engage all affected jurisdictions in the decision-making process. Furthermore, a Task Force with broad-base participation from corridor stakeholders has also been formed that will review the needs of the corridor and help Metro and Caltrans plan for future multimodal investments. Underway is also an I-405 Comprehensive Multimodal Corridor Plan which is coordinating with broad stakeholders and multiple subregions and COGs to develop a 405 plan to enable Metro to apply for SB-1 SCCP Grant funds. Other project specific participation plan processes will be developed as needed.</p>

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<p>3 Include analysis of greenhouse gas emissions resulting from Metro-funded highway projects in forthcoming Metro sustainability and climate action plans, including Moving Beyond Sustainability/ Sustainability Plan 2020</p>	<p>Metro Environmental Compliance &amp; Sustainability Department; Caltrans; Local, State, and Federal Agencies</p>	<p>1-2 Years</p>	<p>AQ analysis is an integral element of the environmental process and technical studies developed under both CEQA and NEPA for all highway projects. It is recognized and understood that GHG production and reductions go beyond the assets Metro controls. Metro staff is collaborating on preparation of an update to the “Moving Beyond Sustainability 10-year Sustainability Strategic Plan” to assess GHG emissions related to Highway investments. Highway staff will continue to coordinate with Metro’s ECSD staff to identify the necessary sustainability considerations including GHG information and incorporate those in the scopes of projects. Staff will also refer to and analyze Caltrans’ August 2020 Greenhouse Gas Emissions and Mitigation Report.</p>
<p>4 Incorporate multimodal recommendation in Metro's upcoming Joint Systemwide Strategic Highway Plan, the Goods Movement Strategic Plan, and any other relevant ongoing strategic planning activities</p>	<p>Metro Countywide Planning; Staff of local agencies, and subregional COGs within the limits of the project.</p>	<p>1-2 Years</p>	<p>Multi-modal investments will be considered in the planning and development of highway projects either by updating the existing elements or adding new components within the area of influence of highway projects. Highway staff will coordinate with Metro Planning to ensure consideration of appropriate multi-modal investments. Staff will also coordinate with local agencies and subregional COGs within the area of influence of highway improvement projects to explore local agency plans for multi-modal investments and combine local and Metro projects where possible.</p> <p>As for inclusion of improvements supporting goods movement, Metro highways has been coordinating with Planning and included goods movement-related improvements on major goods movement corridors such as the I-710 and I-605. Going forward, in light of oppositions to major highway investments and widenings to accommodate the movement of goods, new potential opportunities for regional and interstate movement of goods would need to be assessed, planned and implemented through multi-stakeholder discussions. Although, under current restrictions imposed on highway investments, opportunities for major investment in meaningful goods movement projects are limited. Locally prioritized goods movement projects within the footprint of future highway projects will be considered.</p>

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5	<p>Include technology, policy, and land use strategies to promote sustainable distribution and neighborhood delivery in the Goods Movement Strategic Plan and/or the I-710 Clean Truck Element.</p>	<p>Metro Government Relations; Environmental Compliance and Sustainability; Countywide Planning (Goods Movement); SCAG; COGs/JPs</p>	<p>Ongoing</p>	<p>In January 2021 the Board adopted the LA County Goods Movement Strategic Plan, which identifies countywide clean truck initiatives, the need to establish trusted relationships with various Local/State/Federal stakeholder, regulatory partners (AQMD), and development of policy and technology improvements for infrastructure and vehicles. Highway Programs, ECSD, Goods Movement and Gov Relations staff have and will continue to identify viable investments for the improved movement of goods across the county and seek funding opportunities to support the timely implementation of projects. Project specific recommendation can be developed through efforts such as the I-710 Task Force or through future Goods Movement Strategic Plan efforts. As eligible state or federal projects or initiatives are developed, coordination with Gov Relations will occur to acquire funding or pursue policy changes. Updates on the progress of efforts, securing of funds, and possible beneficial investments will be presented to the Board.</p>
6	<p>Coordinate implementation of the Countywide Strategic Truck Network and Active Transportation Strategic Plan to ensure a balanced highway/arterial/street network that safely serves pedestrians, bicycles, slow-speed vehicles, buses, rail alignments, automobiles, and goods movement vehicles.</p>	<p>Countywide Planning (various departments) and Shared Mobility Department</p>	<p>1-2 Years</p>	<p>Metro's Countywide Strategic Truck Network (CSTAN) and the Active Transportation Strategic Plan will be updated. Efforts on these items will commence in the next 12-24 months. CSTAN and the ATSP updates will be coordinated by the Planning dept with input by Highway staff and others to ensure all users of the roads are considered. The impact of freight movement on the highway system and arterials in Los Angeles County, and the demand for improved mobility and the efficient movement of goods and people will continue to be evaluated in the development of highway improvement projects.</p> <p>As projects are developed, active transportation elements, pedestrian improvements, and bus and rail alignments will be evaluated. Highway programs will engage Metro Planning and the local agency staff to identify transportation needs and benefits to accommodate the movement of goods off the state highway system.</p> <p>Highway Programs staff will research projects in local plans to identify the possibility of merging those projects into the highway improvements planned at the same locations for efficiency and to minimize multiple construction impacts on the communities within the area of effect of projects. Where local agencies and/or the subregions have funding for those improvements, Metro will require funding participation by local agencies. In the absence on local funds, we will seek other available funds including state and federal grants to help the implementation of the local improvements.</p>

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7	<p>Incorporate Transportation Demand Management (TDM) tools and project as components of Metro's mobility and sustainability strategies, with particular emphasis on those that reduce VMT.</p>	<p>Countywide Planning; Environmental Compliance and Sustainability;</p>	<p>Ongoing</p>	<p>As Highway projects are being developed, study and validation of both TSM and TDM as alternatives to "build" options are included in the analysis. Multi-agency coordination and consultation with major employers and others will be necessary to identify opportunities for reduction of vehicular trip demand on the roadway system as well as mode shift to reduce car trips.</p> <p>Metro staff will continue to explore the TDM concept; identify major factors/actions that could support this option; identify the responsible parties for implementation of various TDM elements; engage those parties in discussions when/if possible; and will present recommendations and action plans for all future highway projects to the Board.</p> <p>Metro was recently awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA. Highway Programs is initiating the study in Fall 2021 and will develop recommendations for avoidance or mitigation of additional VMT in future highway improvement projects.</p>
8	<p>Expand funding eligibility for transit and active transportation projects by clarifying that all multimodal project elements within a street right-of-way are eligible for highway funding programs in all applicable guidelines, including Measure R Highway Program Criteria and Measure M Guidelines.</p>	<p>Countywide Planning</p>	<p>Ongoing</p>	<p>The June 2021 Board action through "Modernization of the Highway Program" expanded eligibility for active transportation and transit projects when such investments will produce tangible mobility benefits. Investing Measure M and R subregional funds in other modes such as active transportation (bike and pedestrian improvements) and transit as stand-alone alternative mode projects that could help alleviate vehicle congestion on roadways, will be evaluated on project-by-project basis, to ensure such investment are consistent with the Ordinances and Metro Board directives that would help alleviate roadway congestion.</p> <p>Inclusion of pedestrian and bicycle lanes improvements in and as a components of highway improvement projects will be considered and such improvements will be implemented if conditions are safe and ROW is either available or can be acquired without adverse impacts. Staff will identify eligible investments and will seek Board approval for implementation of those alternatives.</p>

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<p>9</p> <p>Clarify funding eligibility for projects and technologies that support the implementation of TDM strategies in applicable programs.</p>	<p>Countywide Planning and Shared Mobility</p>	<p>Ongoing</p>	<p>Measures R and M sales tax revenues allocated to highway projects are eligible for funding TDM components of highway projects as long as those elements are consistent with the Purpose and Need Statement of the projects and validated as the most viable mobility improvement/congestion relief option in the project planning documents or through other qualified studies. Highway Programs project managers will collaborate with Metro’s Capital Planning group to identify external sources of funds to support expansion of TDM investments, and, to the extent possible, supplement Metro funds.</p> <p>As for the implementation of technologies to improve roadway mobility, Highway Programs is managing countywide signal upgrades/synchronization projects that improve mobility along arterials. Staff is coordinating with the Los Angeles County Department of Public Works and local agencies to improve the Countywide system. Staff is also providing local signal system improvement assistance to cities for improved mobility.</p> <p>At the regional level, Highway Programs is leading various "Integrated Corridor Management" (ICM) projects. These projects are incorporating technology to couple local arterials and heavily congested freeway segments to improve corridor mobility. ICM projects are currently in development along segments of I-210, I-710, I-405 and I-105.</p>
<p>10</p> <p>Ensure that project and program objectives and performance criteria are defined multimodally and equitably (e.g. using person throughput instead of vehicle throughput; safety and vulnerable road users; reduction of VMT).</p>	<p>Metro Environmental Compliance &amp; Sustainability Department; Shared Mobility</p>	<p>Ongoing</p>	<p>Mobility, safety, pedestrian and cyclist access, community impacts and equity are key criteria that are evaluated when developing highway projects. When possible, inclusion and/or improvements to HOV or ExpressLanes will be considered as demand management strategies to reduce VMT. Additionally, statewide implementation of SB743 took effect on July 1, 2020 and Highway Programs staff is coordinating and consulting with Caltrans on all projects to assess VMT. As projects are being developed, staff will evaluate and incorporate multimodal aspects, equity, and evaluation of VMT mitigation measures. Moreover, Highway Programs was awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA that could be applied to projects. This study is currently in progress. Updates will be provided to the Board.</p>

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11	<p>Replace the use of Level of Service (LOS) with VMT reduction as a criterion in all funding decisions. Coordinate with Caltrans to ensure that Metro's application of VMT performance criteria is consistent with Caltrans</p>	<p>Caltrans; Metro Environmental Compliance &amp; Sustainability Department; Shared Mobility Department</p>	<p>Ongoing</p>	<p>Statewide implementation of SB743 took effect on July 1, 2020. Highway Program staff has been coordinating and consulting with Caltrans on all projects to conduct VMT analysis and determine the impacts of projects and the required mitigation. Staff may also run parallel LOS analysis for informational purposes and determination of performance of State Highways in Los Angeles County.</p> <p>In June 2021, Metro Highway Programs received a grant from the State of California to develop a VMT mitigation program. Metro staff will meet with regional and statewide stakeholders to analyze and demonstrate the validity of various VMT quantification tools and mitigation options including Transportation Demand Management programs, complete street elements, public transit connections, park and ride lots and other improvements. Final findings and recommendations will be published and reported to the board at the conclusion of the 2-year grant effort.</p>
12	<p>Ensure that all discretionary funding programs, including Multiyear Subregional Programs, conform to Metro's Complete Street Policy, which requires all funding recipients to have locally adopted complete street policies. Provide additional technical assistance to local jurisdictions to support compliance, if needed.</p>	<p>Local agencies - including Caltrans when work is on a State conventional highway</p>	<p>1-2 Years</p>	<p>Metro Board, via Motion 17, "Modernization of Highway Programs", allowed flexibilities in the use of the Measures R and M subregional highway funds to be invested in active transportation and other non-highway projects as long as those projects contribute to congestion relief and mobility improvements. The Board emphasized that those investments on alternative transportation projects were permissive and not mandatory (File# 2021-0467).</p> <p>Metro's Planning staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program, and the Complete Streets Act of 2008. As of the date of this report, approximately, 58 of 89 LA County jurisdictions are in compliance. This recommendation will be further addressed when staff undertakes an update to the 2014 Complete Streets Policy.</p> <p>Complete Streets with full funding within the footprint of Metro's upcoming highway improvement projects may be combined with Metro's projects for development and implementation.</p>

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13	Require the use of a complete streets checklist for all Metro-funded projects, consistent with Metro's Complete Streets Policy	Countywide Planning	1-2 Years	<p>Upon adoption of the final recommendations for "Modernization of Highway Programs" and final guidelines defining the flexibilities in investing subregional highway funds in alternative transportation projects, the Board emphasized that those investments are permissive and not mandatory (File#2021-0467).</p> <p>Metro's complete streets planning staff will continue to work with local jurisdictions to ensure adoption of local complete streets policies. New projects, as they are developed can consider or include complete streets elements for added mobility benefits. This recommendation will be further addressed when staff undertakes an update to the 2014 Complete Streets Policy.</p>
14	Establish aggregate countywide VMT reduction objectives consistent with statewide regional greenhouse gas emissions targets and ensure funding decisions support the attainment of countywide targets.	Environmental Compliance & Sustainability Department	2-3 Years	<p>Highway Programs staff was awarded a Caltrans Sustainable Communities Grant to develop a VMT mitigation framework in line with CEQA. Highway Programs staff in collaboration with Metro's Environmental Compliance and Sustainability Dept staff, other agencies, COGs, Caltrans District 7, other self-help counties, and subject matter experts/consultants will complete this study by 2024 and publish the study's findings and recommendations. All recommendations agreed to and adopted by the State will be used in development of the future highway improvement projects.</p>
15	Develop comprehensive performance evaluation methods for arterial streets, including mobility, safety, health/sustainability, and equity, and assist local governments with data collection.	Local agencies, county of Los Angeles, Metro Environmental and Sustainability, Office of Race & Equity; Shared Mobility Dept; Caltrans for projects on conventional highways.	Ongoing	<p>Highway Programs Staff has developed subregional arterial data resources that have been shared with and used by local agencies. As a consequence of traffic build up in Los Angeles County, inadequacy of the capacity of the State highway system, escalating recurring and non-recurring congestion, and the recent restrictions on major capacity enhancements/operational improvements on the State Highway System, traffic spillage onto the local streets/arterials continues to occur. Wayfinding navigation platforms direct traffic through local streets and neighborhoods bringing noise and air contamination deeper in local communities. Highway Programs staff will continue working within relevant Metro departments and the local agencies to identify problem areas across the County and prioritize investments in operational improvements to channelize and control traffic on local streets.</p>

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16	Engage with Caltrans in the development of SB743 guidelines to responsibly transition highway planning from LOS to VMT.	Relevant Metro departments; Caltrans for projects on the State highway system.	Ongoing	Statewide implementation of SB743 took effect on July 1, 2020. Highway programs staff is coordinating and consulting with Caltrans on all upcoming highway improvement projects to assess changes in VMT and identify the appropriate mitigation measures. Metro Highway Programs and ECSD staff are working specifically on CEQA analysis to ensure least impactful effects of SB743 on Metro efforts. Additionally, Metro Highway Programs is exploring the most effective ways of addressing VMT and running impact analysis via a current study funded by the State of California, a panel of experts comprised on Metro, Caltrans District 7 and headquarters, other agencies, consultants and transportation advocacy groups will be engaged in this study.
17	Research and promote best practices for emerging/increasing uses of arterial streets including first/last mile delivery, curb management, bus transit priority, micro-mobility, and active transportation, including TDM best practices to support emerging modes and/or trip reduction	Countywide Planning	Ongoing	Highway Programs staff will coordinate with various Metro departments and local agencies to assist in the development of practical and beneficial priorities and solutions to the use of local streets to balance the capacity of the infrastructure and the transportation demand. Staff will continue to leverage the Arterial ITS Subcommittee of the Streets & Freeways Committee, SCAG, COG forums, business improvement districts and municipal transit operators to promote best practices. Proper use of the local streets and arterials is critical to maintaining countywide system mobility without creating barriers that would shift the traffic problems to other locations.
18	Offer technical assistance to local jurisdiction on incorporating emerging highway/arterial TDM best practices into their General Plan's Circulation Element.	Relevant Metro departments based on the scope of the project; staff of local agencies affected by the project; Caltrans for projects on the State highway system.	Ongoing	Highway Programs Staff has developed subregional arterial data resources, and procured technical services to assist local governments in development of highway/arterial projects. Currently, highway staff has developed projects for the Cities of Whittier, South Gate, Carson, Compton, Hermosa Beach, San Gabriel and other jurisdictions.  Additionally, through the development of the Sustainable Communities Grant, VMT reduction strategies (including TDM) will be evaluated. Staff will pursue and encourage accurate identification of local and regional traffic demand, determination of the effectiveness of various modal investments, development of effective incentive programs, and other credible and practical information, measures, and investments leading to reduction in the use of cars and single driver vehicles. Staff will work with local agencies to correctly identify the issues and potential effective solutions, and support or assist in funding and/or development of viable local projects, and other collaborative work that would help the local agencies to contribute to local and regional mobility.

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<p>19</p> <p>Maintain the confidence of LA County voters by continuing to advance projects programs included in the Measure R and Measure M expenditure plans.</p>	<p>Relevant Metro departments based on the scope of the project; staff of local agencies affected by the project; Caltrans for projects on the State highway system.</p>	<p>Ongoing</p>	<p>Highway Programs Staff work directly with most of the 88 cities in the county, and all the councils of governments (COG) with arterial or highway Measure R and M programs. Staff assist cities in the development, implementation, and advancement of voter-approved projects and programs in the expenditure plans. In total, there are over 400 active projects that are in various phase of development. Metro staff will provide technical assistance to local agencies for expeditious implementation of local projects funded by Metro. Staff also continues its collaboration with Caltrans, COGs and JPAs to develop and complete effective regional transportation mobility improvement projects.</p> <p>Highway Programs has assumed responsibility the development of a number of local projects on behalf of local agencies – at their request. These projects will be advanced through final design by Metro and will be handed over to the local cities for construction. This practice will accelerate the realization of investment benefits, improve local mobility, enhance the cities infrastructure, preserve the time value of funds, create a steady job market, and fulfill the goals and promises of Metro's sales tax measures.</p> <p>Post-implementation evaluations will be conducted to validate the expected outcomes as well as the trust and confidence of the LA County voters. Metro has taken the lead to develop and advance the following projects, SR57/60 Interchange Improvements, Soundwalls in the City of South Gate, I-405 Auxiliary Lane Improvements, I-605 South off-ramp improvements, I-5 North Managed Lane Improvements, and other various regional and subregional projects.</p>