

2001 LONG RANGE TRANSPORTATION PLAN FOR LOS ANGELES COUNTY

EXECUTIVE SUMMARY

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

APPROVED ON APRIL 26, 2001

**APPROVED BY:
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To the Citizens of Los Angeles County:

Imagine if today we had to build a new city, about the size of Los Angeles, with a population up to 3.5 million people. Think about the transportation infrastructure – the web of streets and freeways, buses and trains needed to serve all those people. How much would that cost to build, maintain and operate? Even if we could afford it, where would we put it all?

That is the real dilemma currently facing us. In the next 25 years, the population of Los Angeles County is expected to increase by between 2.7 to 3.5 million. This will add to the nearly 10 million people already here with all their cars, trucks and SUVs. Daily trips will increase by 30 percent -- overloading streets, highways and a public transit system that already is at or near capacity.

How do we plan now to make sure the county doesn't turn into one giant parking lot? What options and resources will be available?

That's the Herculean challenge that the Los Angeles County Metropolitan Transportation Authority (MTA) faced during the past year as we developed a Long Range Transportation Plan (LRTP) – a plan that will guide transportation development in Los Angeles County through the Year 2025.

While often viewed by the public as solely a transit operator, MTA is also charged with planning for a countywide transportation system that meets the needs of all of the traveling public including those who travel by streets and highways, public transit, and even those who bicycle and walk.

Los Angeles differs from other metropolitan areas in that people here travel in all directions. They don't just travel from the suburbs to downtown. There are many centers of employment, recreation and residence. And, the vast majority of residents do not use public transit.

The lack of a clearly identifiable commute pattern, combined with being one of the most densely populated urban area in the country, makes the task of planning transportation for Los Angeles County extremely complex. MTA staff has employed the most sophisticated computer modeling to examine an array of transportation options and funding scenarios. We consulted representatives from many different organizations – academics, business and community leaders, labor leaders, environmentalists, government officials and transit users - and held numerous public outreach meetings. Together, we developed the attached plan which has undergone a 45-day public review period and has been adopted by the MTA Board in April 2001.

MTA has also submitted the LRTP to the Southern California Association of Governments (SCAG) in April. This step was necessary to ensure that the LRTP was included in the

regional plan and that Los Angeles County programs and projects recommended in the LRTP are eligible for state and federal funding.

PLAN RECOMMENDATIONS

The LRTP recommends a balanced transportation program with a strong emphasis on public transit to meet growth in travel. Completion of the Eastside and Pasadena light rail projects, busways for the San Fernando Valley, a new project from downtown to West Los Angeles and other fixed guideway projects are included. Expansion of the successful Metro Rapid Bus program is a prominent component of the plan. Increased highway capacity is addressed by completing the countywide system of HOV lanes and gap closures. Increased funding for arterial streets will be addressed by completing a countywide traffic signal coordination system, interchange improvements and grade separation. The Plan encourages more ridesharing, walking and bike riding, telecommuting and improved management of truck traffic.

FUNDING

Can we fund everything? No. In particular, operating dollars to run new bus and rail lines are scarce. Even the capital dollars are tight. The plan projects that about \$11 billion in uncommitted funding would be available for new transportation projects through 2025, most of that after 2010. Indeed, there is a projected shortfall of over \$20 billion between what is available under current funding scenarios and what is needed.

THE CHALLENGE

Converting the Plan into a reality will be a fruitless exercise unless MTA can first build a consensus among community leaders and elected officials. The ensemble must include, among others, Caltrans, SCAG, the 88 cities and the county, the private sector and other interest groups.

The MTA and its Board of Directors pledges to play an appropriate role in bringing all the parties together through a collaborative process, where the problems and solutions associated with massive growth can be laid out, and a course of action agreed upon.

In a sense, this transportation plan is a wake-up call. The future is dawning on us already. We must start planning and building today for the new city of up to 3.5 million people that will be overlaid upon us, ready or not.



Yvonne Brathwaite Burke
Chair, MTA Board of Directors



Julian Burke
MTA Chief Executive Officer

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THE CHALLENGE

Planning the future transportation system for a County of more than 4,000 square miles and over 9 million people is a daunting undertaking. Even if the population were to remain the same over the next 25 years, the task would be difficult, given the need to maintain existing infrastructure, anticipate changes in travel patterns, and balance the needs of the 89 municipalities in the County.

POPULATION GROWTH

Of course, the population will not remain the same. In fact, the Southern California Association of Governments estimates that the population of Los Angeles County will increase by approximately 35% by 2025. This means an additional 3.5 million people will either move to or be born in Los Angeles County over the next 25 years. This will change County population from 9.6 million to approximately 13.1 million in 2025.

INCREASED CONGESTION

Along with this growth in population will come increasing demand on streets, highways, buses and trains. Our current peak “rush hours” already extend from 6 a.m. to 9 a.m. and from 3 p.m. to 7 p.m., a period of seven hours daily. With an even larger population trying to use the same thoroughfares, congestion will last nearly all day long.

COMPLEX TRAVEL PATTERNS

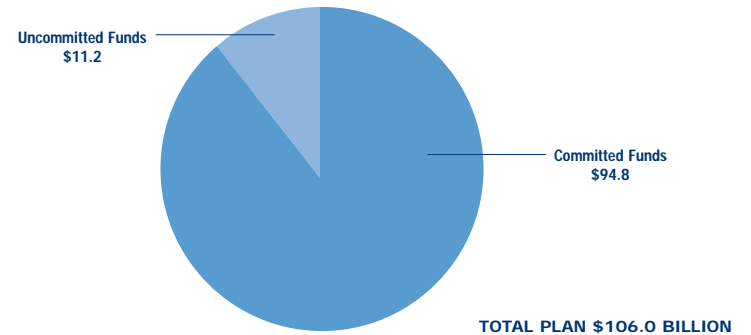
Meeting future transportation needs is made even more complex by the multi-directional nature of daily travel patterns throughout the County. The predominant suburb to downtown commute that most cities experience does not exist. Instead, people commute from everywhere to everywhere, and as soon as patterns emerge, they shift. While this means that demand is spread throughout the system rather than concentrated on a few corridors, it also means that improvements, and therefore additional resources, are needed everywhere.

INSUFFICIENT RESOURCES

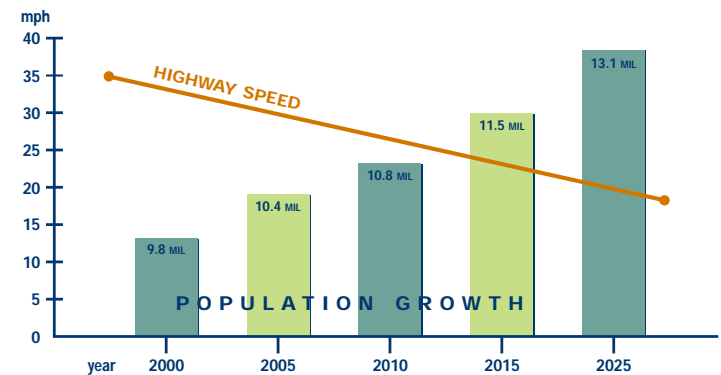
One of the first steps in determining how many transportation improvements can be implemented over the next 25 years is to determine how much money will be available. Because most funding decisions are made years ahead (either by the voters or legislators), we can already estimate that \$106 billion will be available through 2025. Since \$94.8 billion of this sum is already committed, only \$11.2 billion will be available for new transportation projects through 2025. While that is a significant sum, it is not enough to meet the challenge.

NEED FOR COLLABORATION

Does this mean that our transportation problems cannot be solved? Will total gridlock be our



COMMITTED AND UNCOMMITTED FUNDS FY2000 - 2025 (\$ in billions)



COMPARISON OF POPULATION GROWTH TO HIGHWAY SPEED

Note: Highway speed projections are average daily speeds. Peak hour conditions will be slower.



future? No. While the problems are daunting and there are no easy answers, solutions are possible if we are willing to act on them.

This plan lays out a vision for general policy directions as well as specific recommendations that can be taken by the Los Angeles County Metropolitan Transportation Authority (MTA). The plan also points out that the MTA alone cannot solve all of the problems confronting us. Real limits – physical, social, and financial -- will constrain how many more buses, trains, and highways can be added in our County. Alternative solutions are beyond the authority of the MTA, but the time has come for us all to consider them. Land use decisions must be made in concert with transportation investments, and market-based incentives must be created to attract commuters to use alternatives to the single-occupant vehicle.

The good news is that there is proof that Southern Californians will take public transit. This is evidenced in the high ridership of the Blue Line to Long Beach and the immediate popularity of the two Metro Rapid bus demonstration lines. Additional good news is that growth reflects a healthy economy. This plan recognizes that transportation funds will increase, but also recognizes the need for fiscal restraint. It offers both a fiscally constrained recommended plan, based on anticipated revenues, and a strategic plan that better addresses our needs in the event that additional sources of revenue become available.

The challenge could not be greater. The MTA will do everything in its power to help solve our transportation needs, but that will not be enough. Even the recommended plan results in peak hour highway speeds of less than 20 m.p.h. By establishing an honest dialogue

with municipalities, regional agencies, and the public about strategies to deal with the impacts of extensive growth, the MTA will encourage new approaches that are needed to control sprawl and encourage use of rapid transit. The reality is that we all share in this challenge, and we are all needed to solve it.

THE PROCESS

This is not the first Long Range Transportation Plan of the MTA, nor will it be the last. This plan is an update of the MTA's 1995 long range plan entitled, "A Plan for Los Angeles County: Transportation for the 21st Century." Yet another update will be developed within the next five years. Planning for our extensive, multi-mode system is a continual effort that requires the energies and ideas of many people.

MISSION OF THE MTA

The mission of the MTA is to improve the quality of life and the economic well being of the residents, workers, and visitors of Los Angeles County through transportation investments that improve mobility, air quality, and access to opportunities and resources. To achieve this mission, the MTA plays several roles.

The MTA is more widely known for its roles as a builder of major transportation improvements and as the region's largest transit operator, responsible for providing transit service across Los Angeles County and connecting with adjacent counties. The MTA operates a bus fleet of over 2,200 vehicles, a subway system of over 17 miles, and a light rail system of 42 miles.

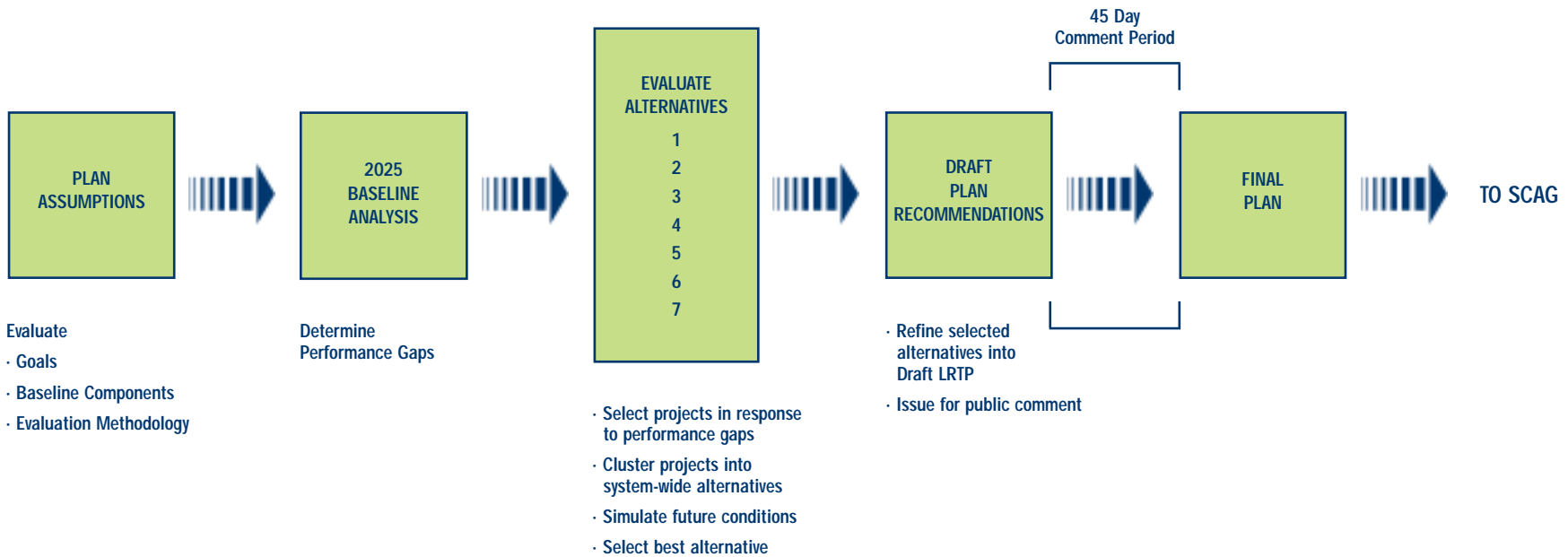
Less well known is the MTA's responsibility for planning and programming all modes in the County's transportation system, including commuter rail, transit, highways, arterial streets, bikeways, pedestrian connections, and demand reduction strategies.

PLANNING RESPONSIBILITIES

Transportation planning for Los Angeles County at the regional level is the responsibility of the Southern California Association of Governments (SCAG) which is the designated Metropolitan Planning Organization for a six county region, including Imperial, Orange, Riverside, San Bernardino, Ventura, and Los Angeles counties.

Under federal law, SCAG must prepare a Regional Transportation Plan (RTP). The RTP demonstrates how the region will meet federal mandates, particularly air quality requirements, and must be approved by federal agencies in order to continue receiving federal transportation funds. Only projects and programs included in the RTP are eligible for federal funding.

The MTA, as the state-designated planning and programming agency for Los Angeles County, submits recommended projects and programs to SCAG for inclusion in the RTP. The MTA proactively identifies the transportation needs and challenges that Los Angeles County will face over the next 25 years through the development of its Long Range Transportation Plan (LRTP). The plan helps decision-makers understand the options that are available for improving the transportation system, and how different options contribute toward improving mobility. The adopted LRTP becomes the blueprint for implementing future transportation improvements in Los Angeles County.



L RTP DEVELOPMENT PROCESS

Major capital projects that are identified in the L RTP have priority for future funding and construction. While these projects require further Board approval at various stages of their development process, they are candidates for further planning and design.

Many other projects and programs compete in the MTAs Call for Projects process. These projects are not specifically identified in the L RTP, but funding for general categories is allocated through the L RTP. Through the Call for Projects, cities, the County, and transportation partners nominate projects that are ready for construction. This process is conducted every other year, and projects are competitively evaluated based on their mobility benefit.

Projects approved for funding through the Call are included in the MTA Transportation Improvement Program, which is a list of projects recommended for fund-

ing over a four to seven year period. The Transportation Improvement Program is then submitted to the Southern California Association of Governments (SCAG) and incorporated into a six county Regional Transportation Improvement Program (RTIP). Projects in the RTIP are then eligible for state and federal funding.

PLAN DEVELOPMENT

This Long Range Transportation Plan has been a year in the making and has involved hundreds of people. Extensive meetings have been held with partner transportation agencies, local governments, and with many citizens, some representing specific interest groups and some simply representing themselves.

The MTA complies with federal environmental justice and Title VI requirements to include transit dependent and minority communities in its community outreach, and to analyze the benefits and impacts of the L RTP on

these communities. In addition, project level analysis includes full compliance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements for community involvement.

The community outreach program for the L RTP has included extensive meetings with focus groups, sub-regional groups, a wide range of community groups, and through public presentations at MTA Board meetings. The 45 day public review period for the Draft L RTP also provided extensive public participation through attendance at many public meetings or through inquiries about aspects of the draft plan. For a full list of those who participated in the preparation of this plan and their comments, see the Technical Appendix of the full report.

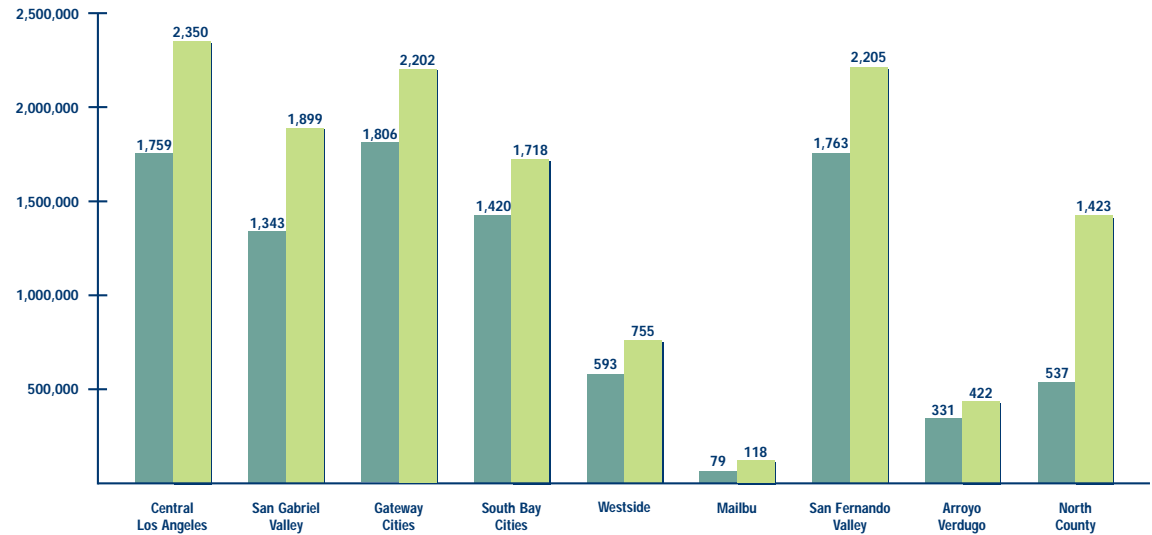
The LRTP planning process began with an analysis of the projected performance of the transportation system in the future using some “baseline” assumptions. Alternative scenarios were then developed to respond to the performance gaps or deficiencies in the system. These scenarios were then evaluated to determine which could best meet the goals of the plan. Finally, priorities amongst specific recommendations were established in response to budgetary constraints.

BASELINE ASSUMPTIONS

The baseline against which alternative scenarios were tested is composed of several assumptions. First, the baseline includes all existing roadway and transit systems including the existing number of vehicles in each mode. Secondly, it includes all projects and programs that were approved by the MTA Board of Directors as of September 2000, as well as projects and programs included in the California Traffic Congestion Relief Program approved by the State Legislature and the Governor in 2000. (Specific projects included in the Baseline are listed in The Plan section of this report.) Finally, the baseline assumes population projections for 2025 developed by SCAG. The 2025 Baseline condition, therefore, can be thought of as a picture of what would happen if the population has grown but no new transportation projects have been built beyond those currently approved.

The population forecast incorporated into the baseline is the 1998 SCAG-adopted socio-economic forecast and distribution that predicts where people will live and work in Los Angeles County. This is the forecast that estimates that an additional 3.5 million people will live here in 2025. The Recommended Plan responds to this assumption.

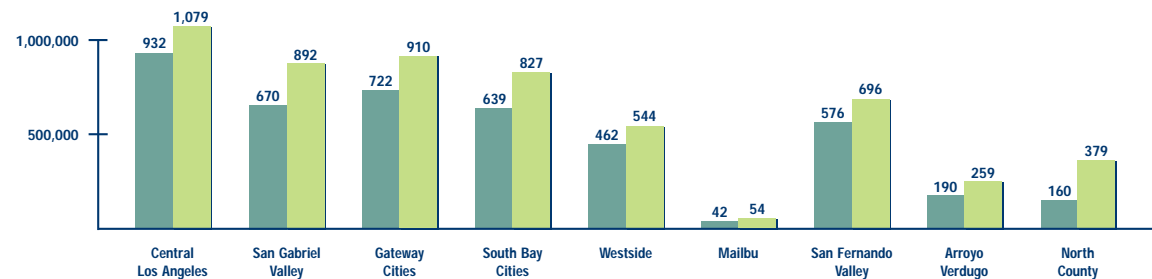
It should be noted, however, that in its current update of the six county RTP, SCAG has revised its population projections. The current RTP lowers the estimated increase in population from 3.5 million to 2.7 million additional people in Los Angeles County in 2025. It also assumes



ESTIMATED POPULATION GROWTH BY SUB-REGION (in thousands)

1998
2025

Source: Southern California Association of Governments



ESTIMATED EMPLOYMENT GROWTH BY SUB-REGION (in thousands)

1998
2025

Source: Southern California Association of Governments

a greater distribution of growth to outlying areas of the county than the previous population projection. While this forecast was not available to MTA during the development of the LRTP, recent analysis shows it has no significant impact on LRTP performance. In fact, it appears that the benefit of the population reduction is offset by increased congestion due to changes in population distribution. This is further discussed in the Technical Appendix of the full report.

ANALYSIS OF THE BASELINE

The projections show that all sub-regions share in population and employment growth, with today's urban areas continuing to attract the highest actual population. In looking at the change in the rate of growth, however, the distribution shows an increasing trend toward development in the outer areas of the County.

While the Los Angeles region is known for long distance commutes, analysis of the 1998 Base Year indicates that the average home to work trip is about 15 miles. Approximately half of all peak hour trips stay within their sub-region, while the other half go to all other sub-regions and beyond. This creates a highly complex commute trip pattern throughout the County, with no particular center dominating as a destination.

Currently, freeways in many parts of the County operate at less than 35 m.p.h. and freeways in central Los Angeles, the West Side, and San Gabriel Valley operate at less than 20 m.p.h. With population and employment generating 30% more travel in 2025, freeway speeds will dramatically decrease with many parts of the County operating at less than 20 m.p.h. without additional transportation improvements. A similar condition will exist on arterial streets without improvements.

The California Department of Transportation (Caltrans) recently studied the cost of congestion and concluded that the number of average daily hours that people sit in congestion in Los Angeles has increased by 60% over the last ten years. This comes at a cost to the public of approximately \$500,000 per day in the cost of time lost

and fuel wasted. Caltrans estimates that this equates to \$129 million annually.

GOALS OF THE PLAN

Before approaches were developed to correct the deficiencies of the 2025 Baseline condition, goals were established by the MTA in consultation with its partner transportation agencies and the public. These goals reflect the MTA's mission and the transportation priorities for our County.

GOAL #1 MOBILITY

The MTA shall pursue activities and make investments that improve traffic flow, relieve congestion, and enable residents, workers, and visitors to travel quickly throughout Los Angeles County. The MTA shall also pursue activities and make investments that support and enhance our region's economy by enabling the safe and efficient movement of goods to and from our international seaports and airports.

GOAL #2 AIR QUALITY

The MTA shall pursue activities and make investments that improve air quality by reducing mobile source emissions, increasing the number and percentage of people using public transit or carpooling and improving the efficiency of the transportation system.

GOAL #3 ACCESS

The MTA shall pursue activities and make investments that enable all residents, workers, and visitors to gain access to the many economic, educational, social, medical, cultural, recreational, and governmental opportunities and resources in Los Angeles County.

In the LRTP, the MTA seeks to meet these goals through recommending projects that fall within four key strategies: maintain the existing transportation system, maximize system efficiency, increase system capacity, and manage demand.

THE RESOURCES

To be meaningful, the Long Range Transportation Plan must be built on realistic financial foundations. The first step in developing a realistic plan is to determine how much money the MTA will have available to maintain, operate, and improve the county's transportation system.

KEY REVENUE ASSUMPTIONS

The MTA's revenues come from many federal, state and local taxes and subsidies as well as from passenger fares, advertising, real estate rentals and other miscellaneous sources. The LRTP assumes that state and local sales taxes, which account for 57% of forecasted revenues, will grow at a maximum of 5% through 2006. Additional transportation revenues from gas taxes are not assumed to grow at all due to "off-the-top" state costs (i.e., freeway safety, maintenance, and administration.)

Federal programs are assumed to grow at the historical 1.4% rate. The plan also assumes that the MTA will be able to draw down the remaining balance of its full funding grant agreement and that current federal formula programs will continue. For purposes of forecasting, MTA bus and rail fares are assumed to increase at the same rate assumed for the Consumer Price Index, although no specific fare increases have been approved by the MTA Board at this time.

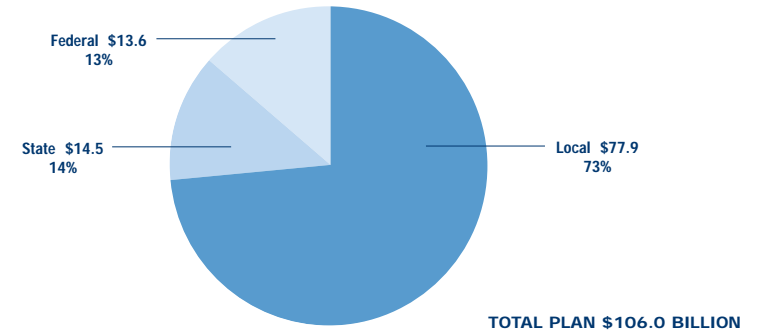
Based on these assumptions, a total of \$106.0 billion is projected to be available through 2025. However, most of this money is not discretionary. Almost all federal and state revenues are restricted to specific uses and/or programs. Proposition A and C sales taxes also have specific set asides.

KEY COMMITMENTS

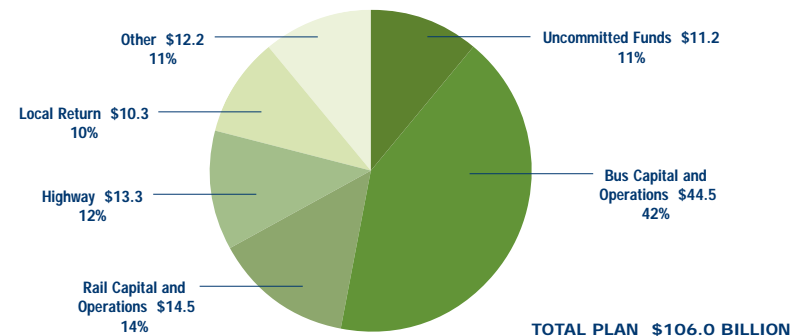
Looking 25 years ahead, we can see that most of our available revenues are committed to maintaining and operating the transportation system, and the projects and programs already approved by the MTA Board of Directors. \$44.5 billion, which is 42% of total commitments, is projected for countywide bus operations and capital. The next largest share, \$14.5 billion, will be spent on new light rail projects, rapid transit corridors and Metrolink. The County's share of highway and multimodal programs funded through the MTA (which does not include the additional amount provided directly to Caltrans, Los Angeles County and local cities) is projected at \$13.3 billion. Sales tax revenues returned directly to local governments and other miscellaneous expenditures account for the remaining \$24.7 billion.

UNCOMMITTED FUNDING

Deducting the \$94.8 billion of commitments, which constitute the baseline, from \$106.0 billion of projected revenues leaves only \$11.2 billion of uncommitted or available revenues. However, these uncommitted revenues are not all discretionary and very little is immediately available. Before we plan how to optimize spending our precious remaining money, we must determine the eligible



SOURCES OF FUNDS FY2000 - 2025 (\$ in billions)



USES OF FUNDS FY2000 - 2025 (\$ in billions)

modes and programs and its timing. Funding type and availability of the \$11.2 billion in uncommitted funds are illustrated in the table entitled “Phasing of Committed and Uncommitted Funds”.

The LRTP highlights a significant issue – the MTAs operating revenue shortfall. To meet the LRTP’s projected service levels and comply with the Consent Decree (requiring an improvement in and expansion of MTA bus service) the MTA must identify new revenues and/or reduce operating expenses. Some of the strategies to accomplish this are discussed in Section 7 of the full report.

THE STRATEGIC PLAN

The Long Range Transportation Plan identifies “strategic” priorities for projects and services that are regionally significant, but require new or additional revenue sources to be implemented. These projects and programs constitute the Strategic Plan. The Strategic Plan would not only add over \$20 billion in projects and services, it would also accelerate the availability of \$11.2 billion for the Constrained Plan.

Two methods of securing resources for the acceleration of the Constrained Plan and the additional projects and services in the Strategic Plan are through a regional fuel tax and an emission fee per vehicle. There are a variety of other options for generating the needed revenues. The options are designed to discourage single occupancy automobile uses during peak congestion periods.

MTAs commitment to maintain and improve the regional transportation system over the next 25 years will require sensible investments based on funding availability and strategies for obtaining new or increased funding for transportation. The Long Range Transportation Plan is intended to shape that strategy. The MTAs legislative program should reflect the regional transportation needs over the next 25 years. The principles to guide

such legislation and examples of the type of legislation to be pursued in support of those principles are as follows:

- Protect existing transit operating revenues and maintain efficiencies
- Increase transit operating funding
- Create an equal footing for transit and highway operating revenues and costs.

COMMITTED PROJECTS	FY 00-04	FY 05-13	FY 14-20	FY 21-25	TOTAL
BUS					
Operations	5.3	11.6	11.6	9.9	38.4
Capital	1.1	1.8	1.8	1.4	6.1
Subtotal	6.4	13.4	13.4	11.3	44.5
RAIL AND TRANSIT CORRIDORS					
Operations	0.7	2.2	2.4	2.0	7.3
Capital	2.5	1.8	1.6	1.3	7.2
Subtotal	3.2	4.0	4.0	3.3	14.5
HIGHWAY					
Operations	0.2	0.3	0.2	0.2	0.9
Capital	4.7	3.9	2.4	1.4	12.4
Subtotal	4.9	4.2	2.6	1.6	13.3
LOCAL RETURN	1.2	2.8	3.2	3.1	10.3
OTHER	2.1	3.9	3.6	2.6	12.2
TOTAL COMMITTED FUNDS	17.8	28.3	26.8	21.9	94.8
UNCOMMITTED FUNDS					
Operations or Capital	0.0	0.0	0.3	1.8	2.1
Capital Only	0.0	2.3	3.0	3.8	9.1
TOTAL UNCOMMITTED FUNDS	0.0	2.3	3.3	5.6	11.2
GRAND TOTAL CONSTRAINED PLAN	17.8	30.6	30.1	27.5	106.0

PHASING OF COMMITTED AND UNCOMMITTED FUNDS
FY 2000 - 2025 (escalated \$ in billions)

THE PLAN

Once the financial parameters were determined, approaches to solving the deficiencies in the transportation system were developed using the goals as a guide. In all, seven alternatives were analyzed using the MTA's Travel Demand Simulation Model to illustrate the performance of each approach.

ANALYSIS OF ALTERNATIVES

The alternatives vary in the extent to which they stress the movement of people or of vehicles. Most alternatives assume the forecasted \$11.2 billion as a budgetary constraint, but two alternatives reach beyond the budget and test the performance of additional projects. Finally, one alternative tests a lower population projection, revises the distribution of population growth, and includes pricing strategies which assume additional taxes on automobiles and higher parking costs. These funds are then used to pay for additional transit service in this alternative. Additional detail on the alternatives and the Travel Demand Simulation Model is included in the Technical Appendix of the full report.

ALTERNATIVES MODELED:

- **1998 BASE YEAR**
Conditions that existed in 1998.
- **2025 BASELINE**
Future population with all existing systems and currently approved projects.
- **2025 VEHICLE MOVING ALTERNATIVE**
Future population, fiscally constrained improvements which maximize vehicle flows.
- **2025 PEOPLE MOVING ALTERNATIVE**
Future population, fiscally constrained improvements which maximize person trips.
- **2025 BALANCED ALTERNATIVE**
Future population, fiscally constrained improvements which balance vehicle flow and person trips.
- **2025 STRATEGIC ALTERNATIVE**
Future population, requires additional resources.
- **2025 SMART GROWTH ALTERNATIVE**
Reduced future population, revised model assumptions, requires additional resources.

Specific projects included in the alternatives are based on recommendations made by cities in each sub-region, by MTA staff, by various non-governmental organizations, or by the public. Specific listings of projects included in each alternative are given in the Technical Appendix of the full report.

Six quantitative criteria were used to evaluate the various alternatives. The criteria are consistent with those generally applied by the Federal Highway Administration, the Federal Transit Administration, and the Southern California Association of Governments. They are also consistent with the goals for the LRTP. The criteria include the following:

- **MODE SHARE** – measures the proportion of person-trips in drive-alone, carpool, and transit categories
- **MOBILITY INDEX** – measures person flow in the transportation system
- **AIR QUALITY INDEX** – measures the total mobile source pollutant emissions
- **COST EFFECTIVENESS** – measures the cost per hour of travel time savings
- **TRANSIT ACCESSIBILITY (TITLE VI) INDEX** – measures the percentage of population which can arrive at their work place within one hour via transit
- **IMPACT ON TRANSIT DEPENDENT AND MINORITY COMMUNITIES** – examines mobility and accessibility impacts on areas with high transit dependent and minority populations

RECOMMENDED ALTERNATIVE

The best performing alternative of those restricted to the \$11.2 billion budget was the 2025 Balanced Alternative. In all categories but one, air quality, this alternative performs either better than or as well as the others. The 2025 Balanced Alternative is, therefore, the Recommended Alternative, and is referred to as the 2025 Constrained Plan throughout the remainder of this text.

However, the analysis of all alternatives indicates that without reaching beyond the \$11.2 billion forecasted funding, conditions are not likely to be acceptable to the public. For example, analysis indicates that all constrained alternatives will result in a morning peak hour highway speed ranging from 14.7 m.p.h. to 16.1 m.p.h. This is compared to 1998 Base Year morning peak hour highway speed of 31.6 m.p.h. Analysis further indicates that only Alternative 7, which includes growth management, population distribution focused on existing urban areas, and pricing strategies, succeeds in improving highway speeds beyond 1998 levels, in this case to 32.2 m.p.h.

Therefore, while the 2025 Balanced Alternative is the best choice within existing fiscal constraints, it is very clear that more aggressive strategies are needed to identify additional resources beyond \$11.2 billion. It is also clear that a dialogue must begin immediately with the private sector and other governmental entities concerning growth, land use, and the impact of the automobile.

SUMMARY BY MODE OF TRANSPORTATION

The recommendations of this plan are presented by mode of transportation in the following sections. Rail and bus systems are included in the Public Transportation section. Subsequent sections focus on: Highways, Arterials, Bikeways, Pedestrians, and Transportation Demand Management. A review of these recommendations organized by geographic sub-region is summarized in Section 6 of the full report.

Within the discussion of each mode, recommended projects are listed in either the Recommended Plan or the Strategic Plan. The Recommended Plan is the fully funded plan and includes “Baseline” and “Constrained” categories. Baseline includes those projects approved by the MTA Board of Directors prior to September 2000, as well as the California Traffic Congestion Relief Program passed by the State Legislature and Governor in 2000.

Constrained refers to projects and programs that can be accomplished within the \$11.2 billion budget forecast for new projects. Projects identified as Strategic Priorities go beyond the \$11.2 billion budget, but, if funding can be identified, are desirable because they will improve accessibility and air quality. The Strategic projects are included because, as described in the previous section, the 2025 Constrained Plan cannot adequately meet our needs, and it is clear that it will be necessary to identify new approaches and additional funding beyond the uncommitted \$11.2 billion for new projects through 2025. The Strategic Plan calls for over \$20 billion in additional funds.

PUBLIC TRANSPORTATION

The public transportation improvements focus on a three-tiered service approach to address neighborhood, interconnecting and countywide travel needs. Neighborhood travel is proposed to be served through expanded flexible destination shuttles, fixed route service using mid or small size buses and constrained funding of paratransit providers. Interconnecting service will be improved by continuing the expansion and upgrade of MTA bus service and funding support for local and municipal bus operators. Countywide travel expansion centers on an additional 22 Rapid Bus lines and completion of the Pasadena and Eastside light rail lines and fixed guideway projects in the Mid-Cities and San Fernando Valley. Continued expansion of Metrolink commuter rail is included.

Public transit will attract more riders as highway speeds decline and traffic congestion increases. The introduction of exclusive bus lanes, high capacity buses, multiple door boarding and alighting, a universal fare system and fare prepayment, development of a bus feeder network, and coordinated land-use planning and development will help make this happen. The LRTP provides a series of progressive strategies that result in an effective regional bus and rail network that provides a balanced and coordinated public transportation system for the county.

PUBLIC TRANSPORTATION RECOMMENDATIONS

RECOMMENDED PLAN

INCLUDED IN THE BASELINE

in millions

• Countywide bus fleet of 3,300 approx.	\$ 44,385.6
• Rapid Bus Demonstrations on 2 lines: Wilshire/Whittier (City of Santa Monica to City of Montebello) & Ventura Blvd. (Warner Center to Universal Station) ¹	\$ 60.0
• Red Line: Wilshire/Vermont to North Hollywood ¹ and Red Line Operations	\$ 2,876.8
• Pasadena Line: Capital improvements - downtown Los Angeles to Sierra Madre Villa ²	\$ 379.4
• Eastside Transit Corridor: downtown Los Angeles to Atlantic ²	\$ 716.7
• Eastside Transit Corridor - short-term financing	\$ 44.9
• Long Beach Blue Line, Pasadena Line, and Eastside Transit Corridor Operations	\$ 3,236.3
• Green Line Capital improvements and operations	\$ 819.9
• Mid-cities Transit Corridor (Wilshire and Exposition Corridors) ²	\$ 602.3
• Mid-city Transit - short-term financing	\$ 11.8
• San Fernando Valley East-West Transit Corridor (North Hollywood to Warner Center) ²	\$ 300.3
• Metrolink: New stations at Sun Valley, Newhall, and Palmdale ¹ , Miscellaneous track improvements, and Metrolink Operations	\$ 1,192.5
• Rail Rehabilitation, Replacement, Rail Cars and Other Rail Capital	\$ 3,963.4
• Call for Projects Funding for Transit Capital Projects	\$ 298.7
• Other Miscellaneous Public Transportation Projects ³	\$ 100.0
• Local Return and Program Administration	\$ 22,562.7
Baseline Estimated Total	\$ 81,551.3

Public Transportation Footnotes

1 Project in operation.

2 Traffic Congestion Relief Program projects (AB 2928)

3 Baseline funds reserved for San Fernando Valley North/South Transit Corridor

CONSTRAINED PLAN

in millions

- Additional countywide bus service improvements (Countywide bus fleet of 4,400 approx.) \$ 3,771.8
- Rapid Bus Program: Implement 22 additional lines \$ 92.3
- Tiered Transit System: Implement in consultation with municipal and local operators \$ 00.0
- Crenshaw Transit Corridor (Wilshire/Crenshaw to Green Line/LAX)⁴ \$ 346.1
- Exposition Transit Corridor (Crenshaw to Santa Monica)³ \$ 155.2
- San Fernando Valley North-South Transit Corridor (Sylmar to Ventura Blvd)⁴ \$ 142.7
- Metro Green Line Extension to LAX⁵ \$ 00
- Metrolink Expansion \$ 580.0
- \$13.5 million total annual funding for Transit Capital projects funded through the Call for Projects \$ 438.4

Constrained Plan Estimated Total \$ 5,526.5

RECOMMENDED PLAN ESTIMATED TOTAL \$87,077.8



Drawing by Salsman Urban Design

AERIAL VIEW OF PROTOTYPICAL STREET WITH BUS RAPID TRANSIT

Public Transportation Footnotes

- 4 Actual transit technology (rapid bus, bus guideway or light rail guideway) and phased project length to be determined through corridor alternatives analysis.
- 5 Assumes non-MTA funding of Green Line extension.



METROLINK



LIGHT RAIL



EXISTING AND PROPOSED METRO RAPID ROUTES

- █ Metro Rapid phase I
- █ Metro Rapid phase II
- █ Transitways - existing
- █ Transitways - under study
- █ Metro Rail - current
- - - Metro Rail - future
- + + + + Metro Link

STRATEGIC PLAN

in millions

- Additional 14 Rapid Bus lines \$ 130.8
- Additional Community Transit Services (i.e., shuttles, local circulators) \$ 500.0
- Consider additional Transit Corridors such as:
 - Wilshire Red Line (extension from Wilshire/Western to mid-cities) \$ 2,461.0
 - East Los Angeles Transit Corridor (extension from Atlantic to Norwalk/Whittier) \$ 671.0
 - Pasadena Blue Line (extension from Sierra Madre Villa (Pasadena) to Claremont) \$ 1,276.0
 - Vermont Transit Corridor (Vermont Green Line Station to Hollywood Blvd.) \$ 373.0
 - Burbank/Glendale Transit Corridor (Union Station to Burbank Transit Station) \$ 788.0
 - Metro Green Line (extension from Marine/Redondo to South Bay Galleria) \$ 172.0
 - Extensions and/or upgrades to transit corridor projects identified in constrained plan. \$ 461.0
- Additional Metrolink Expansion \$ 380.0
- \$20 million total annual funding for Transit Capital category of Call for Projects. \$ 649.5

STRATEGIC PLAN ESTIMATED TOTAL

\$ 7,862.3

HIGHWAYS

While automobile travel remains the primary mode of transportation, there is very limited ability to add more highway capacity over the next twenty-five years as a result of limited right-of-way, and environmental and financial constraints. The MTA will need to make more efficient use of the highway system in order to accommodate the anticipated 30% increase in trips by 2025.

In order to maximize the efficiency of the highway system, recommended projects focus on highway improvements that encourage greater reliance on carpooling and transit use. The LRTP proposes to continue completing a countywide system of Highway Occupancy Vehicle (HOV) lanes, also known as carpool lanes. The plan proposes to add an additional 206 lane miles in addition to the 380 lane miles that exist today. The LRTP also proposes to construct several freeway-to-freeway connectors, which allow carpool and transit vehicles to move from one freeway to another without having to change lanes – thereby avoiding the need to weave across many lanes of traffic.

In addition to the focus on moving more people, the LRTP also proposes to look for ways of increasing the efficiency of traffic operations on the existing freeway system. The LRTP proposes the continued development and deployment of Intelligent Transportation System (ITS) technologies that use computer technology to monitor real time traffic flow and congestion points through pavement sensors and closed circuit cameras. It also informs the traveling public about congestion locations and alternate routes through changeable message signs, special radio frequencies, and by coordinating with radio traffic reporters.

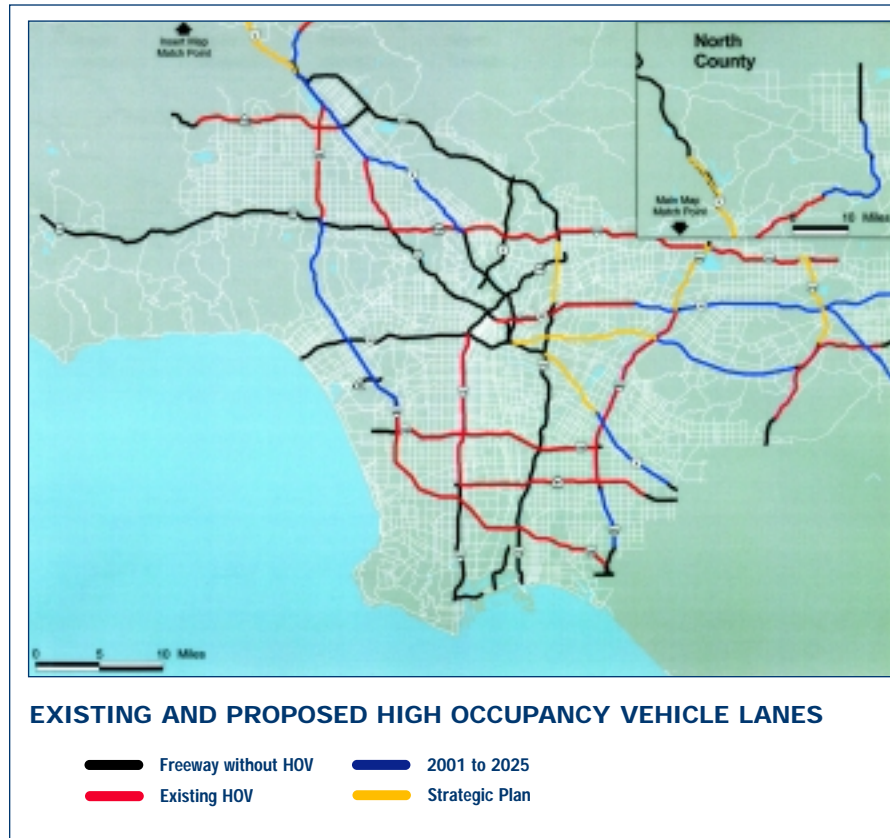
The LRTP also has examined where major traffic tie-ups will occur. One of the worst choke points will occur on the

I-5 at the Orange County line, where ten lanes of traffic must merge into six lanes of traffic on the Los Angeles County side. This project is a highway system priority, necessary to address a choke point through which 170,000 vehicles pass each day, and which will carry approximately 205,000 average daily vehicles in 2025.

In addition, the I-710 Long Beach Freeway Gap Closure Project is in the Strategic Plan, due to a lack of local consensus that has held this project in suspension for decades. Transportation model results clearly show that the Gap Closure would provide significant congestion relief. Therefore, MTA is working with Caltrans to develop a contingency plan to deliver this project and

will continue to work with impacted communities.

Specific interchange improvements are also proposed in the LRTP to remedy out-dated interchanges that must carry higher traffic loads than they were originally designed to carry. These improvements are also necessary to maintain future system operations. The LRTP also proposes to continue MTA's responsiveness to the needs of communities along freeways by providing significant funds to implement a countywide soundwall program. Finally, corridor studies directed by the MTA Board will be included in the Strategic Plan once Preliminary Engineering has been completed and cost estimates are available.



HIGHWAY RECOMMENDATIONS

RECOMMENDED PLAN

INCLUDED IN THE BASELINE in millions

FREEWAY IMPROVEMENTS AND GAP CLOSURES:

- Rt. 71 Widening \$ 118.1
- Rt. 90 Freeway Extension \$ 12.1
- I-210 Gap Closure \$ 241.3
- I-405 Auxiliary lanes: \$ 3.5
Mulholland Dr. to Ventura Blvd

HOV LANES

- I-5: *Rt. 170 to Rt. 14*¹ \$ 242.8
- I-10: *Baldwin Ave. to San Bernardino County Line*² \$ 441.7
- Rt. 14: *I-5 to Pearblossom* \$ 44.9
- Rt. 60: *I-605 to Brea Canyon Road* \$ 67.0
- I-405: Rt. *101 to I-10 (southbound)*¹ \$ 96.7
- I-405: *I-10 to Rt. 101 (northbound)*^{1,2} \$ 1,497.0
Century Blvd. to I-10 \$ 152.7
- I-605: *Orange County line to South Street* \$ 20.1

FREEWAY INTERCHANGES

- I-5/Carmenita Road¹ \$ 127.7
- I-5/Empire Avenue \$ 12.5
- I-5/Rt. 126 \$ 13.3
- Rt. 101: *Ramirez Flyover Interchange* \$ 2.9
Los Angeles Street to Center Street \$ 15.8
- I-405/101: *Near Greenleaf¹ and Ventura Blvd to Kester* \$ 33.9

HOV CONNECTORS

- I-5/Rt. 14 (partial connector – east to south) \$ 58.8
- Rt. 57/60 (partial connector – east to south) \$ 72.5

FREEWAY REHABILITATION

- Caltrans Administered SHOPP \$ 4,392.2

HIGHWAY OPERATIONS

- Incident Management, Freeway Service Patrol \$ 729.1
- SAFE \$ 195.1

INCLUDED IN THE BASELINE (cont.)

in millions

OTHER FREEWAY IMPROVEMENTS

- Miscellaneous projects and studies \$ 739.6
(including I-710, Rt-101 and North County corridors)
- Soundwalls – 1989 list \$ 47.8
- Project Development Support \$ 310.2
- Environmental Enhancement and Mitigation \$ 26.0

Baseline Total

\$ 9,715.3

CONSTRAINED PLAN

in millions

FREEWAY IMPROVEMENTS AND GAP CLOSURES:

- I-5: Add 1 mixed flow lane and 1 HOV lane in each \$ 222.3
direction from Orange County line to Rosemead Blvd. (Rt. 19)

HOV LANES

- I-5: *Rt. 134 to Rt. 170* \$ 182.7
- Rt. 14: *Pearblossom to Avenue L* \$ 105.5
- I-405: *Rt. 101 to Burbank Blvd. (northbound)* \$ 3.6

FREEWAY INTERCHANGES

- I-5: *Various interchanges from Orange County line to Rosemead Blvd. (Rt. 19)* \$ 355.5
- 57/60 \$ 355.5

HOV CONNECTORS

- I-5/Rt. 170 (Partial connector – south to north) \$ 77.7
- I-5/I-405 (Partial connector – south to north) \$ 143.5

OTHER FREEWAY IMPROVEMENTS

- Soundwalls \$ 549.2

Constrained Plan Estimated Total

\$ 1,995.5

RECOMMENDED PLAN ESTIMATED TOTAL

\$11,710.8

STRATEGIC PLAN

in millions

FREEWAY IMPROVEMENTS AND GAP CLOSURES:

• I-5:	Add 1 mixed flow lane and 1 HOV lane each direction: Rosemead Blvd. to I-710	\$ 1,415.0
• I-5:	Add 1 mixed flow lane each direction: Rt. 14 to Rt. 126 ³	\$ 629.0
• Rt. 14:	Add 1 mixed flow lane each direction I-5 to Kern County line ³	\$ 1,258.0
• Rt. 101:	Corridor Study Recommendations ³	\$ TBD
• Rt. 138:	Add 1 lane expressway each direction from I-5 to Rt. 14 ³	\$ 117.0
	Add 1 lane expressway each direction from Rt. 14 to San Bernardino County line ³	\$ 191.0
• I-710:	Gap Closure	\$ 1,474.0
	Corridor Study Recommendations ³	\$ TBD
• High Desert Freeway:	I-5 to San Bernardino County line (North County) ³	\$ TBD

HOV LANES

• I-5:	Rt. 14 to Rt. 126	\$ 157.0
• Rt. 57:	Rt. 60 to I-210	\$ 86.0
• Rt. 60:	Rt. 101 to I-605	\$ 244.0
• I-605:	I-210 to I-10	\$ 86.0

FREEWAY INTERCHANGES

• I-5/Rt. 2	\$ 200.0
• I-5/I-10	\$ 200.0
• I-5/Rt. 14	\$ 200.0
• I-5/Rt. 134	\$ 200.0
• I-5/Rt. 170	\$ 200.0
• I-5/I-405	\$ 200.0
• Rt. 101/Rt. 170	\$ 200.0
• I-405/Rt. 101	\$ 200.0
• Rt. 101/Rt.170/Rt. 134 (complete two connectors)	\$ 200.0

in millions

HOV CONNECTORS

• I-5/I-605	\$ 208.0
(partial connector – from west to south & from west to north)	
• I-10/I-605	\$ 208.0
(partial connector – from east to south & from west to south)	
• Rt. 60/I-605	\$ 208.0
(partial connector – from east to south & from east to north)	
• Rt. 91/I-110	\$ 208.0
(partial connector – from east to south & from east to north)	
• Rt. 91/I-605 – all	\$ 416.0
• I-105/I-605	\$ 208.0
(partial connector –from west to north & from west to south)	
Additional Soundwalls	\$ 724.9

STRATEGIC PLAN ESTIMATED TOTAL

\$ 9,637.9

Highway Footnotes

- 1 Traffic Congestion Relief Program projects (AB 2928)
- 2 Funded at preliminary cost level. Final costs pending completion of preliminary project engineering alternatives.
- 3 Final project scope and cost recommendations will be incorporated into Strategic Plan upon completion of corridor studies.

ARTERIALS

As with the freeway system, local streets will experience significant increases in congestion by 2025 as they strive to accommodate a 30% increase in trips. The causes of this congestion are complex, but they generally result from increased travel demand, changes in local land use patterns, interface with the freeway system, and increasing goods movement by trucks and from freight rail grade crossings.

The LRTP focuses on providing funding to improve arterial traffic flow through a number of strategies, including capital improvements and better use of advanced technology. Through funding of the Regional Surface Transportation Improvement Program, MTA provides capital funding to improve major traffic choke points through regional arterial widenings and realignments. It also focuses on improving the interface with the freeway system by funding interchange improvements. This program also minimizes arterial/freight rail conflicts by funding grade separation projects.

The Transportation System Management (TSM) Program focuses on improving traffic flow without major capital investment, through operational improvements such as signal synchronization projects at both the local and sub-regional level. The TSM program also takes advantage of Intelligent Transportation System (ITS) technology, which relies on computer technology to manage traffic on a multi-jurisdictional basis and by optimizing signal timing, providing bus priority, and other uses on a system of arterials. ITS technology provides a low cost method of maximizing traffic flow, which otherwise would require more costly capital improvements.

Specific Arterial street projects are solicited through the Call for Projects. The following funds have been allocated for those projects through the Call.

ARTERIAL RECOMMENDATIONS

REGIONAL SURFACE TRANSPORTATION IMPROVEMENT	in millions
RECOMMENDED PLAN (TOTAL)	\$ 1,987.8
Included in the Baseline	\$ 1,170.6
Constrained Plan (\$ 25 m/yr)	\$ 817.2
STRATEGIC PLAN (\$ 35 m/yr)	\$ 1,133.3
TRANSPORTATION SYSTEM MANAGEMENT	
RECOMMENDED PLAN (TOTAL)	\$ 1,590.1
Included in the Baseline	\$ 661.1
Constrained Plan (\$ 29 m/yr)	\$ 929.0
STRATEGIC PLAN (\$ 41 m/yr)	\$ 1,314.8



Drawing by Ehrenkrantz, Eckstut & Kohn

HOLLYWOOD/HIGHLAND DEVELOPMENT

GOODS MOVEMENT

Goods movement is an increasingly important issue for the LRTP. Because of the success of the ports of Los Angeles and Long Beach as major world-class shipping destinations, as well as the success of Los Angeles International Airport as an air freight destination, Los Angeles will continue to see marked growth in truck and rail freight transportation over the next 25 years. Truck traffic is already a major impact on some of the major freeway and arterials that connect the ports and airports with destinations in the greater Southern California region and beyond.

The LRTP identifies the need for a clearly defined goods movement strategy on freeways and arterials to accommodate freight growth anticipated over the next 25 years. MTA will take a proactive role in working with Caltrans, labor, truckers, shippers, ports management, and local jurisdictions to explore the possibilities of extending port operating hours to flatten peak hours for freight movement, to encourage off-peak freight movement, to examine technology improvements, and to seek new revenue sources for goods movement needs.

Specific Goods Movement projects are solicited through the Call for Projects. The following funds have been allocated for those projects through the Call.

GOODS MOVEMENT RECOMMENDATIONS

	in millions
RECOMMENDED PLAN (TOTAL)	\$1,829.0
Included in the Baseline (Alameda Transportation Corridor and Alameda Corridor East)	\$ 1,104.3
Constrained Plan (\$ 22.4 m/yr)	\$ 724.7
STRATEGIC PLAN (\$ 32 m/yr)	\$ 1,046.2



BIKEWAYS

The LRTP also envisions a greater emphasis in creating alternatives to automobile travel and highway congestion through the creation and use of a countywide bicycle system. In the mid-1990's, MTA worked with cities in the creation of sub-regional bike plans in defining a bicycle system that would provide greater opportunity for bicycle travel to work, school and for other travel purposes. The LRTP focuses on working toward the completion of a 406 mile Class I bicycle system of dedicated bike lanes and a 1,365 mile Class II bicycle system of striped bike lanes on arterials.

Specific bikeways projects are solicited through the Call for Projects. The following funds have been allocated for those projects through the Call.

BIKEWAY RECOMMENDATIONS

	in millions
RECOMMENDED PLAN (TOTAL)	\$ 553.7
Included in the Baseline	\$ 233.7
Constrained Plan (\$ 10 m/yr)	\$ 320.0
STRATEGIC PLAN (\$ 20 m/yr)	\$ 649.5

PEDESTRIAN SPACE

The LRTP also recognizes that many of the county's residents complete their trips exclusively by walking. The LRTP proposes improving the environments used by the County's walking populations and stresses an additional emphasis on the development of facilities that improve pedestrian linkages to rail stations and major transit centers. Increasing greater usage of the transit system is directly related to improving the environments connecting to transit facilities. The LRTP also proposes an MTA role in partnering with cities in preserving or creating pedestrian priority areas in higher density communities to provide an environment that promotes foot travel as an alternative to driving.

Specific pedestrian projects are solicited through the Call for Projects. The following funds have been allocated for those projects through the Call.

PEDESTRIAN SPACE RECOMMENDATIONS

	in millions
RECOMMENDED PLAN (TOTAL)	\$ 546.7
Included in the Baseline	\$ 220.3
Constrained Plan (\$ 10 m/yr)	\$ 326.4
STRATEGIC PLAN (\$ 18 m/yr)	\$584.8

TRANSPORTATION ENHANCEMENTS

RECOMMENDED PLAN (TOTAL)	\$114.4
Included in the Baseline	\$ 49.5
Constrained Plan (\$ 2 m/yr)	\$ 64.9
STRATEGIC PLAN (\$ 2 m/yr)	\$ 64.9

TRANSPORTATION DEMAND MANAGEMENT

Over the next 25 years, the increase in demand on the transportation infrastructure and the anticipated increase in congestion will far exceed any existing or new capacity that will be available. The limited opportunity to build new infrastructure limits the traditional opportunities to meet the County's future mobility needs. As a result, an important focus of the LRTP is on implementing a wide range of demand management strategies to reduce transportation demand while also encouraging greater efficiency of the existing transportation systems.

The LRTP proposes a Transportation Demand Management Program that partners with local governments in developing and funding demonstration projects (i.e., new technologies, innovations in public policy, vanpooling, and land use policy changes). The plan also proposes funding countywide rideshare programs that include a regional matching service, outreach to employers to encourage employee travel alternatives, and programs that reward employees for trying an alternative to the drive alone commute.

Finally, the LRTP proposes exploring innovative strategies that could support greater use of transit alternatives, such as working with cities on Smart Growth strategies and development of supportive transit services, working with employers to promote telework strategies that reduce the need for commuting every day, and exploring market strategies that generate revenue from auto use and improve the availability of transit alternatives.

Specific demand management projects are solicited through the Call for Projects. The following funds have been allocated for those projects through the Call.

DEMAND MANAGEMENT RECOMMENDATIONS

	in millions
RECOMMENDED PLAN (TOTAL)	\$ 386.5
Included in the Baseline	\$ 126.1
Constrained Plan (\$ 8 m/yr)	\$ 260.4
STRATEGIC PLAN (\$ 12 m/yr)	\$ 389.9
RIDESHARE PROGRAMS	
RECOMMENDED PLAN (TOTAL)	\$252.7
Included in the Baseline	\$ 17.3
Constrained Plan (\$ 7.5 m/yr)*	\$ 235.4
STRATEGIC PLAN (\$ 12 m/yr)	\$ 389.9

*Preliminary estimate. Final determination of rideshare funding will be made by the MTA Board following completion of Rideshare Evaluation Study in Spring 2002.



THE BENEFITS

The true test of the Long Range Transportation Plan, of course, is whether it actually improves our quality of life. The goals of the plan identify improvements in mobility, air quality, and access as ways to measure quality of life. When compared against the 2025 Baseline condition, improvements are seen in all three areas. However, when compared against the 1998 Base Year, improvements are seen in air quality, access, and transit mobility, but not in mobility on the highways.

MOBILITY

Mobility measures the flow of people in the transportation system. Improvements in mobility are achieved either by moving people faster, or moving more people in fewer vehicles, or both. Therefore, projects that increase traffic flow, relieve congestion, or improve the effectiveness of rapid transit will all create better mobility.

One way of measuring traffic flow is by comparing morning peak period highway speed. When compared against the 2025 Baseline condition, the Constrained Plan improves traffic flow by 1.4 m.p.h. However, when compared to the 1998 Base Year, morning peak highway flow is significantly reduced from 31.6 m.p.h. to 16.1 m.p.h. So while the goal is met, the experience of residents of in 2025 will not be as good as it was in 1998. Adding the projects included in the Strategic Plan does not measurably improve morning peak highway flows.

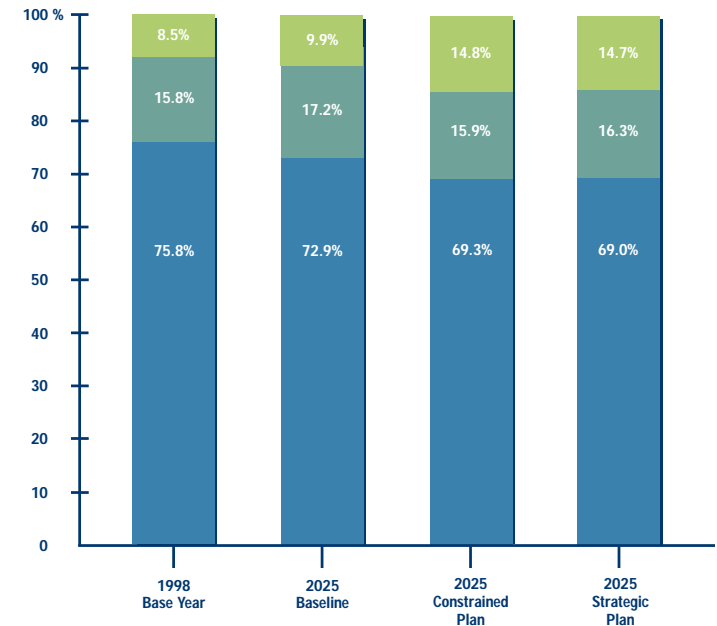
This analysis clearly shows that we cannot build our way out of our transportation problems. We must begin to coordinate decision-making about land use and transportation and find ways to encourage use of rapid transit and discourage use of single occupant vehicles.

Another way of measuring improvements in mobility is that of moving more people in fewer vehicles. Improvements in the rapid transit system are best indicated by the number of trips that shift from autos to transit. When compared to the 2025 Baseline condition, the Constrained Plan shows a significant increase in the number of commuters shifting to transit – a shift from 9.9% to 14.8%. While an even higher transit ridership would be desirable, this is a notable projected increase for Los Angeles County. The addition of the projects in the Strategic Plan does not improve transit ridership, but does improve the number of trips using the carpool lane.

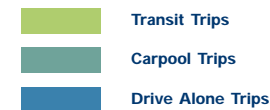
AIR QUALITY

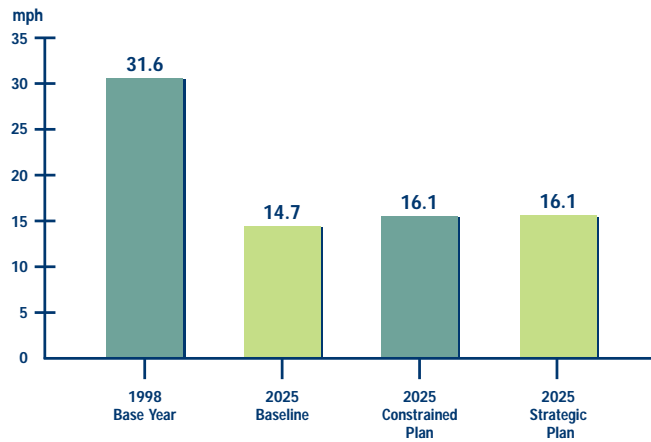
An improvement in air quality is indicated by a reduction in mobile source emissions. Projects that increase transit ridership, carpooling, or which improve the efficiency of the transportation system will improve air quality.

Improvements in air quality are indicated in all future conditions when compared against the Base Year of 1998. The 2025 Baseline condition (which incorporates all projects currently approved by the

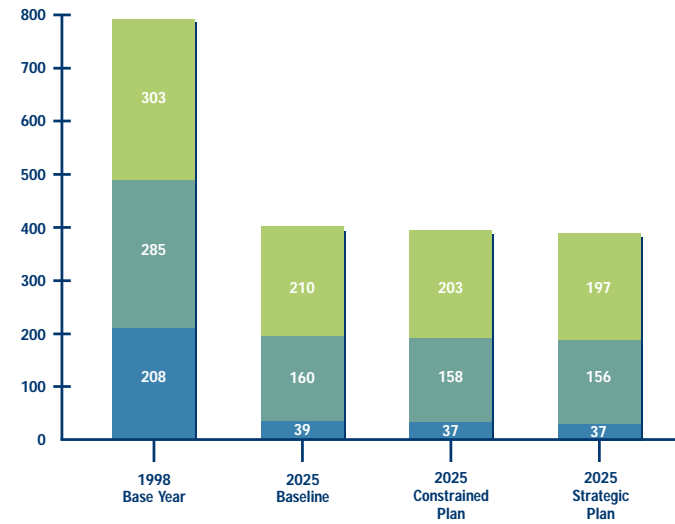


COMPARISON OF MODE SPLIT OF COMMUTER TRIPS

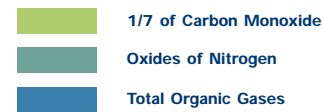




COMPARISON OF MORNING PEAK HIGHWAY SPEED



COMPARISON OF AIR QUALITY CONDITIONS (in tons/day)



MTA Board, but does not include any additional new projects) shows a remarkable improvement in air quality as compared to 1998. Both the Constrained Plan and the Strategic Plan further improve upon the 2025 Baseline condition. Therefore, while the speed of automobile travel will be reduced in 2025, the quality of the air will be much better. This is accounted for by increases in transit ridership, increases in the number of carpools, improvements in the efficiency of the transportation system, and increasing use of low emission vehicles.

ACCESS

Stated simply, improved access means that more people

can get to more places. This includes all people, whether they own a car or are transit dependent. Providing greater access both improves quality of life and improves the economy. Both highways and transit need to show improvement for this goal to be met.

The range of both transit and highway projects proposed in the Constrained Plan is broad. With the introduction of the three-tiered approach to coordinating the transit system, passengers will gain access easily to local feeder buses that then take them to fixed guideway service that quickly moves across the County. A total of \$59.8 billion will be invested in both rail and bus capital and

operations over the next 25 years. By directing this investment toward developing a coordinated public transit network, access will be greatly improved for residents of all parts of the County.

The highway system already reaches extensively around the County. Improvements over the next 25 years are focused on moving more people more efficiently on the system. Freeway improvements, gap closures, expansion of the system of carpool lanes, and the development of Intelligent Transportation System (ITS) technologies will all improve access for all populations traveling on the highway system.

THE TRANSIT DEPENDENT

Los Angeles County is composed of 88 cities and the County, which are made up of numerous neighborhoods and communities. Each is distinct and diverse, populated by people from varying ethnic, socio-economic, religious and cultural backgrounds. Meeting the needs of these diverse communities is an important consideration of the LRTP.

The MTA has made significant progress in implementing transit service improvements to meet the needs of transit dependent and minority communities through the implementation of a Consent Decree, which focuses on reducing bus overcrowding, implementing new service, maintaining affordable fares, and reducing the age of MTA's bus fleet. Progress to date is summarized below.

OVERCROWDING REDUCED BY 17%

The MTA agreed to reduce the maximum load factor on buses operating during peak periods from 1.45 (19 standees maximum) to 1.20 (9 standees maximum) over a period of time. MTA added a total of 273 buses by 1999 in order to achieve the load factor target of 1.25 six months early.

FARES KEPT LOW

Although the Consent Decree allowed for fare increases to occur consistent with increases in the Consumer Price Index, MTA has maintained the present fare structure since October 1996 when the decree was agreed upon. MTA has also instituted a new weekly pass at a price of \$11.00, and adopted an off-peak base fare of \$0.75 on all bus routes between the hours of 9:00 p.m. and 5:00 a.m. – both fares lower than other options.

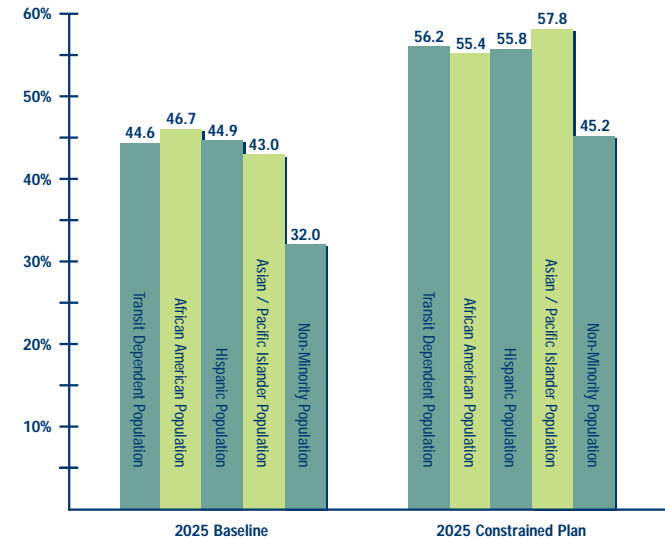
BUS FLEET AGE DROPPING

On September 28, 1998 the MTA Board of Directors approved an accelerated bus procurement plan. The plan calls for purchasing 2,095 new buses by the end of Fiscal Year 2004. At that time, over 80% of the fleet will be powered by alternate fuels and the average vehicle will be about five years old, making it one of the youngest fleets in the nation.

NEW SERVICES

The MTA instituted a Pilot Program of new services to facilitate access to schools, employment and medical facilities for the transit dependent community. A total of 12 new routes were implemented between December 1997 and March 1998, adding a total of 63 peak buses. A 1999 evaluation of these new services resulted in recommendations to make seven of these pilot lines permanent, cancel three lines, and modify two lines before making a final decision.

The MTA also agreed to develop and implement a Five Year Plan of bus system improvements designed to improve mobility for the transit dependent community. In recent months, the MTA has



% OF HOME TO WORK TRIPS WITHIN 60 MINUTES VIA TRANSIT

initiated service on three new lines as a part of an overall plan to accomplish this goal. Three more lines will be implemented in the future.

L RTP RECOMMENDATIONS

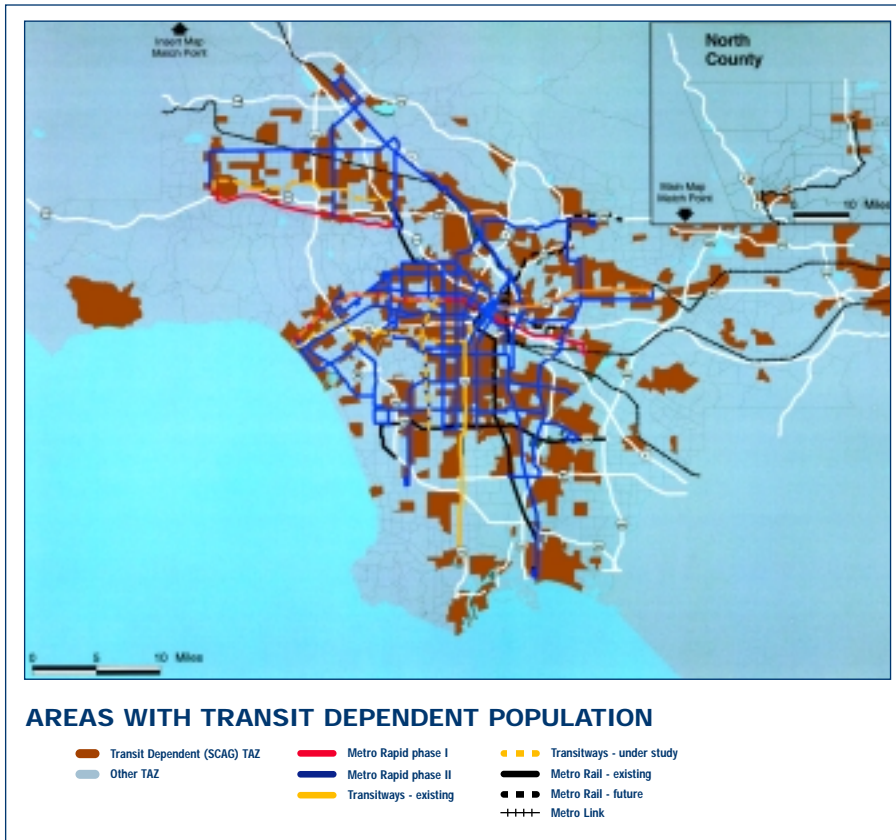
The L RTP builds on the accomplishments identified above by recommending a balanced transportation program with a strong emphasis on bus services that benefit the transit dependent and minority communities. For example, the expansion of the Metro Rapid Bus Program is a prominent component of the plan and many of its proposed lines will provide a significant benefit to transit dependent and minority communities.

The federal government, through its environmental justice and Title VI programs, requires a special analysis of the impact and benefits of the L RTP on the transit dependent and minority groups. The L RTP complies with these requirements. Specifically, the L RTP has evaluated the mobility benefits and impacts examining how mobility is affected in areas with high transit dependency and high minority populations.

This analysis demonstrates that both the Constrained and Strategic Plans perform well in the provision of transit services. While the plan provides equitable benefits throughout the County in meeting future transportation challenges, transit service improvements are greatest to transit dependent and minority communities.

This result is demonstrated by an assessment of the percent of transit dependent and minority populations that can arrive at their work place within one hour via transit. Focusing specifically on transit dependent neighborhoods, analysis shows an improvement from 44.6% to 56.2% in the measurement of those who are able to arrive at their work place within one hour in the peak period. Similar results are shown for other minority groups, which demonstrates that the L RTP provides a higher level of transit availability to the transit dependent and minority areas than to the County at large. This is in large part due to the concentration of new transit projects proposed in and around transit dependent and minority communities. For additional information about Title VI analysis, see the Technical Appendix of the full report.

Finally, in meeting federal requirements for community outreach, MTA conducted extensive meetings and programs which included representatives of transit dependent interests, as well as minority community residents and businesses. Many community meetings were scheduled at locations throughout the county to maximize access to the public. This process included a 45-day public review period of the Draft L RTP.



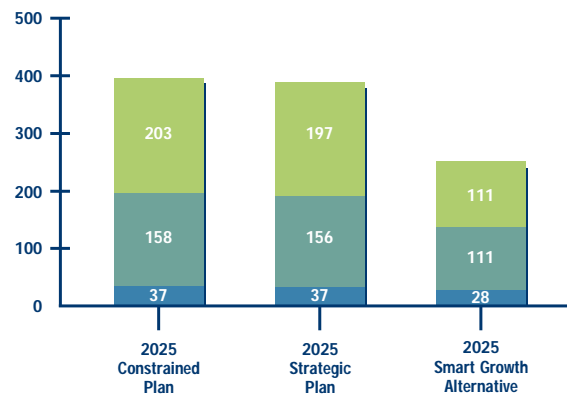
Source of population data: Southern California Association of Governments

THE REMAINING CHALLENGE

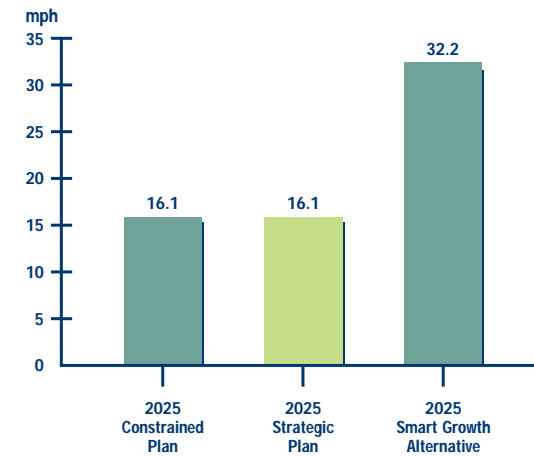
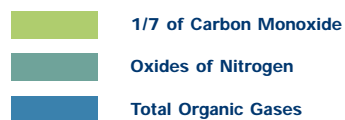
Even if we spend \$11.2 billion on the Constrained Plan and more than \$20 billion on the Strategic Plan, planning the future transportation system for our County remains a daunting challenge.

It is clear that even with our highest expectations of resources, we cannot build our way out of our transportation problems. Growth cannot remain unchecked based on the assumption that transportation services will follow. Solutions are possible, but they have not been favored by the public in the past. The time has come, however, to face the fact that public resources are not infinite and increasing congestion is facing us if we do not act soon.

There is hope in the results of at least one alternative that was tested as part of this planning effort. The 2025 Smart Growth Alternative clearly indicates that taking aggressive measures concerning growth, density, and the cost of operating autos can result in a much more positive future for Los Angeles County.



**SMART GROWTH ALTERNATIVE-
AIR QUALITY CONDITIONS (in tons/day)**



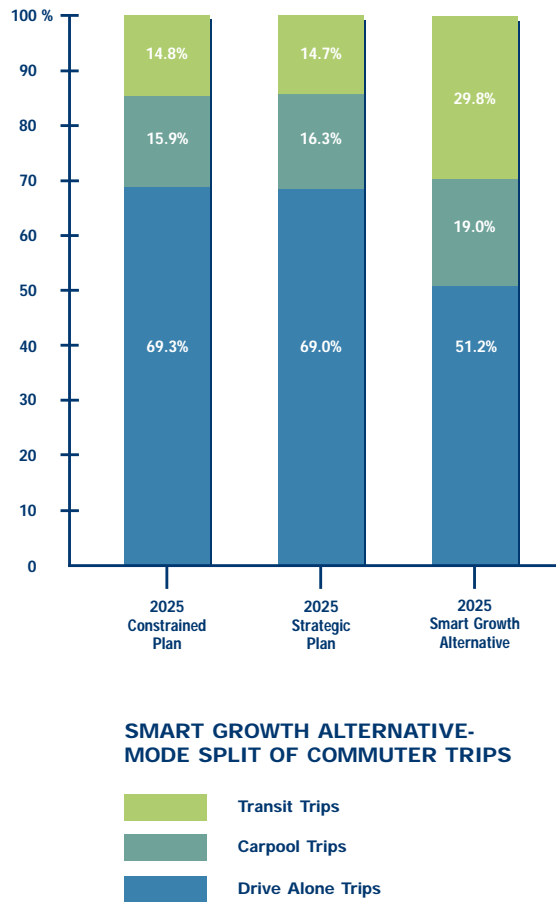
**SMART GROWTH ALTERNATIVE-
MORNING PEAK HIGHWAY SPEED**

This alternative assumed a lower population growth of 2.7 million additional people by 2025 instead of 3.5 million. The alternative also assumed that this growth would be concentrated in existing urban areas more so than in outlying areas. Other assumptions include a higher parking cost, and a higher cost to County residents for operating autos. Revenues raised from increased costs on autos are then available to expand and improve the rapid transit system. The Simulation Model does not define the source of revenue, but it could be from gas taxes, emission fee charges, congestion pricing, etc.

The analysis of this option is striking. Transit ridership by commuters surges to 29.8%, and morning peak highway speeds rise to 32.2 m.p.h. Both of these figures effectively double the projections for the 2025 Constrained Plan.

Why is this not the Recommended Plan? Most of the revised assumptions made in this simulation exercise are out of the control of the MTA and they therefore cannot be assumed without the concurrence of other municipal and county government entities, the business community, and the public.

The challenge remains and the dialogue must begin. Perhaps the most important recommendation of this plan is that the Los Angeles County Metropolitan Transportation Authority must lead an effort to bring the appropriate groups together to collectively plan our future. In working together we can create the future that we all want: one which preserves and improves for everyone our cherished Southern California way of life.





For copies of the plan or questions regarding this document, please call the Long Range Transportation Plan Hotline at 213-922-2833 or contact MTA via e-mail at mtaplan@mta.net.

