

**Metro**

Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2009****SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN FOR
LOS ANGELES COUNTY****ACTION: ADOPTION OF 2009 LONG RANGE TRANSPORTATION PLAN****RECOMMENDATION**

Approve the following actions for the 2009 Long Range Transportation Plan (LRTP) for Los Angeles County:

- A. Approve the assumptions and updated financial forecast that supports the 2009 LRTP for Los Angeles County;
- B. Approve Recommended Plan and Strategic Plan projects and programs as shown in Attachment B for inclusion in the 2009 LRTP document;
- C. Adopt the resolution in Attachment C which adopts the 2009 LRTP for Los Angeles County; and
- D. Adopt Board policy that the 3% local jurisdiction contribution to transit corridor projects where indicated in the Measure R Expenditure Plan be committed prior to moving forward with same transit corridor projects.

ISSUE

The Draft 2008 LRTP was completed in mid-March 2008 and circulated for public comment for a 45-day public review period from March 12 through April 28, 2008. Upon consideration of public comments, the Draft 2008 LRTP was submitted for Board action on June 26, 2008. At this meeting, the Board voted to defer action on the Draft 2008 LRTP until after the November 2008 General Election outcome of Measure R. This is the first update of the LRTP since 2001.

POLICY IMPLICATIONS

LACMTA is responsible for transportation planning and programming in Los Angeles County, in accordance with Government Code Section 130051. The purpose of the LRTP is to set the long-term direction necessary to proceed with project planning, design and engineering for projects that are candidates for future programming. State and federal transportation agencies require the LRTP to cover a minimum twenty-year period. Staff will continue to work with the Southern California Association of Governments (SCAG) to amend the 2008 Regional Transportation Plan (RTP), if necessary, to ensure

consistency between the Final 2009 LRTP and SCAG's RTP which was adopted in May 2008.

FINANCIAL IMPACT

The 2009 LRTP is a strategic guide for planning and programming short term and very longer term projects and programs without over-committing the funds forecasted to be available. The 2009 LRTP financial forecast is intended to show our potential capital program funding partners, at state, federal and local levels, that we have the resources to meet our financial commitments going forward to the Plan's 2040 horizon date. Some slight variations in near-term funding commitments are not unusual in a 35-year financial forecast. We will have to monitor, however, every few years how short-term fluctuations in costs and revenues are impacting the overall LRTP program.

The 2009 LRTP establishes priorities for projects and programs estimated at approximately \$206.4 billion. The higher figure is due to the passage of Measure R and the addition of ten years into the planning period from FY 2031 to FY 2040. Services, programs and projects approved through the LRTP will require further Board approvals at key milestones in the project development process, leading up to service, program and project implementation.

To complete the plan and achieve the project schedules as described in this report, several Board or other actions are assumed going forward, as follows:

- National economic recovery efforts will need to be successful. Metro's overall financial health is closely tied to retail sales due to the 1.75% sales tax receipts that we now receive from the Transportation Development Act, Proposition A, Proposition C, and Measure R. While the plan assumes that actual sales taxes growth will be $\frac{1}{2}$ % negative in FY 2009 and only $2\frac{1}{2}$ % in FY 2010, we also assume that national economic recovery efforts will be successful by FY 2011, when we return to using an economic projection of retail sales growth provided by the UCLA Anderson School of Business. On the cost side of the plan, we assume lower project cost growth than in the previous Draft Plan due to the slowdown in commodities, surety, and energy prices. Specifically, we use 4% cost growth assumptions through FY 2014 and then 3% annual growth thereafter.
- The Proposition C 25% and Proposition C 10% debt policy caps that the Board established previously will be raised from 60% to 75% and from 40% to 50%, respectively. While similar assumptions have been made in the past and were ultimately not necessary due to project delays unrelated to funding, we believe that the Board will need to raise the caps as early as FY 2015 (Proposition C 25%) or FY 2019 (Proposition C 10%) based on the current financial forecast in this 2009 LRTP.
- Additional leveraged funding assumptions included in Measure R are added to the LRTP, including \$6.4 billion in additional transit project funds from local, state, and federal sources combined. The first portion of these leveraged transit funds may come from the State's High Speed Rail Bond and federal Economic Recovery

legislation. Other funds are assumed to be made available include, but are not limited to, a 3% local contribution requirement for transit projects, State Transit Assistance funds, additional Federal Transit Administration New Starts funds, and a limited amount of borrowing of Measure R bond proceeds. As with the Economic Recovery funds, it is not necessary to secure the exact fund type assumed here to succeed. As we work with local, state, and federal organizations to determine the exact source of funds, we can update funding strategies to accommodate the different approaches that might be necessary. Limited bonding of Measure R bond proceeds were used to meet forecasted short term annual cash flow problems encountered in the peak construction years of the transit capital program.

- A 33% “Fare Recovery Ratio” between Metro transit fare revenues and transit operating costs is achieved by FY 2015 and then maintained by periodic fare structure adjustments or cost savings throughout the entire plan period through 2039. The assumption used indicates that the transit rider will be paying for one-third of the operating cost to provide transit services on the Metro system. Metro sales tax or other revenues will be used to subsidize only two-thirds of the transit operating costs. Achieving this ratio will require a combination of strategies such as reducing unproductive service, achieving operating efficiencies, and increasing operating revenues.

Increases to Financial Assumptions since Draft 2008 LRTP

In January 2008, the Board released the Draft 2008 LRTP for public review. Since January 2008, several developments have occurred that may impact the financial forecast and projected costs and revenues contained in the 2009 LRTP. First, in November 2007, the Board modified the annual fare units calculation used in the Formula Allocation Procedure (FAP) for LADOT. The modification defined LADOT’s annual FAP subsidy based on a \$0.90 base fare for express services and \$0.25 for DASH services and funded from the Prop A40% Discretionary Growth Over Inflation. The result of this action will increase the annual FAP subsidy by \$7.5 million beginning in FY2008 and represents an increase of \$204 million in LRTP costs through the 2030 horizon date.

Second, in April 2008, the Board provided bridge funding for Los Angeles County transit operators to support their eligible transit system safety, security and disaster response capital projects as established in the 2008 State Proposition 1B Transit Security Program. This represents an increase of \$14.8 million for the life of the state bond program.

Third, at the May 5, 2008 Workshop, the Board did not implement some of the service reductions that were anticipated in the 2008 LRTP, and used one-time revenues to backfill the savings projected for 256,000 revenue service hours in FY 2009. This action represents an increase of \$782 million in LRTP costs, unless future additions in cost savings or revenues are identified.

Fourth, in both March and May 2008, the Board increased funding for Caltrans support costs for six projects in the highway program: Carpools on the I-5 (from SR-170- SR -18), I-5 (from SR-91/I-605), I-10 (From I-605- Puente), the 5/14 Connector, the I-5/Carmenita

Interchange, and SR-138 (from 175th to Largo Vista). These cost increases reduce the 2008 LRTP freeway escalation reserve (Freeway Contingency) amount by \$160 million.

ALTERNATIVES CONSIDERED

The Board can approve the staff recommended 2009 LRTP, or may choose a different combination of projects and programs that the Board believes better meets the future mobility needs of Los Angeles County.

DISCUSSION

Over the last three years, staff has developed a LRTP to identify multi-modal projects and programs that are recommended for funding over the thirty-five year period from FY 2005 through 2040. The 2009 LRTP identifies projects and programs estimated at approximately \$206.4 billion to be funded from federal, state and local revenue sources.

The 2009 LRTP is also consistent with the 2001 LRTP recommendations for a balanced transportation program (i.e., highway, transit, non-motorized forms of transportation), with an emphasis on public transit to help meet growth in travel. This “balanced plan” approach optimizes the multi-modal performance of a mix of projects and programs while being financially constrained. In developing the 2001 LRTP recommendations, various countywide alternatives were evaluated using the transportation demand model. These alternatives consisted of different strategies for meeting future travel demand and were evaluated for their mobility benefit.

The 2009 LRTP also addresses significant changes that have occurred since the 2001 LRTP, including growth patterns, the latest technical assumptions, climate change issues, and the uncertain transportation funding environment. The LRTP is a key element of our planning process, as it proactively identifies transportation needs and challenges that Los Angeles County will face through 2040. The LRTP is periodically updated to ensure that transportation decisions are based on a plan that contains current data and assumptions.

Background

In January 2008, the Draft 2008 LRTP was presented to the Board and reflected an update to the LRTP financial assumptions. This update identified a substantial shortage of transportation funds for Los Angeles County, and that a lack of revenues from traditional funding sources combined with a significant spike in construction costs meant the Draft 2008 LRTP was unable to fund any additional projects beyond those funded in the 2001 LRTP.

Within this context, the Draft 2008 LRTP set the stage for identifying new innovative funding options for generating new revenue that would help fully implement the Constrained Plan (funded) projects on an optimal schedule and potentially fund some additional Strategic Projects (unfunded). Some options included pursuing opportunities such as public-private partnerships, tolls/congestion pricing, and a countywide

congestion mitigation fee. At this meeting, the Board approved the preliminary recommendations for the Draft 2008 LRTP and release of the Draft in March 2008 for a 45-day public review period.

Once the Draft 2008 LRTP and its companion Technical Document were released for public review from March 12 through April 28, 2008, an extensive local outreach process was initiated. Forty-two outreach meetings were held from February 14 through April 30, 2008. These meetings covered all nine sub-regional COG governing boards and their respective subcommittees, Metro Technical Advisory Committee and respective subcommittees, and numerous public and private stakeholders. Seven community meetings were held across the County between March 26th and the close of the public comment period on April 23.

Upon consideration of public comments, the Draft 2008 LRTP was submitted for Board action on June 26, 2008. At this meeting, the Board voted to defer action on the Draft 2008 LRTP until after the outcome of the November 2008 General Election. At the same meeting, the Board voted to place a ½-cent sales tax initiative to fund transportation investments in Los Angeles County on the November 4, 2008 ballot.

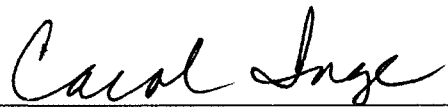
NEXT STEPS

Upon Board adoption of the 2009 LRTP, a final LRTP document will be prepared incorporating Board actions. This document will be made available for public distribution in April 2009. It should be noted, however, that approval of the 2009 LRTP does not constitute final Board action on individual projects. Projects will return to the Board for further action at key milestones in the planning, environmental and project development process. Based on the type of funding outlined in the financial plan assumptions, staff will conduct the appropriate state or federal environmental process. The 2009 LRTP was developed as a flexible, living planning document that has the ability to respond to changes through the normal LACMTA planning process, as well as to be regularly updated every three to five years to reflect current conditions. Finally, we are working closely with Southern California Association of Governments (SCAG) to ensure the 2009 LRTP is incorporated into SCAG's 2008 Regional Transportation Plan for the six-county Southern California region.

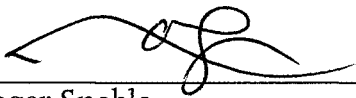
ATTACHMENTS

- A. 2009 LRTP Financial Forecast Update
- B. 2009 LRTP Projects and Programs (Funded and Strategic)
- C. 2009 LRTP Resolution

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L RTP Financial Forecast Update

ATTACHMENT A

- Incorporated updated cost and revenue assumptions
 - Extended timeframe from 2030 to 2040
 - Board actions affecting costs
 - Economic downturn
 - Revenues revised downward in near term
 - Project cost escalation also revised downward
 - Measure R
 - New sales tax revenues, services, & projects added
 - Added leveraged Federal and Local funds
 - No leveraged State funds added, but existing funds are not cut
 - Fare assumptions changed per Measure R

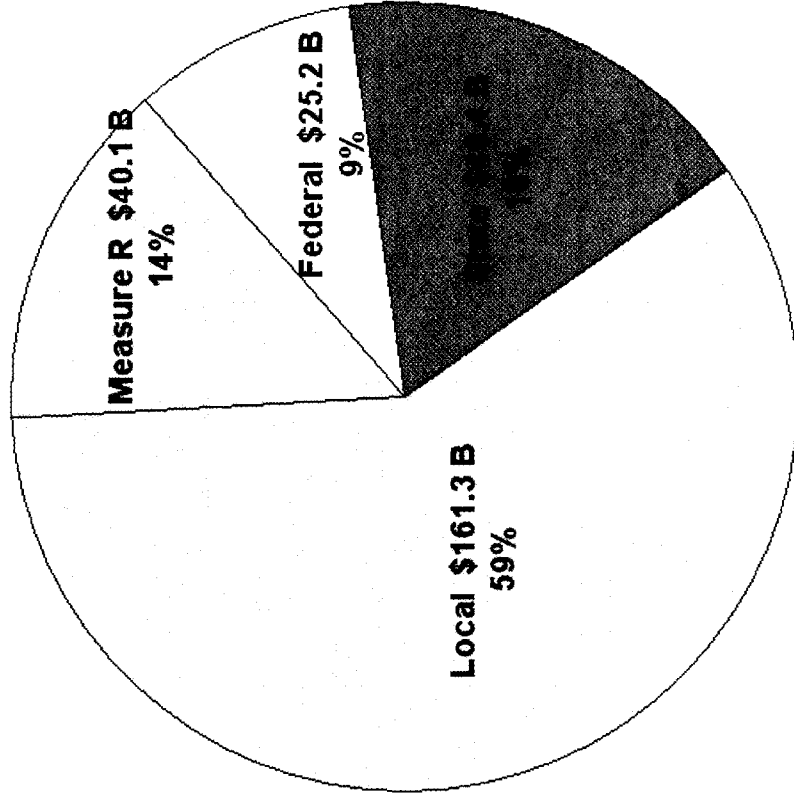
L RTP Financial Forecast Update

- New capital escalation rate assumptions
 - 4% annually through FY 2014
 - 3% annually thereafter
- Revenue assumptions
 - Revised sales tax forecast to reflect recession and subsequent recovery
 - Assumes 33% farebox recovery ratio by 2015 and maintains it thereafter
 - Approved fare increase deferred one year until FY 2011
 - Student, Senior, Disabled, & Medicare fare freeze to FY 2013
 - State Transit Assistance fund forecast lower
 - Only Prop. 42 STA continues, No spillover
 - Added assumed Federal discretionary funds
 - 3% local contribution from cities for Measure R projects

L RTP Financial Forecast Update

ATTACHMENT A

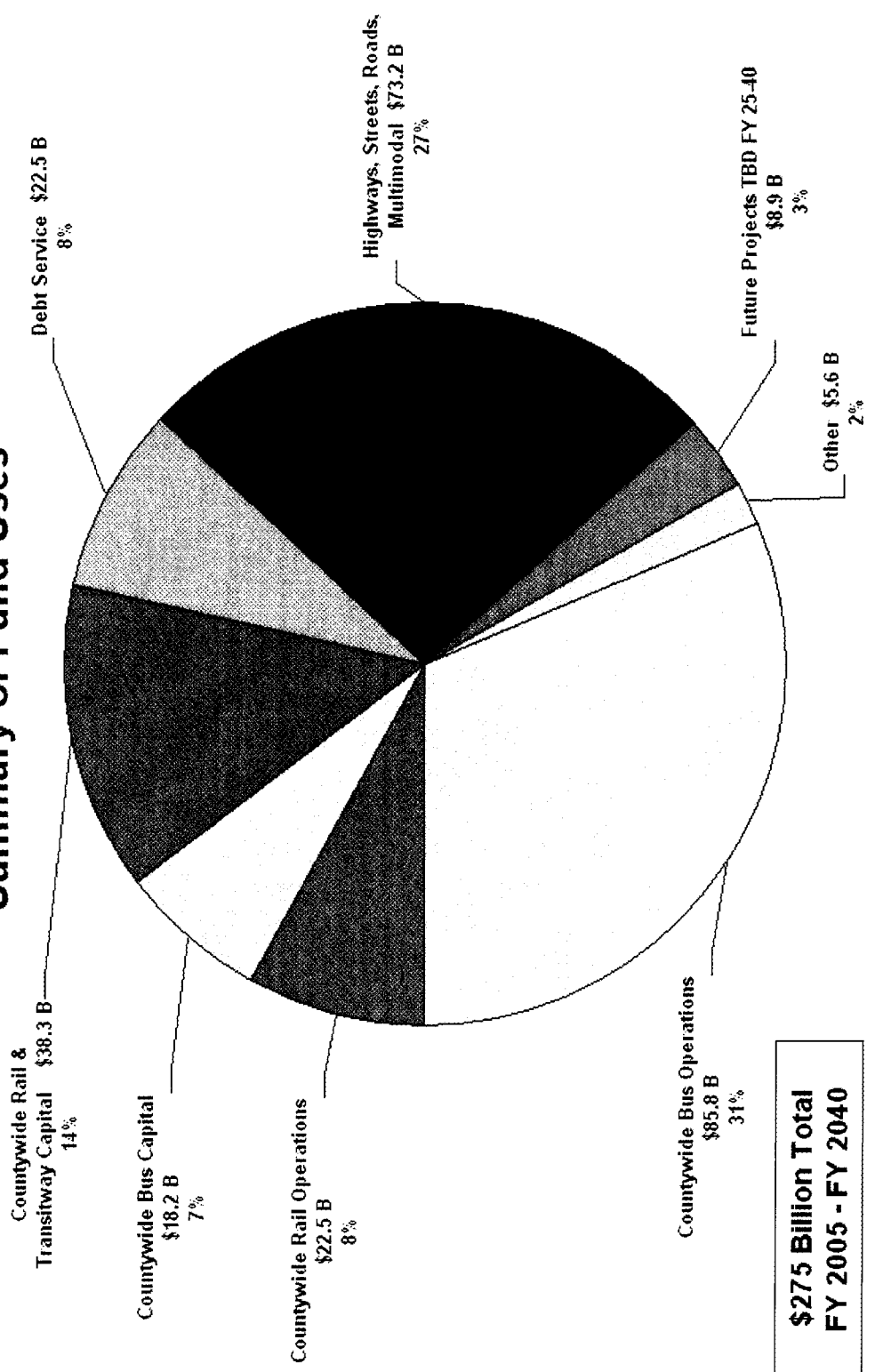
Metro Long Range Transportation Plan Update 2040 Baseline, January 2009 Summary of Fund Sources



**\$275 Billion Total
FY 2005 - FY 2040**

L RTP Financial Forecast Update

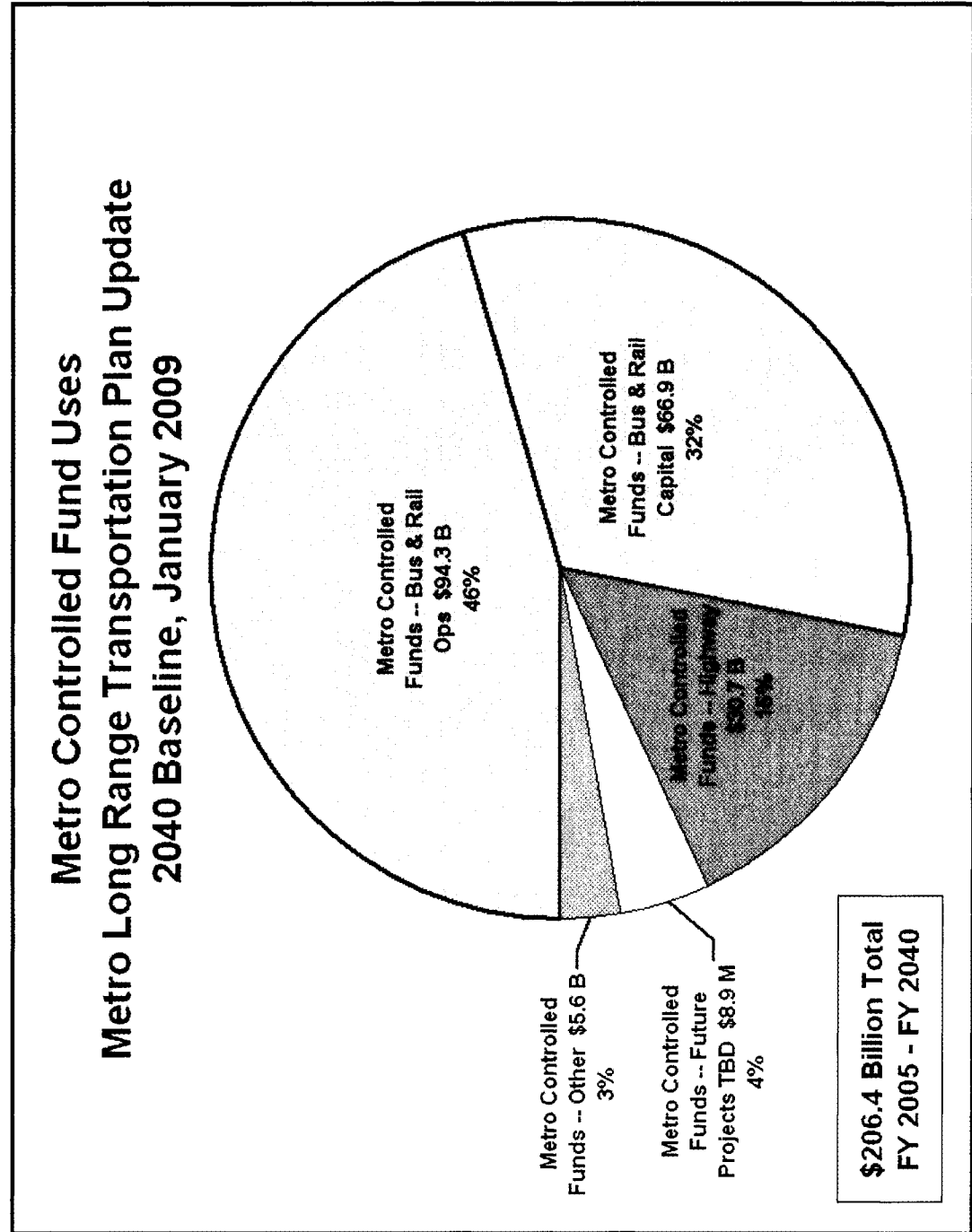
Metro Long Range Transportation Plan Update 2040 Baseline, January 2009 Summary of Fund Uses



**\$275 Billion Total
FY 2005 - FY 2040**

L RTP Financial Forecast Update

With Measure R, about 75% of LA County's public transportation investment is Metro controlled



L RTP Financial Forecast Update

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Summary of Fund Changes Since Last Update FY 2005-2030 (billions)

Revenue Source/Use	Prior Forecast (Jan '08)	Current Forecast (Jan '09)	Change ('08 – '09)	Percent Change
Sources	\$ 152.5	\$ 175.2	\$ 22.7	14.9%
Uses	\$ 152.5	\$ 175.2	\$ 22.7	14.9%
Surplus/(Deficit)	\$ 0	\$ 0	\$ 0	

L RTP Financial Forecast Update

ATTACHMENT A

Sources Assumption Changes Since Last Update FY 2005-2030 (billions)

Source	Prior Forecast (Jan '08)	Current Forecast (Jan '09)	Change ('08 – '09)	Percent Change
Local	\$ 98.8	\$ 121.8	\$ 23.0	23.3%
State *	\$ 37.1	\$ 35.3	(\$ 1.8)	(4.9%)
Federal	\$ 16.6	\$ 18.1	\$ 1.5	9.0%
Total	\$152.5	\$ 176.4	\$ 22.7	14.9%

* Decrease in State sources due to STA reductions

L RTP Financial Forecast Update

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Local Revenue Changes, FY 2005-2030 (billions)

Local Revenue Source	Prior Forecast (Jan '08)	Current Forecast (Jan '09)	Change ('08 – '09)	Comments
Props A, C, and TDA	\$ 68.3	\$ 67.9	(\$ 0.4)	Near-term economic downturn and subsequent recovery
Measure R	\$ 0	\$ 23.3	\$ 23.3	Consistent w/ Prop. A & Prop. C Forecasts
Other	\$ 30.5	\$ 30.6	\$ 0.1	3% local contribution assumed in Measure R, more bonding, fare revenues from new projects
Total	\$ 98.8	\$ 121.8	\$ 23.0	

L RTP Financial Forecast Update

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State Revenue Changes, FY 2005-2030 (billions)

State Revenue Source	Prior Forecast (Jan '08)	Current Forecast (Jan '09)	Change ('08 – '09)	Comments
RIP (STIP)	\$ 4.6	\$ 4.6	--	No change
STA	\$ 4.5	\$ 2.8	(\$ 1.7)	State Deficit Impacts
Other*	\$28.0	\$27.9	(\$ 0.1)	Addition of High Speed Rail Bonds; Minor decreases in Prop 1B & TCRP
Total	\$37.1	\$35.3	(\$ 1.8)	

* Such as City/County subventions, Caltrans operations and maintenance and Prop 1B.

L RTP Financial Forecast Update

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Federal Revenue Changes, FY 2005-2030 (billions)

Federal Revenue Source	Prior Forecast (Jan '08)	Current Forecast (Jan '09)	Change ('08 – '09)	Comments
CMAQ	\$ 2.6	\$ 2.6	–	No change
New Starts	\$ 1.7	\$ 2.9	\$ 1.2	Added Measure R Leveraging
Other	\$ 12.3	\$ 12.6	\$ 0.3	Small Starts and misc federal grants
Total	\$ 16.6	\$ 18.1	\$ 1.5	

L RTP Financial Forecast Update

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Countywide Usage Changes Since Last Update FY 2005-2030 (billions)

Use	Prior Forecast (Jan '08)	Current Forecast (Jan '09)	Delta ('08 – '09)	% Chg	Comments
Transit Ops	\$ 63.4	\$ 66.6	\$ 3.2	5.0%	Board approved plus Measure R
Transit Capital	\$ 24.7	\$ 36.1	\$ 11.4	48.2%	Measure R
Highway/ Multimodal	\$ 46.4	\$ 52.7	\$ 6.3	13.4%	Measure R
Debt Service and Other	\$ 18.0	\$ 17.3	(\$ 0.7)	(3.9%)	Reduced need for debt to finance Rail Capital due to Measure R
Future Projs. FY 22-30	\$ 0.0	\$ 2.6	\$ 2.5	100%	\$0.5 B Measure R used after FY 30; \$2.1 B Prop C 40%
Total	\$ 152.5	\$175.2	\$22.7	14.9%	

Measure R Assumptions

- 35% Transit Capital Sub-fund
 - \$123 M of interest earnings on annual balances
- Sub-regional equity assumptions
 - Expo Phase II Measure R assumed to be freed up by Prop. C 25% funds are used for subway and first leg of Crenshaw
 - Measure R funds freed up from San Fernando Valley North-South project reserved for San Fernando sub-region
 - Interstate 5 Measure R funds in Gateway sub-region transferred to West Santa Ana Branch transit project

Measure R Assumptions - continued

ATTACHMENT A

- 20% Bus Operations
 - 250,000 added revenue service hours previously approved by the Board
 - 200,000 (3%) revenue service hours added by 2030, beginning with 50,000 in FY 2017
- 20% Highway Capital Sub-fund
 - Scope and schedule is to be determined
 - Process with Caltrans has been initiated
- 2% Metro Rail Capital System Improvements Fund
 - Short term borrowings from FY 2014 – FY 2019

2009 Plan Baseline Transit Projects

ATTACHMENT A

Project Description	Est. Cost as of Jan '08	Est. FY Open (Jan '08)	Est. FY Open (Measure R)	Est. Escalated Cost as of Jan '09	Est. FY Open (Jan '09)
Eastside LRT	\$ 899 M	2010		\$ 899 M	2010
Exposition LRT Ph I to Culver City	\$ 862 M	2010		\$ 862 M	2011
Exposition LRT Phase II to Santa Monica (alternative is TBD, cost will depend on alternative selected)	\$ 1,100 M to \$ 1,632 M	2016	2013-15	\$1,646 M	2015
Wilshire Boulevard Bus Rapid Transit (BRT)	\$ 200 M	2026		\$ 124 M	2015
Crenshaw Corridor (mode is TBD) BRT or LRT Seg 1- 1 mile, Green Line to LAX Seg 2- 7.3 mile	\$ 685 M to \$ 1,057 M	2021 2025	2016-18	\$ 443 M \$2,004 M	2018 2029
San Fernando Valley North/South Phase I (Canoga) Phase II (East)	\$ 298 M \$ 187 M \$ 111 M	2016 2026	2014-16	\$ 323 M \$ 223 M \$ 100 M	2013 2013

2009 Plan Measure R Transit Projects

ATTACHMENT A

Project Description	Est. Cost as of Jan '08	Est. FY Open (Jan '08)	Est. FY Open (Measure R)	Est. Escalated Cost as of Jan '09	Est. FY Open (Jan '09)
Eastside Light Rail Access	-	-	2013	\$ 30 M	2013
Gold Line Foothill Extension	-	-	2015-17	\$ 905 M	2017
Green Line Extension to LAX (first segment will be completed as part of the Crenshaw Corridor project)	-	-	2015-28	\$ 300 M	2018 – 2022 (depending on LAX contribution)
Westside Subway Extension Segment 1 to La Cienega Segment 2 to Century City Segment 3 to Westwood	-	-	2034-36	\$ 2,350 M \$ 2,597 M \$ 1,497 M	2019 2026 2032
Regional Connector	-	-	2023-25	\$ 1,158 M	2018
Gold Line Eastside Extension	-	-	2033-35	\$ 2,845 M	2037
Green Line Extension: Redondo Beach Station to South Bay Corridor	-	-	2033-35	\$ 570 M	2035
SFV I-405 Corridor Connection	-	-	2038-39	\$ 2,420 M	2038
West Santa Ana Branch Corridor	-	-	2025-27	\$ 405 M	TBD ¹⁵

2009 Plan Baseline Highway Projects

ATTACHMENT A

Project Description	Est. Cost as of Jan '08	Est. FY Open (Jan '08)	Est. Cost as of Jan '09	Est. FY Open (Jan '09)	Status (Jan '09)
Interstate 405 Carpool Lanes from I-105 to SR-90	\$ 50.0 M	Open	\$ 50.0 M	Open	Open
State Route 57/State Route 60 Carpool Lane Direct Connector	\$ 70.5 M	Open	\$ 70.5 M	Open	Open
US-101 Freeway & Ramp Realignment to Center St.	\$ 40.9 M	Open	\$ 40.9 M	Open	Open
Interstate 405 Carpool Lane Northbound from Greenleaf St. to Burbank Blvd.	\$ 6.4 M	Open	\$ 6.4 M	Open	Open
State Route 14 Carpool Lanes from Pearblossom Hwy. to Ave P-8	\$ 40.8 M	Open	\$ 40.8 M	Open	Open
I-405/US-101 Connector Gap Closure near Greenleaf St.	\$ 45.7 M	2007	\$ 45.7 M	Open	Open
I-710 Freeway Improvements from PCH to Downtown Long Beach	\$ 6.6 M	2008	\$ 7.0 M	2008	Under Const.
Interstate 405 Carpool Lanes from SR-90 to I-10	\$ 169.5 M	2010	\$ 169.5 M	2010	Under Const. ¹⁶

2009 Plan Baseline Highway Projects (Cont.)

ATTACHMENT A

Project Description	Est. Cost as of Jan '08	Est. FY Open (Jan '08)	Est. Cost as of Jan '09	Est. FY Open (Jan '09)	Status (Jan '09)
Interstate 5 Carpool Lanes from State Route 14 to State Route 118	\$ 89.1 M	2009	\$134.0 M	2008	Open
Interstate 405 Southbound Carpool/Auxiliary Lane from Waterford St. to Interstate 10	\$ 50.0 M	2008	\$ 50.0 M	2009	Open.
Interstate 5/State Route 126 Interchange Reconstruction Phases I and II	\$ 72.2 M	2008	\$ 72.2 M	2010	Under Const.
Extend State Route 90 Freeway- 2 segments	\$ 23.7 M	2008	\$ 20.0 M	2008	Open
SR-60 Carpool Lanes from I-605 to Brea Canyon Rd.	\$153.3 M	2010	\$153.3 M	2010	Under Const.
I-5/SR-14 Carpool Lane Direct Connector	\$157.0 M	2011	\$161.1 M	2013	Under Const.
Interstate 5 Carpool Lanes from SR-118 to SR-170	\$310.8 M	2012	\$328.3 M	2012	In Design
Interstate 5 Carpool Lanes from SR-170 to State Route 134 (CMIA Project)	\$609.8 M	2012	\$609.5 M	2012	In Design

2009 Plan Baseline Highway Projects (Cont.)

ATTACHMENT A

Project Description	Est. Cost as of Jan '08	Est. FY Open (Jan '08)	Est. Cost as of Jan '09	Est. FY Open (Jan '09)	Status (Jan '09)
Interstate 10 Carpool Lanes from I-605 to Puente Avenue.	\$ 191.0 M	2012	\$198.6 M	2012	In Design
Interstate 5 Carmenita Road Interchange Improvement	\$ 251.5 M	2013	\$379.7 M	2014	95% Designed (in right-of-way acquisition phase)
Interstate 10 Carpool Lanes from Puente Avenue to Citrus Avenue	\$ 182.0 M	2014	\$ 182.8 M	2015	In Design
Interstate 10 Carpool Lanes from Citrus Avenue to State Route 57	\$ 191.5 M	2015	\$ 192.1 M	2015	In Design
Interstate 405 Carpool Lanes (northbound) from I-10 to US-101 (CMIA Project)	\$ 950.0 M	2015	\$ 950.0 M	2013	Out-to-Bid (Design/Build)
Interstate 5 Carpool & Mixed Flow Lanes from I-605 to Orange County Line (CMIA Project)	\$1,155.3 M	2017	\$1,240.5 M	2017	In Design

2009 Plan Baseline Highway Projects (Cont.)

ATTACHMENT A

Project Description	Est. Cost as of Jan '08	Est. FY Open (Jan '08)	Est. Cost as of Jan '09	Est. FY Open (Jan '09)	Status (Jan '09)
State Route 138 Widening – Remaining 7 segments	\$ 215.0 M	2007-2023	\$ 217.1 M	2007-2023	Varies by Segment
State Route 14 Carpool Lanes from Ave P-8 to Avenue L	\$ 120.0 M	2027	\$ 120.0 M	2027	—
State Route 71 Freeway from Interstate 10 to Mission Blvd.	\$ 115.0 M	2027	\$ 115.0 M	2027	In Design
State Route 57/State Route 60 Mixed Flow Interchange	\$ 475.0 M	2029	\$ 475.0 M	2029	—
Interstate 5/Interstate 405 Carpool Lane Partial Connector	\$ 330.0 M	2029	\$ 330.0 M	2029	In Planning
State Route 71 Freeway from Mission Blvd. to Rio Rancho Rd	\$ 330.0 M	2029	\$ 330.0 M	2029	—

2009 Plan Measure R Highway Projects

ATTACHMENT A

Project Description	Estimated Escalated Cost	Measure R Contribution	Est. FY Open (Jan '09)
Alameda Corridor East Grade Separations Phase II	\$ 1,123 M	\$ 400 M	*
BNSF Grade Separations in Gateway Cities	\$ 35 M	\$ 35 M	*
Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)	\$ 250 M	\$ 250 M	2010 - 2039
High Desert Corridor (environmental)	\$ 33 M	\$ 33 M	*

* As funds become available

2009 Plan Measure R Highway Projects (cont.)

Project Description	Unescalated 2008\$ Cost Estimate	Measure R Contribution plus Escalation TBD	Est. FY Open (Jan '09)
Arroyo Verdugo Operational Improvements	\$ 170 M	\$ 170 M	*
Las Virgenes/Malibu Operational Improvements	\$ 175 M	\$ 175 M	*
South Bay I-405, I-110, I-105, SR-91 Ramp and Interchange Improvements	\$ 906 M	\$ 906 M	*
I-5 North Truck Lanes	\$ 2,800 M	\$ 410 M	*
I-605 Corridor Interchanges	\$ 2,410 M	\$ 590 M	*
I-710 North Gap Closure (tunnel)	\$ 3,730 M	\$ 780 M	*
I-710 South and/or Early Action Projects	\$ 5,460 M	\$ 590 M	*
SR-138 Capacity Enhancement	\$ 270 M	\$ 200 M	*

* As funds become available

Major Baseline Programs

ATTACHMENT A

Use (\$'s in Millions)	Total Jan '08	Total Jan '09	Years
Metro Transit Operations	\$ 41,483	\$ 43,496	Thru 2030
Debt Service (Props A & C)	\$ 14,606	\$ 13,345	Thru 2030
Municipal & Non-Metro Bus Operations (with MOSIP thru 2030 & Local Return)	\$ 8,753	\$ 9,935	Thru 2030
Metro Bus Capital	\$ 6,010	\$ 6,353	Thru 2030
Rehabilitation of Metro Rail System	\$ 3,953	\$ 4,129	Thru 2030

Major Baseline Programs

ATTACHMENT A

Use (\$'s in millions)	Total Jan '08	Total Jan '09	Years
2007 and future Calls for Projects	\$ 4,215	\$ 4,154	FY 2008-30
	\$ 453	\$ 405	<i>FY 08-13</i>
	\$ 273	\$ 599	<i>FY 14-16</i>
	\$ 469	\$ 563	<i>FY 17-19</i>
	\$ 1,484	\$ 1,439	<i>FY 20-25</i>
	\$ 1,536	\$ 1,148	<i>FY 26-30</i>
ASI (paratransit)	\$ 3,298	\$ 3,282	Thru 2030
Municipal bus capital	\$ 2,621	\$ 2,672	Thru 2030
Metrolink (ops and capital)	\$ 2,288	\$ 2,980	Thru 2030
Retrofit soundwalls	\$ 979	\$ 1,233	Thru 2030
Metro Freeway Service Patrol	\$ 716	\$ 635	Thru 2030

Major Baseline Programs

ATTACHMENT A

Use (\$'s in Millions)	Total Jan '08	Years Jan '08	Total Jan '09	Years Jan '09
Transit contingency: rail yards/rail cars	\$225	FY 2009-10	\$225	FY 2010-12
Rail system improvements	\$0	N/A	\$600	FY 2012-20
Rail project escalation contingency	\$1,175	FY 2010-26	\$ 0	N/A
Highway project escalation contingency	\$818	FY 2009-24	\$332	FY 2017-23

Major Baseline Programs

Use (\$'s in millions)	Total Jan '08	Years Jan '08 Thru 2030	Total Jan '09	Years Jan '09 Thru 2030
Safety Net (Immediate Needs) Program increase	\$ 117	Thru 2030	\$ 275	Thru 2030
Alameda Corridor East	\$ 280	FY 2005-15	\$681	FY 2005-19
New airport bus division	\$ 75	FY 2016-18	\$156	FY 2019-22
Union bus division	\$ 85	FY 2005-10	\$ 90	FY 2005-12
Planning for new projects	\$ 64	FY 2007-10	\$ 64	FY 2007-10
Transit studies for new projects	\$ 50	FY 2025-28	\$ 50	FY 2025-28

Public Transportation
 FIGURE L
Recommended Plan ⁹

\$ IN MILLIONS **OPEN YEAR⁷**
 ESCALATED TO YEAR OF EXPENDITURE

Buses ³		
Metro Bus Fleet of 2,911 ¹	\$ 6,010	2005-2040
Muni Bus Fleet of 1,596 ^{2,4}	3,305	2005-2040
Transit Corridors ⁵		
Metro Gold Line Eastside Light Rail Transit (LRT)	\$ 899	2010
Exposition LRT Phase I: 7th Street Metro Center to Culver City	862	2011
San Fernando Valley North-South Metro Orange Line Canoga Extension ^(R)	223	2013
San Fernando Valley East North-South Rapidways ^(R)	100	2013
Exposition LRT Phase II: Culver City to Santa Monica ^(R)	1,646	2015
Wilshire Boulevard Bus Rapid Transitway	124	2015
Metro Gold Line Foothill LRT Extension ^{6 (R)}	905	2017
Metro Green Line LRT Extension to LAX/Crenshaw Corridor Segment 1 – 1 mile	443	2018
Metro Green Line LRT Extension to LAX ^(R) Segment 2	300	2018-2022 (depending on LAX contribution)
Regional Connector ^(R)	1,158	2018
Westside Subway Extension to Westwood ^(R) Segment 1 to La Cienega	2,350	2019
Segment 2 to Century City	2,597	2026
Segment 3 to Westwood	1,497	2032
Crenshaw Corridor ^{3 (R)} Segment 2 (mode is TBD)	2,004	2029
Metro Green Line LRT Extension: Redondo Beach to South Bay Corridor ^(R)	570	2035
Metro Gold Line Eastside LRT Extension ^(R)	2,845	2037
San Fernando Valley I-405 Corridor Connection ^(R) (mode is TBD)	2,420 ⁸	2038
West Santa Ana Branch ROW Corridor ^(R)	405 ⁸	As additional funds become available

¹ 2,911 40-Foot Equivalent Metro Buses in 2030. The actual number of buses operated is 2,411

² 1,596 40-Foot Equivalent Muni Buses in 2030. The actual number of buses operated is 1,660.

³ Technology to be determined; cost assumes LRT

⁴ Currently consulting with Muni Operators regarding Measure R plans

⁵ Capital costs only

⁶ Measure R funds estimated to fund segment to approximately Glendora, including yard and vehicles

⁷ Fiscal Year (July to June)

⁸ Measure R contribution only

⁹ Listed by Open Year

^(R) Projects included in Measure R

Public Transportation

FIGURE L

Recommended Plan ⁴
\$ IN MILLIONS **OPEN YEAR³**
 ESCALATED TO YEAR OF EXPENDITURE

Other Miscellaneous Public Transportation Projects		
Access Services Incorporated (paratransit)	\$ 3,282	2005-2030
Metrolink-subsidy ^{1 (R)}	2,980	2005-2030
Rail rehabilitation and replacement ²	4,129	2005-2030
Union bus division ²	90	2005-2012
Planning for Transit Projects		
Short-Term	64	2007-2010
Longer-Term	50	2025-2028
Transit contingency/new rail yards/additional rail cars ^{2(R)}	225	2010-2012
Rail System Improvements ^{2 (R)}	600	2012-2020
Eastside Light Rail Access (Gold Line) ^{2 (R)}	30	2013
New airport bus division ²	156	2019-2022
Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses) ^{2 (R)}	150	2039

¹ Includes operations, rehabilitation and capital; does not include Metrolink fares and other non-Metro funds

² Capital costs only

³ Fiscal Year (July to June)

⁴ Listed by Open Year

^(R) Projects included in Measure R

Public Transportation

FIGURE M

Strategic Unfunded Plan ¹

Tier 1: Currently Under Planning Study/Environmentally Cleared/Route Refinement Study/Previously Studied
Burbank/Glendale LRT from LA Union Station to Burbank Metrolink Station
Harbor Subdivision Alternate Rail Technology (ART)
Metro Gold Line Eastside LRT Extension Branch not funded in Recommended Plan
Metro Gold Line Foothill LRT Extension (beyond segment funded by Measure R)
Metro Green Line LRT Extension between Norwalk Station and Norwalk Metrolink Station (Elevated or Underground Light Rail)
Westside Subway Extension (beyond segment funded by Measure R)
Tier 2: Candidates for Further Project Definition
Metro Green Line LRT Extension between South Bay Galleria and Pacific Coast Highway Harbor Transitway Station
Metro Green Line LRT Extension from LAX to Expo Santa Monica Station
Metro Red Line Extension from North Hollywood Station to Burbank Airport Metrolink Station
“Silver” Line LRT between Metro Red Line Vermont/Santa Monica Station and City of La Puente
SR-134 Transit Corridor BRT between Metro Red Line North Hollywood Station and Metro Gold Line Del Mar Station
Vermont Corridor Subway
“Yellow” Line LRT between Metro Red Line North Hollywood Station and Regional Connector
Countywide Transit Programs
Additional Metro and other Bus and Rail Capital System Improvements (<i>Rail cars, yards, buses</i>)
Additional Metrolink Expansion Beyond Funded Plan
Additional Sub-regional and other projects not included in Metro’s performance evaluation (see Technical Document)
Metro Rapid Bus Expansion Corridors Beyond Funded Plan

¹ Listed in alphabetical order

Highways

FIGURE P

Recommended Plan ¹
\$ IN MILLIONS **OPEN YEAR²**
 ESCALATED TO YEAR OF EXPENDITURE

Freeway Improvements and Gap Closures		
Extend SR-90 Freeway to halfway between Culver Bl and Mindano Way	\$ 20	OPEN
I-710 Freeway Improvements: Pacific Coast Hwy to Downtown Long Beach	7	2009
SR-138 Widening - Remaining 7 segments	217.1	2007-2023
SR-71 Freeway: I-10 to Mission Bl	115	2027
SR-71 Freeway: Mission Bl to Rio Rancho Rd	330	2029
I-5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) ^(R) <i>(Assumes partial funding by fees, public/private partnerships or tolls)</i>	410 ³	As funds become available
SR-138 Capacity Enhancements ^(R) <i>(Assumes partial funding by fees, public/private partnerships or tolls)</i>	200 ³	As funds become available
I-710 North Gap Closure (tunnel) ^(R) <i>(Assumes partial funding by fees, public/private partnerships or tolls)</i>	780 ³	As funds become available
I-710 South and/or Early Action Projects ^(R) <i>(Assumes partial funding by fees, public/private partnerships or tolls)</i>	590 ³	As funds become available
High Desert Corridor (environmental) ^(R) <i>(Construction assumes partial funding by fees, public/private partnerships or tolls)</i>	33	As funds become available
Carpool Lanes		
I-5 Carpool Lanes: SR-14 to SR-118	\$ 134	OPEN
SR-14 Carpool Lanes: Pearblossom Hwy to Avenue P-8	40.8	OPEN
I-405 Carpool Lanes: I-105 to SR-90	50	OPEN
I-405 NB Carpool Lane: Greenleaf St to Burbank Bl	6.4	OPEN
I-405 SB Carpool/Auxiliary Lane: Waterford St to I-10	50	2009
SR-60 Carpool Lanes: I-605 to Brea Canyon Rd	153.3	2010
I-405 Carpool Lanes: SR-90 to I-10	169.5	2010
I-5 Carpool Lanes: SR-118 to SR-170	328.3	2012
I-5 Carpool Lanes: SR-170 to SR-134 ^(R)	609.5	2012
I-10 Carpool Lanes: I-605 to Puente Av	198.6	2012
I-405 NB Carpool Lanes: I-10 to US-101	950	2013
I-10 Carpool Lanes: Puente Av to Citrus Av	182.8	2015
I-10 Carpool Lanes: Citrus Av to SR-57	192.1	2015
I-5 Carpool Lanes & Mixed Flow Lanes: I-605 to Orange County Line ^(R)	1,240.5	2017
SR-14 Carpool Lanes: Avenue P-8 to Avenue L	120	2027

¹ Listed by Open Year² Fiscal Year (July to June)³ Measure R contribution only^(R) Projects included in Measure R

Highways
FIGURE P
Recommended Plan ¹

\$ IN MILLIONS **OPEN YEAR²**
 ESCALATED TO YEAR OF EXPENDITURE

Freeway Interchanges		
US-101 Freeway & Ramp Realignment to Center St	\$ 40.9	OPEN
I-5/SR-126 Interchange Reconstruction (Phases I & II)	72.2	2010
I-5/Carmenita Rd Interchange Improvement ^(R)	379.7	2014
SR-57/SR-60 Mixed-Flow Interchange	475	2029
I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay) ^(R)	906 ³	As funds become available
Interstate 605 Corridor "Hot Spot" Interchanges ^(R)	590 ³	As funds become available
Carpool Connectors		
SR-57/SR-60: Carpool Lane Direct Connector	\$ 70.5	OPEN
I-405/US-101: Connector Gap Closure near Greenleaf St	45.7	OPEN
I-5/SR-14: Carpool Lane Direct Connector ^(R)	161.1	2013
I-5/I-405: Carpool Lane Partial Connector	330	2029
Other Freeway Improvements		
Freeway Escalation Reserve ^(R)	\$ 332	2017-2023
Countywide Soundwalls (Metro regional list)	1,233	2005-2030
Countywide Soundwalls (Metro regional list and Monterey Park/SR-60) ^(R)	250	2010-2039
Highway Operational Improvements in Arroyo Verdugo Subregion ^(R)	170 ³	As funds become available
Highway Operational Improvements in Las Virgenes/Malibu Subregion ^(R)	175 ³	As funds become available
Freeway Rehabilitation		
Caltrans-administered SHOPP	\$ 6,302	2005-2040
Highway Operations		
Freeway Service Patrol	\$ 635	2005-2030
SAFE	300.5	2005-2030

¹ Listed by Open Year

² Fiscal Year (July to June)

³ Measure R contribution only

^(R) Projects included in Measure R

Highways

FIGURE Q

Strategic Unfunded Plan ¹

Tier 1: Currently Under Planning Study/Environmentally Cleared/Previously Studied
I-5 Carpool and Mixed-Flow Lanes: I-605 to I-710
SR-14: I-5 to Kern County Line (Carpool and mixed-flow improvements)
US-101 Corridor: Add carpool lane in each direction between SR-27 (Topanga Cyn Bl) and SR-2 in Downtown Los Angeles and restripe for mixed-flow lane in each direction between SR-27 and Ventura County Line
US-101: Add carpool lane in each direction between SR-27 and the Ventura County Line (This would be in addition to the mixed-flow lane proposed in the project above)
SR-138: I-5 to SR-14 (Add 2 mixed-flow lanes in each direction)
SR-138: Pearblossom Hwy to San Bernardino County Line: widen to 4 lanes
Additional Soundwalls Beyond Funded Plan
Tier 2: Candidates for Further Project Definition
I-5/SR-2 Interchange
I-5/I-10 Interchange
I-5/SR-14 Interchange
I-5/SR-134 Interchange
I-5/SR-170 Interchange
I-5/I-405 Interchange
I-5/I-605 (partial HOV connector – from west to south and from west to north)
I-10/I-605 (partial HOV connector – from east to south and from west to south)
I-10 Carpool Lanes: Lincoln Bl to I-5
SR-57 Carpool Lanes: SR-60 to I-210
SR-60/I-605 (partial HOV connector – from east to south and from east to north)
SR-60 Carpool Lanes: US-101 to I-605
SR-91/I-110 (partial HOV connector – from east to south and from east to north)
SR-91/I-605 (all) HOV connector
US-101/SR-170/SR-134 (complete two connectors) Interchange
US-101/SR-170 Interchange
I-105/I-605 (partial HOV connector – from west to north and from west to south)
I-405/US-101 Interchange
I-605 Carpool Lanes: I-210 to I-10
Additional Caltrans corridors not included in Metro's performance evaluation (see Technical Document)
Additional Subregional and other projects not included in Metro's performance evaluation (see Technical Document)

¹ Listed in alphabetical order

Goods Movement

FIGURE W-1

Recommended Plan ¹

	\$ IN MILLIONS	OPEN YEAR²
	ESCALATED TO YEAR OF EXPENDITURE	
Alameda Corridor East	\$ 681	2005-2019
Alameda Corridor East Grade Separations Phase II ^(R)	400 ³	As funds become available
BNSF Grade Separations in Gateway Cities ^(R)	35 ³	As funds become available

¹ Listed in alphabetical order

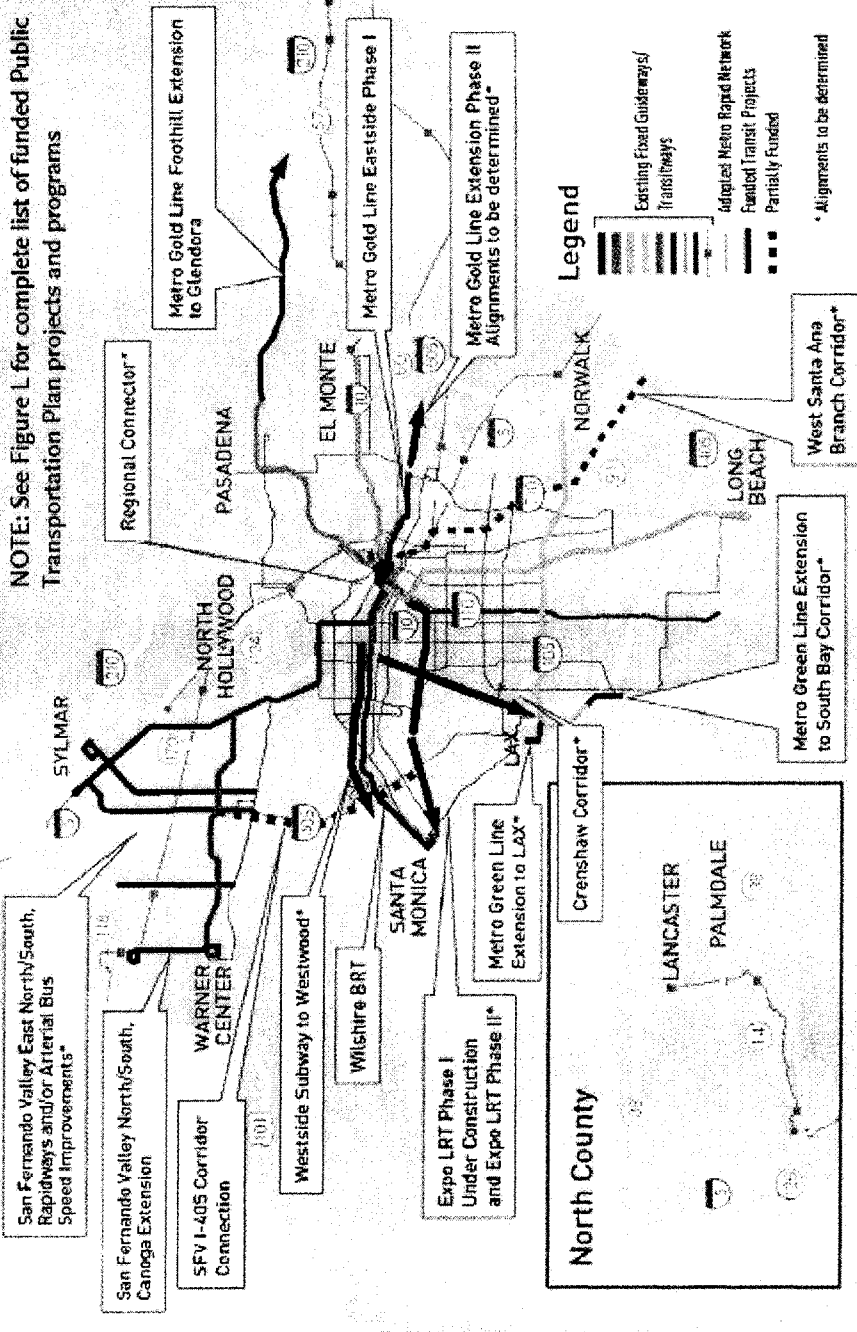
² Fiscal Year (July to June)

³ Measure R contribution only

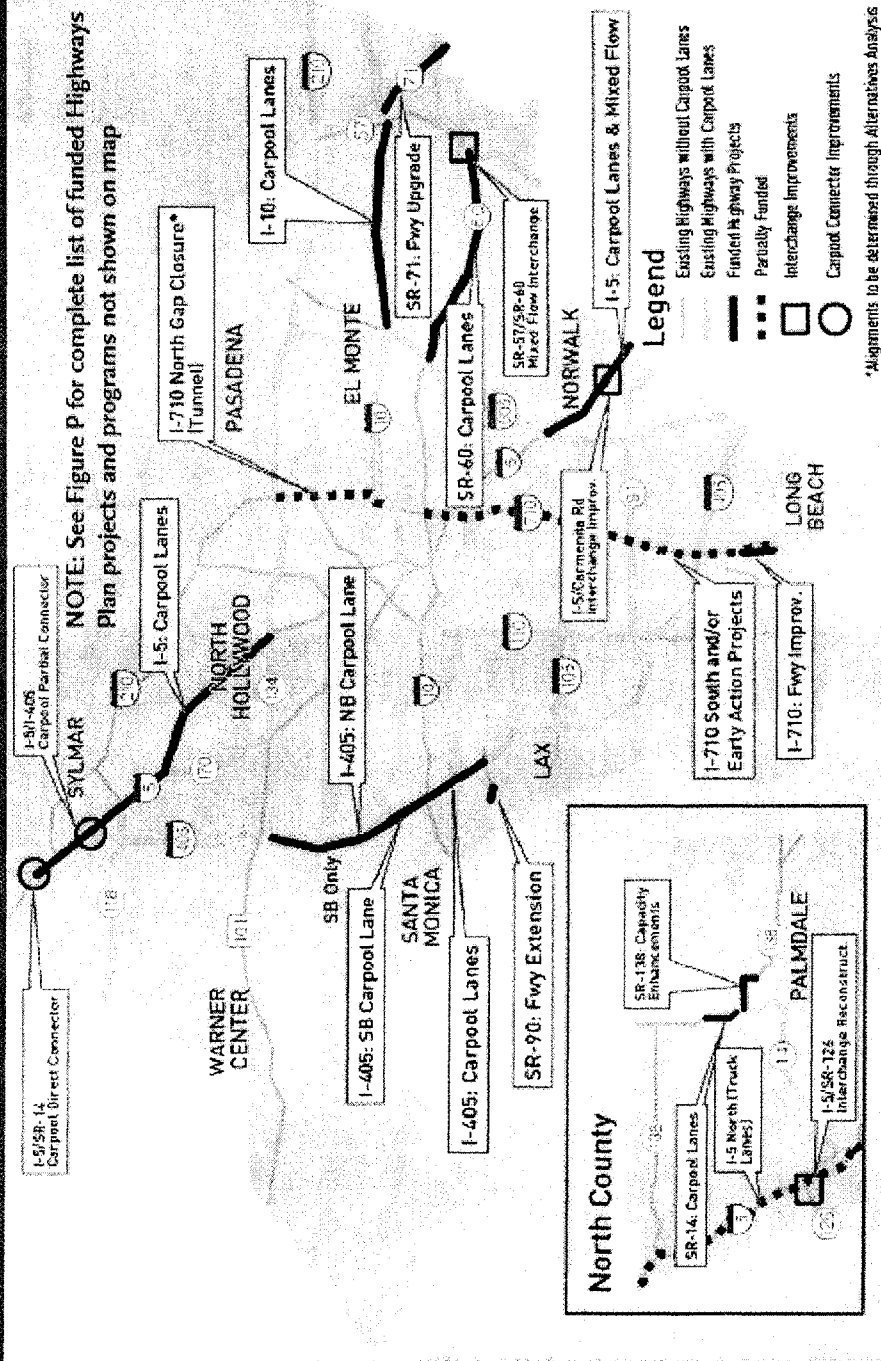
^(R) Projects included in Measure R

Public Transportation Recommended Plan

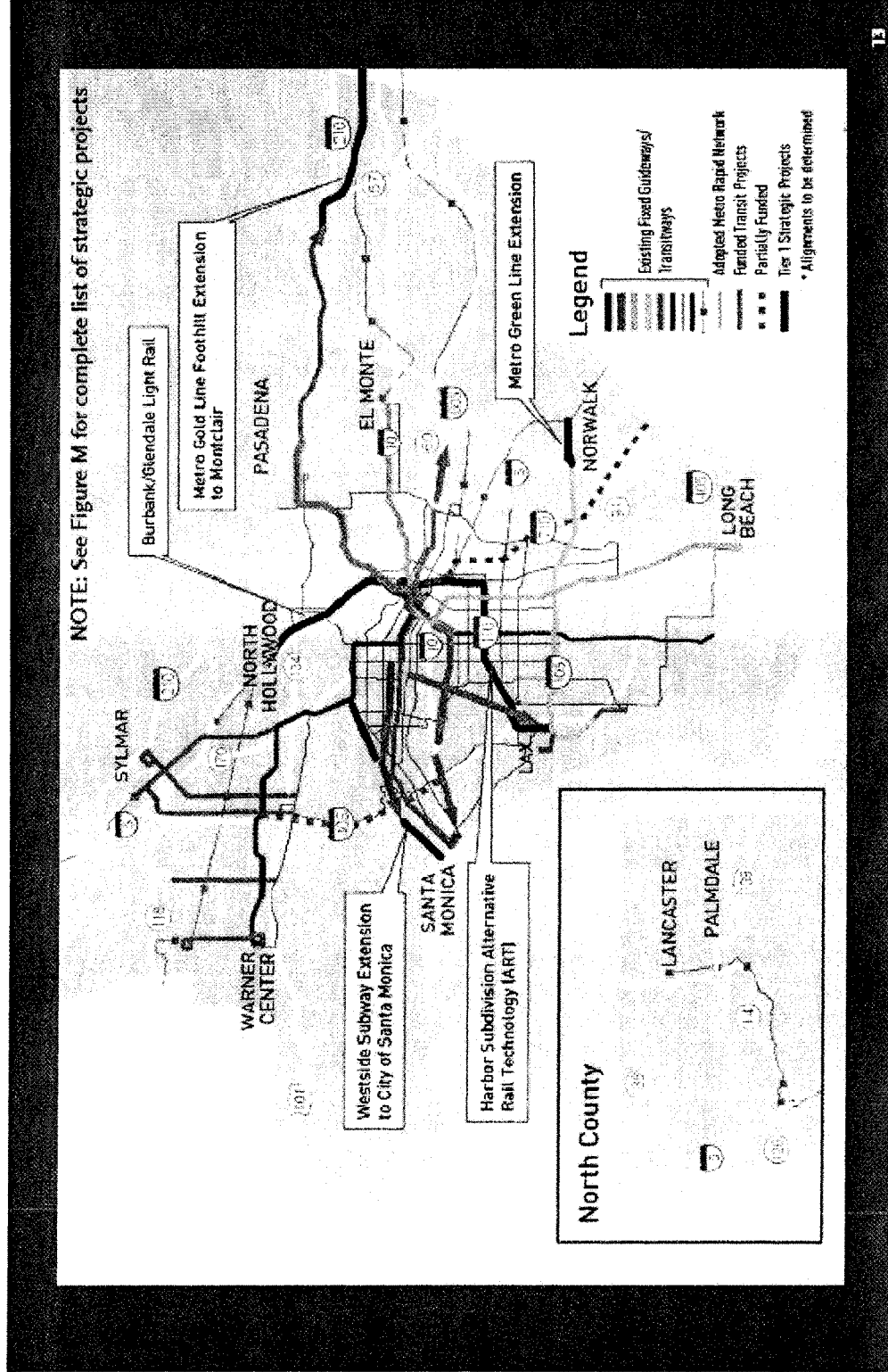
NOTE: See Figure L for complete list of funded Public Transportation Plan projects and programs



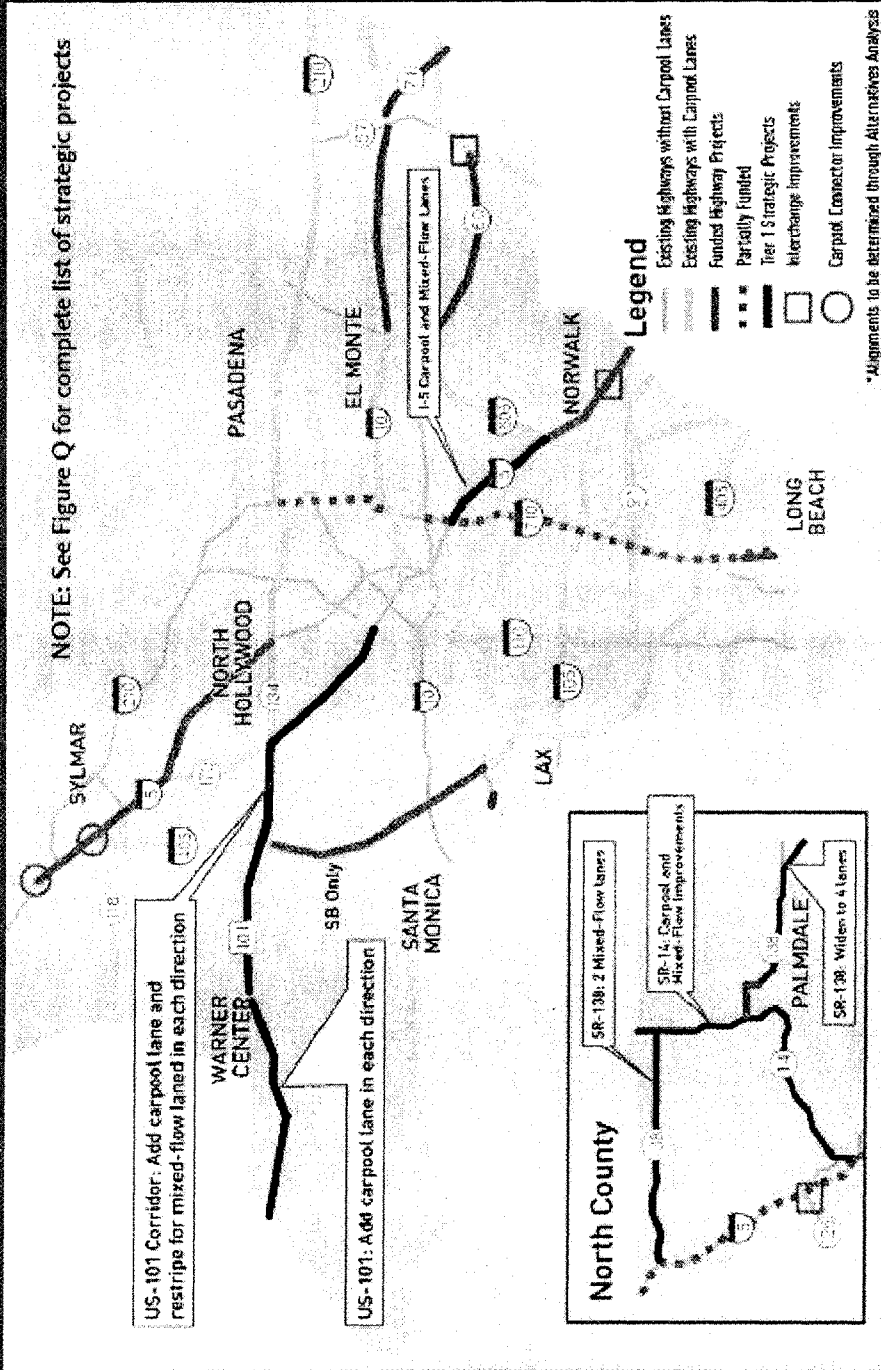
Highways Recommended Plan



Tier 1 Strategic Unfunded – Public Transportation



Tier 1 Strategic Unfunded – Highways



Resolution
Board of Directors
Los Angeles County Metropolitan Transportation Authority
Adopting 2009 Long Range Transportation Plan
for Los Angeles County

Whereas, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the agency responsible for long range transportation planning and development of future transportation needs throughout Los Angeles County; and

Whereas, the LACMTA developed a Draft 2008 Long Range Transportation Plan and Technical Document for Los Angeles County extending through the year 2030 herein referred to as “the Draft Plan”, and

Whereas, the Draft Plan has been presented at seven open community workshops scheduled at locations throughout Los Angeles County and at numerous other meetings including meetings of sub-regional councils of government, chambers of commerce, environmental groups, business groups and community groups, and

Whereas, the Draft Plan includes technical analysis necessary to meet Federal Title VI and Environmental Justice responsibilities; A public outreach process was conducted that maximized opportunities for all communities to meaningfully participate in the Draft Plan development process, including the transit dependent and minority communities, and

Whereas, the Board of Directors has held open meetings on the policies, programs, selected projects and financial costs of the Draft Plan, and

Whereas, the Draft Plan has been publicly available for review and comment including two documents commonly referred to as the Draft 2008 Long Range Transportation Plan and Draft 2008 Technical Document attached hereto and included herein in their entirety by this reference, and

Whereas, the Draft Plan was revised in consideration of the public comments received and updated technical and financial information; The 2009 Long Range Transportation Plan and Technical Document extending through 2040 as revised is referred to as the “Final Plan,” and

Whereas, the Draft Plan was revised to incorporate the thirty-year time period, expected revenues, and Expenditure Plan projects from Ordinance #08-01, Traffic Relief and Rail Expansion Ordinance which adds a half-cent sales tax in Los Angeles

County for thirty years beginning July 1, 2009 and which was approved by 67.93% of the voters as Measure R on the November 4, 2008 ballot, and

Whereas, the Board of Directors desires to coordinate with the Southern California Association of Governments (SCAG) to ensure that the Final Plan is coordinated and integrated with the 2008 Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), and

Whereas, upon adoption, the Final Plan supercedes the Long Range Transportation Plan adopted on April 26, 2001, and

Whereas, the Board of Directors wishes to adopt the Final Plan as policy guidance and as a strategic planning tool for the LACMTA, and

Whereas, the Board of Directors considers the Final Plan to be the primary transportation planning tool to guide the development of future transportation needs throughout Los Angeles County through the year 2040.

NOW THEREFORE BE IT RESOLVED that:

1. The Board of Directors hereby adopts the 2009 Long Range Transportation Plan and Technical Document as amended:
 - A. Extension to Fiscal Year 2040 and revisions to the revenues, costs, projects, and available revenues depicted in the 2008 LRTP and Technical Document, as identified in Attachments A and B including Measure R expected revenues and the Measure R Expenditure Plan and
 - B. Revisions to the 2008 Draft LRTP and Technical Document to ensure consistency with the financial changes identified above and in Attachments A and B.

BE IT FURTHER RESOLVED, that the Board of Directors finds the Final Plan to be in conformance with the Regional Transportation Plan by the performance criteria, project selection and modeling results that indicate compliance;

The Board of Directors hereby authorizes the Chief Executive Officer and the Chief Planning Officer and their staff to:

- A. Publish and circulate the Final Plan as amended herein and henceforth remove the draft notation, and

- B. To further represent the Final Plan as the officially adopted Long Range Transportation Plan policy and strategic planning tool of the LACMTA.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____.

Michele Jackson
Metro Board Secretary

Date:

(Seal)

