



Metro

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2005
FINANCE AND BUDGET COMMITTEE
NOVEMBER 16, 2005
EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
NOVEMBER 17, 2005

SUBJECT: 2006 LONG RANGE TRANSPORTATION PLAN UPDATE

ACTION: RECEIVE AND FILE INFORMATION ON PERFORMANCE MEASURES

RECOMMENDATION

Receive and file information on performance measures shown in Attachment A to be used in the 2006 Long Range Transportation Plan Update.

ISSUE

This Board report has been prepared to provide the Board with information regarding the performance measures that will be used in the 2006 Long Range Transportation Plan Update.

BACKGROUND

During October, staff provided a briefing to three Board Committees on the preliminary direction of the 2006 Long Range Transportation Plan Update. The Executive Management and Audit Committee requested that staff return to the Board in November with more information on Long Range Plan performance measures.

The 2006 Long Range Transportation Plan is intended to be a minor update of the 2001 Long Range Transportation Plan. A very preliminary analysis has identified a very early estimate of approximately \$6 billion that could be available for new projects beyond existing Board commitments that have been made through the 2001 Long Range Transportation Plan. It is important to note that the preliminary \$6 billion funding estimate, which will be refined as the plan continues to develop, is less than five percent of the total Long Range Plan funding already committed by the Board.

The 2006 Long Range Transportation Plan will build on the 2001 Long Range Transportation Plan. It assumes that all projects that were approved by the Board in the 2001 Long Range Transportation Plan are included in the baseline for the 2006 Long Range Transportation Plan. Staff is not intending to re-evaluate or re-prioritize

baseline projects. Beyond the baseline projects, a limited number of projects could be added by the Board to the Plan – either to the “constrained” (funded) portion of the plan or to the “strategic” (unfunded) portion of the plan.

Staff propose to use two levels of performance measures for the plan: system performance measures and corridor performance measures. The system performance measures will be used to assess the performance of the plan as a whole and how the transportation system benefits from implementing the plan. System performance results will be provided to the Board for 1) the existing transportation system with 2030 population, 2) the 2001 Constrained Long Range Transportation Plan, and 3) for the recommended 2006 Constrained Long Range Transportation Plan.

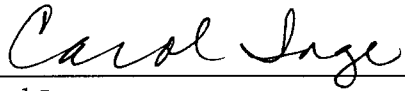
In order to assess the performance of projects that could be included in the 2006 Constrained Long Range Transportation Plan, staff propose to examine various corridor performance measures to determine the benefit of any candidate project being considered for inclusion in the Constrained Plan. All projects in the 2001 Strategic Plan or other projects identified in Attachment B (Other Projects for Potential Consideration Map) will undergo this analysis.

Attachment A identifies the system and corridor performance measures that staff proposes for the 2006 Long Range Transportation Plan.

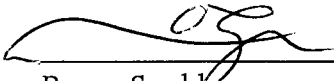
NEXT STEPS

Upon Board approval, staff will apply the system and corridor performance measures to projects considered for inclusion in the 2006 Long Range Plan and report to the Board on their performance early in 2006.

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Attachment A

System and Corridor Performance Measures

System Performance Measures for Overall Plan

The following measures will be used to evaluate the performance of the Long Range Transportation Plan as a whole on the countywide transportation system. These measures were used in the 2001 Long Range Transportation Plan after conducting a nationwide best-practices survey of performance measures. The measures to be considered are identified below:

Mobility Measures

- Speed – Measures how plan improvements impact the average speed of the highway system.
- Mobility Index – Takes the speed measurements and factors in vehicle occupancy of vehicles and transit to measure system through-put. The higher the index number, the more effective the transportation system is being utilized to move more people.

Cost-Effectiveness – Provides a measure of the cost of reducing delay for planned improvements at the system level.

Air Quality – Measures the emission benefits of system improvements, assessing the benefit of the plan in meeting air quality conformity requirements.

Access for the Transit Dependent – Ensures that plan recommendations address federal Title VI requirements by providing minority and transit dependent communities with mobility benefits that are equivalent or better than those for other groups.

Corridor Performance Measures for Strategic Plan Projects

Beyond commitments from the 2001 Long Range Transportation Plan, additional projects may be recommended for inclusion in the Constrained Plan or the Strategic Plan based on an assessment of project performance, need, and funding availability (for the Constrained Plan). The measures to be considered are identified below:

Corridor measures of project performance

- Highway projects – Hours of highway delay savings per mile
- Transit – Number of daily boardings per mile
- Cost-effectiveness – Cost of reducing highway delay or increasing transit boardings

The countywide transportation model estimates delay savings and daily boardings by taking into account a number of factors, including:

- Population and employment data
- Transit dependent population
- Major travel patterns (origins and destinations)
- Future highway congestion
- Future transit ridership

In addition, staff will separately lay out the following qualitative criteria for Board review that could be used to prioritize projects beyond the 2001 Constrained Plan for possible inclusion in the 2006 Constrained Plan:




Corridor measures of need

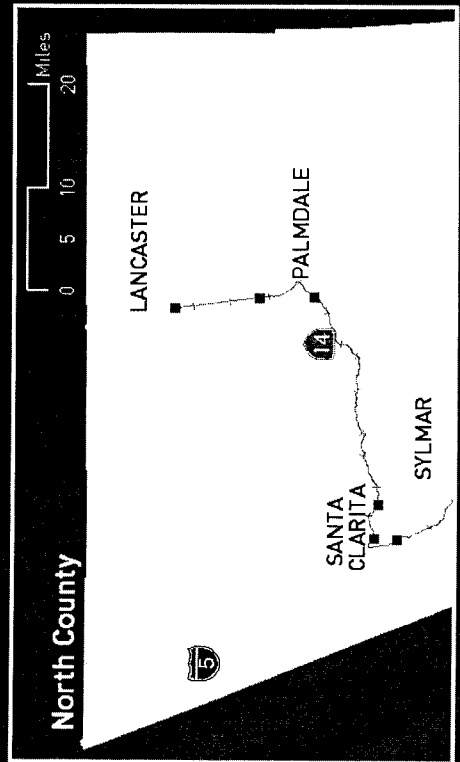
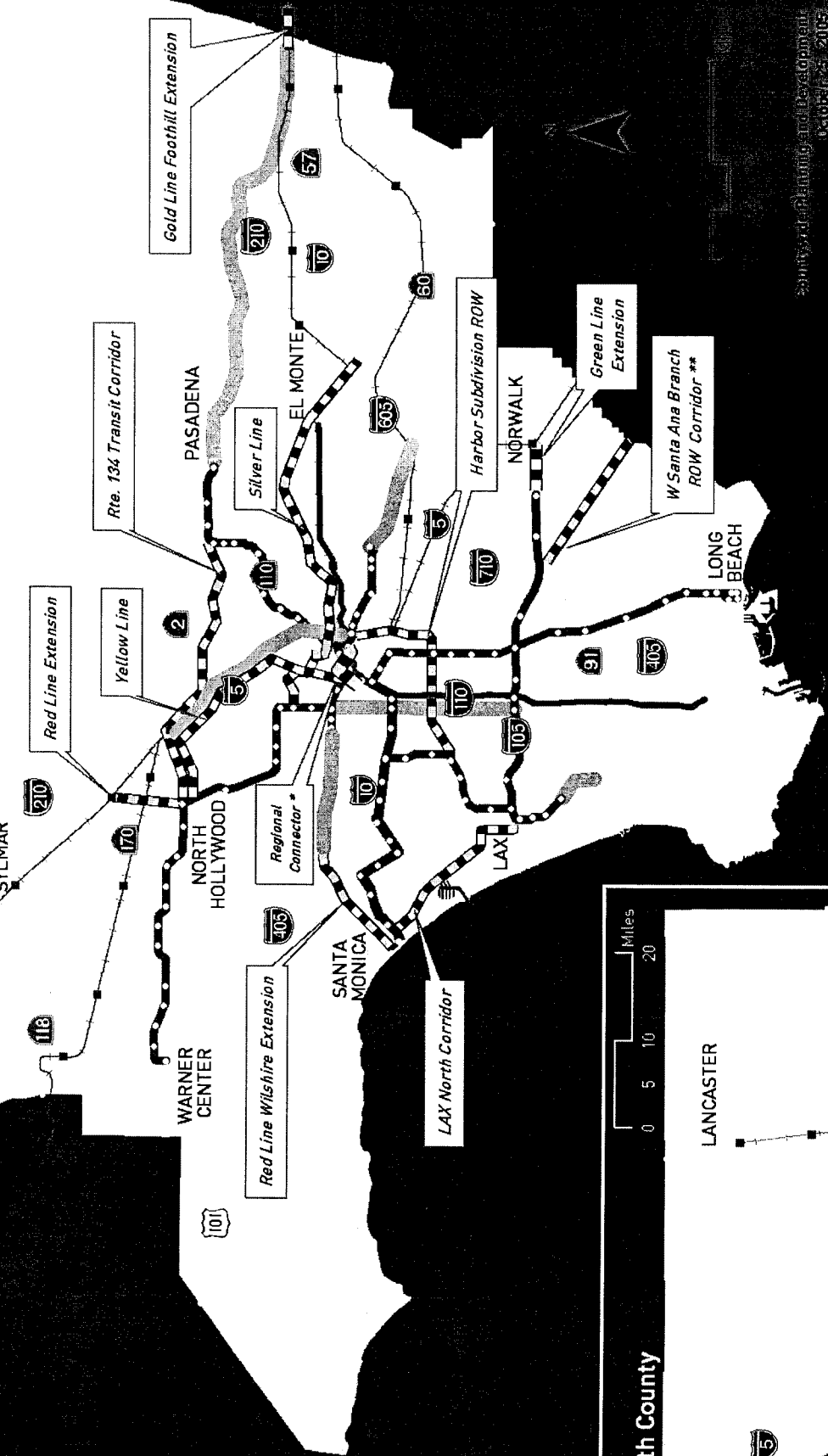
- Population and employment density of corridor study area
- Transit dependent population of study area
- Access to major activity centers (such as airports, hospitals, schools, business centers, and transportation centers)
- Highway congestion (on highways within study corridor)
 - Level of service (volume/capacity)
 - Average peak period and daily trips
- Transit ridership (on transit services within study corridor)
 - Average peak period and daily boardings

In considering these criteria, staff will also look at how projects improve system connectivity and provide Metro with operational benefits.

It should be noted that as demographic and other information is evaluated from the affected corridor for each project, a study area that represents a 10-minute trip to the project will be considered. For example, when evaluating the demographics near a proposed transit project, a one-mile wide study area around the facility would be used. This would represent a 10-minute walk to the transit line and capture much of the potential ridership for bus or rail facilities. For highway projects, a five-mile wide study area around the project would be used, since this equates to about a 10-minute drive to the freeway.

Attachment B Other Projects for Potential Consideration

-  Existing and Funded Transit Projects
-  Strategic Transit Projects
-  Other Projects for Potential Consideration



* Regional Connector Project from 2003 SRTP
 ** Project proposed with private sector funding

Source: Southern California Development Council, 2005