



**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 16, 2005**

**SUBJECT: STATUS REPORT ON 2005 LONG RANGE TRANSPORTATION PLAN
UPDATE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file status report on the development of the 2005 Long Range Transportation Plan (LRTP) for Los Angeles County.

ISSUE

Staff is initiating a minor update to the 2001 Long Range Transportation Plan that honors past Board commitments and serves as the primary transportation planning tool to guide further transportation investments throughout Los Angeles County through 2030. The LRTP will also address significant changes that have occurred since the 2001 LRTP, including growth patterns, the latest technical assumptions, and the uncertain transportation funding environment.

BACKGROUND

As the state-designated transportation planning and programming agency for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) proactively develops a long range vision of the transportation system based on the financial resources that will be available. The LRTP defines a comprehensive and balanced, multi-modal transportation system that reflects both regional needs and local concerns. The LRTP ensures that Metro's long-range priorities are included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan, thereby making them eligible for federal funding. This update will be incorporated into SCAG's upcoming 2007 Plan.

Performance Measures

The 2005 LRTP will focus on identifying investments that support quality of life objectives through a performance-based evaluation process. Consistent with these goals, the following

quantitative performance measures would be used to evaluate the benefits of plan alternatives:

Mobility

Mobility Index – measures person flow in the transportation system (avg. vehicle occupancy multiplied by speed);

Highway Speed – measures the reduction in highway delay;

Mode Share – measures the proportion of person trips in drive-alone, carpool, and transit categories.

Economy

Cost Effectiveness – measures the cost per hour of travel time savings;

Economic Benefits – measures the increased economic activity that accompanies the capital investments in transportation infrastructure.

Job Creation – measures the full time job forecast as a result capital investments in transportation infrastructure.

Air Quality

Air Quality Index – measures the total mobile source pollutant emissions.

Environmental Justice

Transit Accessibility (Title VI) Index – measures the percent of population which can arrive at their work place within 1 hour via transit; and

Impact on Transit Dependent/Minority Communities – examines mobility and accessibility impacts on areas with high transit dependent and minority populations.

These quantitative performance criteria are also consistent with those applied by the Federal Highway Administration, the Federal Transit Administration, and SCAG for regional transportation studies.

Baseline Project Definition

One of the first steps in developing the Long Range Transportation Plan is to establish a definition for Baseline projects for modeling purposes. Baseline projects are those major capital highway and transit projects that have Board commitments and will be completed by 2030. Such projects have been previously evaluated for their performance in the 2001 LRTP and are not re-evaluated or re-prioritized through the 2005 LRTP performance evaluation process. In essence, these capital projects are the foundation upon which the plan is built.

The definition of Baseline Projects are those major highway and transit projects that have one or more of the following actions:

- All projects that are operational by December 2004.
- All projects that are under construction.
- Projects adopted by the Board for programming (i.e., Transportation Improvement Program and prior Call for Projects).
- Projects adopted by the Board through the 2003 Short Range Transportation Plan, as amended by the September 2004 Board adopted acceleration plan.

Attachment A identifies new major capital highway and transit baseline projects that are added to the baseline system.

Beyond the baseline, new capital projects are added to the Plan based on their performance and the availability of funding. Alternative scenarios are developed to respond to the performance gaps and system deficiencies. These scenarios are then evaluated to determine which could best meet the goals of the plan. Finally, a financially constrained plan will then be proposed for Board consideration, which maximize system performance within available funding. These projects will be the basis of the draft LRTP.

Schedule

The following reflects the work schedule for developing the Long Range Transportation Plan update:

- December 2004 – Performance Measures and Baseline Assumptions
- March 2005 – Complete baseline modeling for 2004 base year and 2030 forecast year (with no new projects)
- July 2005– Complete alternatives analysis (2 scenarios)
- October 2005– Final plan recommendation
- December 2005– Complete draft plan
- January 2006 – Board approval to release draft plan for public review.


NEXT STEPS

Staff will continue to develop the technical transportation model and financial analyses needed to establish the 2030 baseline scenario. Staff will use a performance-based approach to identify a recommended long range transportation program for the Board's consideration. During this work effort, staff will provide the Board with status reports upon completion of major work plan activities, providing the Board the opportunity to comment on the plan as it develops. A Draft LRTP is planned for completion by the end of 2005.

ATTACHMENT

A. 2030 Baseline Capital Project List

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ATTACHMENT A

2005 LRTP Update
2030 Baseline Projects

HIGHWAY PROJECTS
<i>Project Description</i>
September 2004 Accelerated Plan
I-405 / US-101 Connector Widening
I-10 Carpool Lanes: Baldwin Ave to I-605
I-405 Carpool Lanes: Century Blvd to SR-90
SR-57/SR-60 Carpool Lanes Direct Connectors
US-101 Fwy and Ramp Realignment at Center St
I-405 (SB) Carpool Lanes: Waterford St to I-10
I-405 Carpool Lanes: SR-90 to I-10
I-5 Carpool Lanes: SR-118 to SR-14
I-405 / US-101 Connector Gap Closure
SR-60 Carpool Lanes: I-605 to Brea Cyn Rd
I-405 (NB) Carpool Lanes: Greenleaf to Burbank
I-5 Carpool Lanes: SR-170 to SR-118
I-10 Carpool Lanes: I-605 to Puente Ave
I-5 Carmenita Road Interchange Improvement
I-5 Valley View Interchange Improvement
I-5 Carpool & Mixed Flow Lanes: I-605 to OC Line
SR-14 Carpool Lanes: Pearblossom Hwy to Ave P-8
I-710 Frwy Improve: PCH - Downtown Long Beach
I-5 / SR-14 Carpool Lanes Direct Connector
Alameda Corridor East (completion of Metro's 17% local match for both phases)
I-5 Carpool Lanes: SR-134 to SR-170
Other Baseline Projects
SR-90 Freeway Extension

TRANSIT
<i>Project Description</i>
September 2004 Accelerated Plan
Eastside Light Rail Transit: Union Station to Pomona / Atlantic
Exposition Light Rail Transit: 7th/Metro to Culver City
Metro Orange Line: North Hollywood to Warner Center
Wilshire Metro Rapid to Western, Rapid Transitway from Western to Santa Monica
Crenshaw Corridor Transitway (Initial Improvements)
San Fernando Valley North-South Rapidway (Phase I)
Gold Line Extension: Sierra Madre Villa to Azusa (Citrus station) PE
Other Baseline Projects
Metro Rapid: Implement 28 lines
Metro Bus Fleet of 2,259 Muni Fleet of 1,395
Metrolink Expansion