

**Attachment D – Motion #25: Developing an Active Transportation Finance Strategy**

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**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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