

Los Angeles County Metropolitan Transportation Authority

SHORT RANGE TRANSPORTATION PLAN FOR LOS ANGELES COUNTY

2003



Board of Directors

Hal Berrison

Board Chairman
City of Los Angeles, Council Member

Zev Yaroslavsky

1st Vice Chair,
Los Angeles County, Third Supervisorial District

Frank C. Roberts

2nd Vice Chair,
City of Lancaster, Mayor

Michael D. Antonovich

Los Angeles County, Fifth Supervisorial District

Yvonne Brathwaite Burke

Los Angeles County, Second Supervisorial District

John Fasana

City of Duarte, Council Member

James K. Hahn

City of Los Angeles, Mayor

Paul Hudson

Banker

Don Knabe

Los Angeles County, Fourth Supervisorial District

Gloria Molina

Los Angeles County, First Supervisorial District

Pam O'Connor

City of Santa Monica, Council Member

Beatrice Proo

City of Pico Rivera, Council Member

Allison Yoh

Urban Planner

Doug Failing

Ex-Officio member appointed by Governor

Roger Snoble

Chief Executive Officer
Los Angeles County
Metropolitan Transportation Authority

Los Angeles County

Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

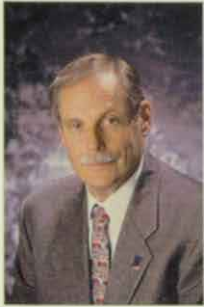
213.922.6000

mta.net

Prepared by: Countywide Planning
and Development Division

On the cover: Detail, Metro Rail
Chinatown Station.

Photographed by MTA Design Studio
Intern Laura Woodward



To the Citizens of Los Angeles County:

Keeping Los Angeles County moving is a complex puzzle. There are thousands of individual pieces like carpool lanes, local streets, transit buses, and rail lines that must be united to form a system that enables us to move seamlessly throughout the county. The challenge is to put the pieces together - to apply the right transportation solution to the right problem. In today's complex environment, we need a transportation strategy that provides a clear direction for the immediate future that can adapt to the changing world around us.

This Short Range Transportation Plan is a tool designed to bring the mobility and financial pieces of the puzzle together. By laying out a framework for the next six years that prioritizes our needs and allocates available resources, we create a living document that provides direction in reducing congestion, tackling traffic hotspots, and improving our quality of life.

There's a lot riding on our transportation system. Our economy depends on the ability to move people and goods reliably and efficiently. Implementing our Short Range Transportation Plan will create almost 100,000 jobs and generate over \$10 billion for our economy over the next six years. Our air quality also relies on our transportation system. Since our region must meet clean air standards by 2010, the need to implement our transportation priorities is greater than ever. This Plan will help ensure that we deliver projects on time.

To be successful we must come together now and speak with one voice about our transportation needs. We must make bold moves like the innovative agreement with the State to preserve \$332 million for four major transit projects. We must take advantage of the unique opportunity to implement the vision of the Mobility 21 Coalition for Los Angeles County and work hard to get our fair share of funding.

If all goes as planned, we will see hundreds of transportation projects over the next six years, including an expansion of Metro Rail into East Los Angeles; the completion of the San Fernando Valley Metro Rapidway; twenty-eight Metro Rapid lines; 200 high-capacity buses placed into service; over 70 miles of additional carpool lanes; and numerous rideshare, joint development, and other local initiatives.

This is an aggressive Plan, but together, we will meet the challenges and assemble the puzzle to secure our transportation future. Our region's mobility and our quality of life depend on it.

A handwritten signature in blue ink, appearing to read 'R. Shoble', written in a cursive style.

Roger Shoble
MTA Chief Executive Officer

TABLE OF CONTENTS

PUTTING THE TRANSPORTATION PUZZLE TOGETHER	1
OUR SHORT-TERM CHALLENGES	2
MOVING TOGETHER THROUGH MOBILITY 21	3
PIECING TOGETHER THE FINANCIAL PUZZLE	4
LAYING OUT THE PLAN FOR THE FUTURE	7
PUBLIC TRANSPORTATION	9
LOCAL BUS	10
METRO RAPID	14
METRO RAIL AND METRO RAPID TRANSITWAYS	16
METROLINK	19
HIGHWAYS AND ARTERIALS	21
SYSTEMS MANAGEMENT	25
DEMAND MANAGEMENT	28
FREIGHT MOVEMENT	33
THE SUBREGIONS	34
CONGESTED CORRIDORS	38
MEASURING THE BENEFITS	42
COMPLETING THE PUZZLE	46

TABLE OF EXHIBITS

CHARTS

ESTIMATE OF FUND SOURCES BEFORE AND AFTER STATE REDUCTION	4
ESTIMATE OF FUND USES	5
ESTIMATED ADDITIONAL ANNUAL REVENUES THAT COULD BE GENERATED TO BACKFILL STATE REDUCTION	6
AM PEAK AVERAGE SPEED (MPH) BY SUBREGION	42
AM PEAK AVERAGE FREEWAY SPEED (MPH) BY CORRIDOR	42
AM PEAK PERIOD TRANSPORTATION EMISSIONS BY SUBREGION	43
AM PEAK PERIOD TRANSPORTATION EMISSIONS BY CORRIDOR	43
THE PLAN CREATES JOBS	44
THE PLAN BENEFITS OUR ECONOMY	44
PERCENT OF HOME TO WORK TRIPS WITHIN 60 MINUTES VIA TRANSIT	45
MODE SPLIT FOR HOME TO WORK TRIPS	45

MAPS

COUNTYWIDE TRANSPORTATION SYSTEM	7
REGIONAL TRANSIT NETWORK	9
REGIONAL TRANSIT NETWORK LOCAL BUS SERVICE	10
REGIONAL TRANSIT NETWORK METRO RAPID	14
REGIONAL TRANSIT NETWORK METRO RAIL AND METRO RAPID TRANSITWAYS	16

TABLE OF EXHIBITS (Continued)

REGIONAL TRANSIT NETWORK METROLINK	19
CARPOOL LANES	21
NATIONWIDE TRUCK FLOWS FROM LOS ANGELES	33
LOS ANGELES COUNTY SUBREGIONS	34
CONGESTED CORRIDORS	38
AREAS WITH TRANSIT DEPENDENT POPULATION	45

TABLES

SHORT RANGE TRANSPORTATION INVESTMENTS FY 2004-2009	8
BUS SERVICE IMPROVEMENTS BY OPERATOR PLANNED THROUGH 2009	12
METRO RAPID PROJECTS IMPLEMENTATION SCHEDULE	15
METRO RAIL AND METRO RAPID TRANSITWAYS IMPLEMENTATION SCHEDULE	17
METROLINK IMPLEMENTATION SCHEDULE	20
SCHEDULE OF HIGHWAY PROJECT PRIORITIES	22
SCHEDULE OF HIGHWAY PROJECT PRIORITIES (CONTINUED)	23

PUTTING THE TRANSPORTATION PUZZLE TOGETHER

One of the keys to tackling the complex traffic problems of Los Angeles County is putting the right puzzle pieces together to complete that mobility picture. The Short Range Transportation Plan has been developed as a focused near-term action plan that puts the pieces of the mobility puzzle together and guides our actions through 2009.

The Plan will advance us toward the long-term goals outlined in the Metropolitan Transportation Authority's (MTA) 2001 Long Range Transportation Plan, a 25-year vision for addressing growth and traffic in Los Angeles County.

The Plan will help us:

- Establish a coordinated transportation action plan. It will serve as a master plan that coordinates our many short-term transportation programs (e.g., Metro Rapid, Regional Transit Plan, Metrolink).
- Monitor our progress. The Plan will allow us to track our progress in moving projects and programs forward, and ultimately moving people, traffic and goods safely and efficiently.
- Respond to changing circumstances. The Plan will be updated annually to ensure that we can respond to changing conditions, whether it's funding shortfalls, emerging transportation solutions, or other issues we can't anticipate.
- Address the current budget crisis. The current financial shortfall has jeopardized some of our major transportation solutions, but this Plan helps us put back those missing pieces of the puzzle by laying out strategy options for securing new funding.
- Live within our means. By laying out the cost of our priorities, the Plan is a reality check that ensures that we can pay for our short-term solutions.
- Implement the Mobility 21 Coalition's priorities. The Plan will help implement the transportation recommendations from the Mobility 21 Coalition that is bringing Los Angeles County together to speak with one voice about its transportation priorities.



OUR SHORT-TERM CHALLENGES

To solve the transportation puzzle, we must address a number of challenges over the next six years and beyond.

ACCOMMODATE GROWTH

By 2009, we will add over one million more residents to Los Angeles County that will share our streets and freeways. Most will be located in areas where the transportation system is already operating at or near capacity. Moreover, freight movement traffic for all transportation modes will grow at an even faster pace.

MOVE MORE PEOPLE

Over the next six years, more roads will experience gridlock more often. Our challenge is to find ways to maximize our mobility and move more people on our system. In addition, we need to find ways to preserve and protect our existing roadway system.

OVERCOME FINANCIAL SHORTFALLS

We will need to be as wise and creative as ever to offset the State's proposed funding cuts that could reduce transportation funding for our county by \$2 billion through 2009.

We will need to craft innovative solutions, such as the April 2003 agreement with the California Transportation Commission to preserve \$332 million for four major transit projects. This kind of ingenuity will avoid the need to defer important transportation solutions that are needed now.

BUILD CONSENSUS AND PARTNERSHIPS

More than ever, we must use the Mobility 21 Coalition and other forums to build countywide consensus on our priorities and send a clear message to Sacramento and



Washington, DC. We must also create synergy through stronger local partnerships that maximize our local resources. For example, MTA must work with Caltrans, municipal bus operators, and cities to ensure the Call for Projects addresses our communities' needs.

PROTECT AIR QUALITY

Our transportation system is part of the region's air quality solution. As a result, our fight to meet clean air standards by 2010 is jeopardized if we can't move forward with our transportation priorities on schedule.

PROTECT OUR QUALITY OF LIFE

Since the convenience of the transportation system helps define our quality of life, the ultimate challenge is to develop a system that ensures LA County remains a desirable place to live and work.

MOVING TOGETHER THROUGH MOBILITY 21

The transportation challenges that we face over the next six years have one thing in common: They won't be solved unless we develop broad consensus on the proper solutions.



One of the ways that we can translate the vision of the Short Range Transportation Plan into consensus is by working through the Mobility 21 Coalition. The Coalition is a countywide nonpartisan organization of transportation stakeholders created in 2002 to advocate for our county's priorities. The Coalition's public and private sector leaders meet regularly to develop practical solutions to our transportation challenges. Following annual summits, the Coalition works with federal and State lawmakers to promote legislative and funding priorities. Ultimately, the goal is to unite leaders around common priorities and translate those into increased

funding for our transportation needs.

The Short Range Transportation Plan will help define the countywide transportation priorities that are given more visibility and clout with the support of the Mobility 21 Coalition. Conversely, this Plan incorporates many of the key recommendations from the 2002 Mobility 21 summit. This momentum will help build the countywide consensus that can help implement our transportation vision.





PIECING TOGETHER THE FINANCIAL PUZZLE

The transportation puzzle can only be solved if the financial pieces are in place. Proposed State budget cuts could reduce funding for Los Angeles County's transportation needs by \$2 billion from the \$21.3 billion that was originally estimated to be available. Now more than ever, the efficient use of our financial resources is needed. This Plan proposes proactive and innovative options aimed at generating new revenue that can fully implement our transportation vision.

FINANCIAL RESOURCES

Transportation revenues come from various federal, state and local sources. Approximately \$19.3 billion is estimated to be available over the next six years to maintain and expand our transportation system. Much of this funding is locally generated through two half-cent voter initiatives, Propositions A and C. These and other local sources of revenue such as passenger fares, advertising, and real estate rentals, account for \$13.6 billion – over 70 percent of our total available funding. The remaining 30 percent of transportation funds includes \$3.4 billion of federal and \$2.3 billion in State transportation funds.

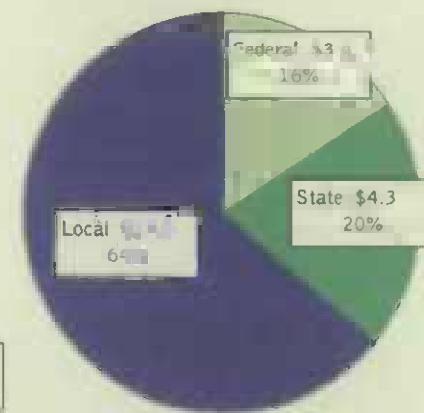
In order to reduce the State's budget deficit, the Governor is proposing a reduction in statewide transportation funding. Under this proposal, Los Angeles County stands to lose an average of \$330 million annually. This includes suspending the Traffic Congestion Relief Program and merging this program into the State Transportation Improvement Program, which could affect \$1.7 billion worth of project funding. Many of these projects require immediate funding to allow critical construction to proceed and to preserve time-sensitive federal discretionary funding.

RESPONDING TO A CHALLENGING ENVIRONMENT

MTA has wasted no time in devising innovative strategies to preserve critical funding for major transportation projects. First, MTA positioned itself as the first proactive transportation agency in the state to offer an innovative solution that keeps its major priorities on schedule. This creative plan uses MTA's own money to keep its initial priorities on track, with future reimbursement from the State. This proposal culminated in

Estimate of Fund Sources Before State Reduction
(FY 2004-2009)

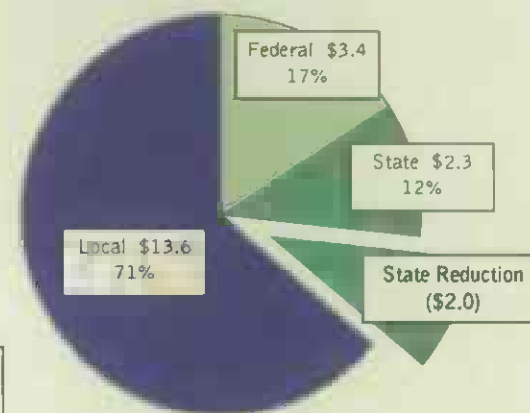
(\$ in Billions)



\$21.3 Billion Before
State Reduction

Estimate of Fund Sources After State Reduction
(FY 2004-2009)

(\$ in Billions)



\$19.3 Billion After
State Reduction



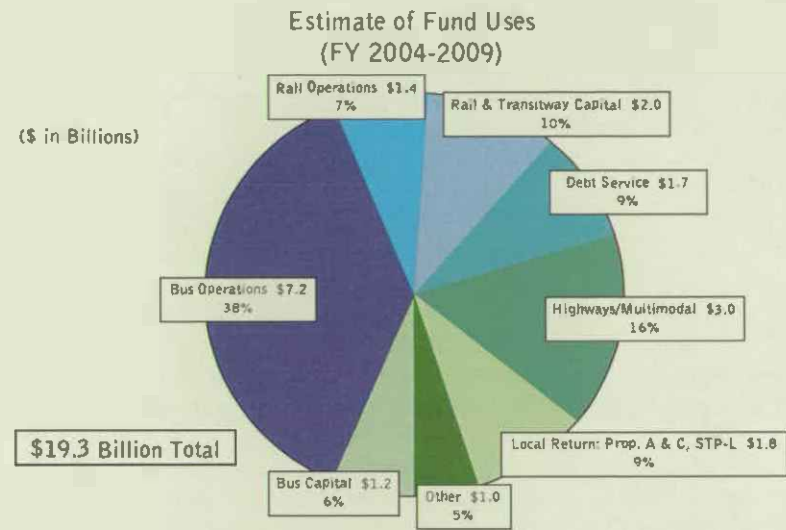
the April 2003 approval by the California Transportation Commission that preserves \$332 million to advance four major transit projects: the San Fernando Valley Metro Rapidway, purchase of 200 articulated buses for the Metro Rapid program, the Eastside Light Rail Line, and purchase of up to 30 rail cars for the Metro Gold Line to Pasadena.

Second, MTA has established priorities for highway, existing Call for Projects, and transit projects to guide near-term programming. This will help ensure that available funding is used to advance projects on a priority basis.

Finally, MTA is implementing aggressive measures designed to reduce operating costs while also pursuing revenue source increases. To meet the Plan's projected service needs and comply with the 1996 Consent Decree (requiring an accelerated expansion of Metro Bus service), MTA approved a transit fare restructuring proposal in May 2003. Since 1996, MTA has added 500 new buses to its peak service, the largest such bus fleet expansion in the nation. In addition, the agency plans to add 237,500 revenue service hours to its bus service by 2004 to comply with the Consent Decree.

THE FINANCIAL STRATEGY

Since Los Angeles County is confronted with significant funding challenges that could average \$330 million annually through 2009, a two-part strategy is proposed that can avoid disrupting hundreds of planned transportation projects. First, existing and future transportation funding must be protected to avoid further revenue cuts. Many such funding sources are already threatened (e.g., Transportation Congestion Relief Program) and need to be secured at a minimum. Second, our county must secure new funding that offsets the projected \$2 billion State deficit. Options for generating new transportation funding include the following:



1. Highway/Multimodal includes \$2 billion for capacity increasing projects and \$1 billion for highway safety, maintenance, and rehabilitation.
2. Other includes MTA agency-wide capital and administration.

County Sales Tax. The enactment of an additional quarter-cent local sales tax would almost offset the State shortfall, generating approximately \$260 million per year. A half-cent county sales tax increase would provide \$525 million annually. This would be enough to fully offset the State shortfall and provide \$225 million for new transportation initiatives. Implementation of a local sales tax would require MTA Board concurrence and LA County voter approval.

Freight Container Fee. A \$30 fee for each freight container entering our local ports and traveling on Los Angeles County's transportation network would provide \$300 million annually, assuming 10 million containers per year. Implementation of a container fee would require State legislation.

State GARVEE Bonds. Issuing bonds is another way of generating significant revenue, though they impose future financial burdens because of the resulting debt service. Federal law allows states to borrow against future federal transportation funds through a mechanism known as Reimbursement Grant Anticipation Revenue Vehicle (GARVEE) Bonds. Such a program could generate up to \$250 million per year. MTA

supports enabling legislation that would permit GARVEE bond principal and interest payments to be paid by the State. Implementation of a GARVEE bond initiative requires approval by the California Transportation Commission.

State or Federal Gas Tax. A temporary or permanent increase in the State or federal gasoline tax would yield significant revenues. For example, a five-cent gas tax imposed at the state level would partially offset the State shortfall by generating approximately \$240 million per year for Los Angeles County. A seven-cent gas tax could fully offset the shortfall, yielding \$336 million per year. Similarly, a five-cent federal tax would partially offset the State shortfall, generating \$217 million per year. A seven-cent federal gas tax would nearly offset the shortfall, generating approximately \$300 million. Implementation of a federal gas tax initiative would require approval by the US Congress and the President. Implementation of a State gas tax initiative would require approval by the State Legislature and the Governor.

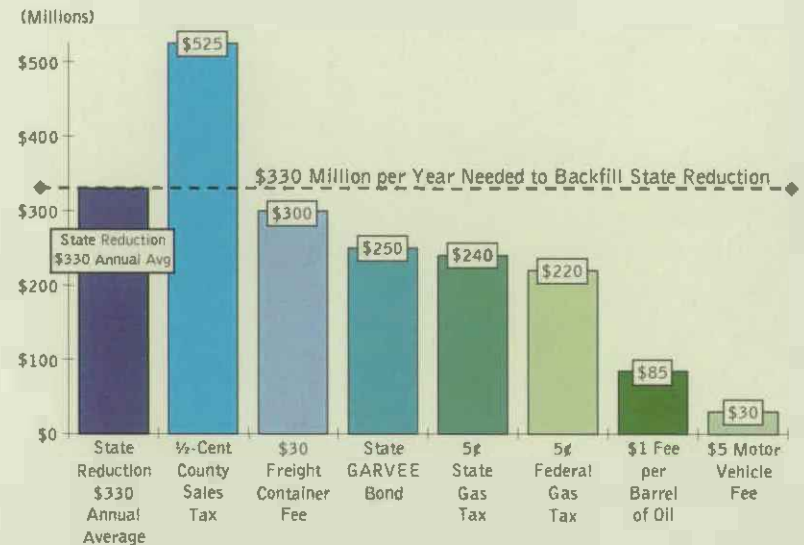
Oil Barrel Fee. A \$1 fee for each barrel of crude oil received at a refinery within Los Angeles County would generate \$85 million per year for Los Angeles County. Implementation of an oil barrel fee would require approval by the State Legislature and the Governor or could also be approved at the federal-level by the US Congress and the President.

Motor Vehicle Fee. A \$5 annual surcharge on each of LA County's six million motor vehicles would provide \$30 million in revenue annually. In order to fully offset the State's funding shortfall, a \$50 fee on motor vehicles would need to be enacted. This would require State legislation to implement.

Countywide Traffic Impact Fee. A countywide traffic impact fee could be enacted to assess new development for the impact of new traffic on the regional transportation system. Similar fees exist in neighboring Orange and Riverside counties. MTA could require such a fee under its authority as a Congestion Management Agency.

While each of these options offers promise to provide much-needed transportation revenue, they require different levels of consensus and support. In some cases, voter approval or new authority for MTA may be needed, which could delay the ability to generate immediate revenue for the six-year window of this Plan. Regardless, countywide discussion on

Estimated Additional Annual Revenues That Could Be Generated to Backfill State Reduction



the strategy for securing our transportation future must begin now. MTA will work with the Mobility 21 Coalition; our local, regional, state and federal partners; and community interests to forge an approach that can generate revenues for our urgently needed transportation priorities.

FINANCIAL ACTION PLAN

- Ensure that existing and future State transportation resources are protected and made available for Los Angeles County's transportation needs. Examples of funding sources requiring immediate protection include:
 - Traffic Congestion Relief Program
 - Proposition 42 (sales tax on gas) funds
 - State Transportation Improvement Program funds
- Support efforts to maximize federal funding to Los Angeles County through reauthorization of Transportation Equity Act for the 21st Century, consistent with adopted MTA Board priorities.
- Support efforts to increase revenue to transportation, examining new funding approaches that could be implemented through federal or State legislation or through local actions.

LAYING OUT THE PLAN FOR THE FUTURE

The Short Range Transportation Plan focuses on the phasing of transportation improvements through 2009 that will help put together the pieces of our mobility puzzle. The Plan relies on performance-based modeling to identify the best solution for each mobility challenge. MTA will continue to work with subregional organizations, local jurisdictions, and other transportation providers to fund and implement many of these regionally-significant priorities through the Call for Projects. The following goals are designed to layer different transportation services onto one another to create a connected grid of transportation options that allow you to move throughout the county.

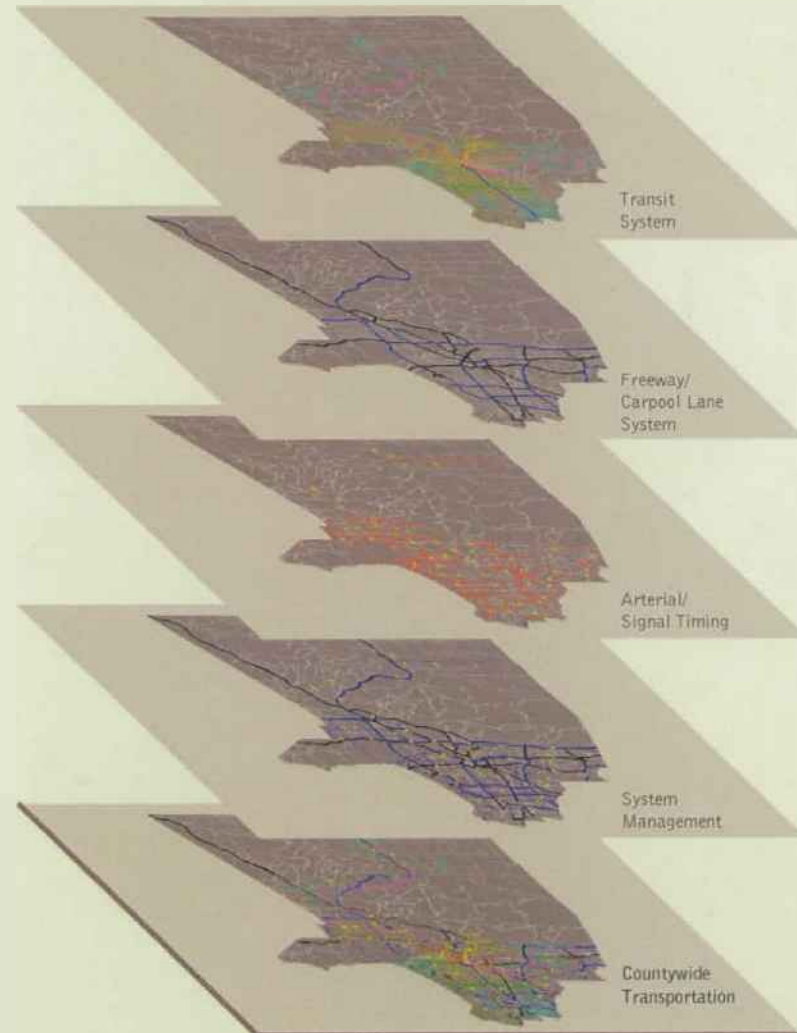
Improve Quality of Local Bus Service. Through the creation of five new service sectors, MTA is improving customer service by providing communities with more input into operations and improving operations by using the regional transit resources more efficiently. Local bus providers and MTA work together to provide efficient routing, service coordination, and to introduce new technology that will make travel more convenient, such as smart cards that allow seamless transfers. MTA is also developing a Hub and Spoke system to further improve customer service.

Expand the Metro Rapid Program. Twenty-eight Metro Rapid bus lines will be implemented by 2009 that can reduce travel times for bus riders by 25 percent. This will result in over 400 miles of rapid, high-capacity bus service that will serve 34 cities and 11 unincorporated LA County communities.

Expand the County's Light Rail System. The Pasadena Metro Gold Line was completed in 2003, and the Eastside extension will be ready by 2009. These will form a single operating line extending from East Los Angeles into the San Gabriel Valley. Another rail line, the Exposition line toward Santa Monica, is under design with completion after 2009 (subject to funding availability). Finally, preliminary engineering is planned to begin on a Gold Line extension eastward to Claremont.

Introduce Metro Rapid Transitways. New, cutting-edge bus service using dedicated traffic lanes will be introduced. The centerpiece will be the 14-mile exclusive San Fernando Valley Metro Rapidway, followed by a project along Wilshire Boulevard that proposes exclusive, peak hour access to buses, subject

COUNTYWIDE TRANSPORTATION SYSTEM



to approval by cities. Transitways in the San Fernando Valley (north/south alignment) and along Crenshaw Boulevard could be implemented as funding becomes available.

Improve Metrolink Service. Commuters will benefit from trains and platform extensions that will allow each Metrolink train to expand from six to eight cars, thus transporting more passengers with minimal additional operating cost.

Expand the Countywide Carpool Lane System. By 2009, MTA plans to add 70 lane miles of carpool lanes, resulting in a 517 mile network throughout the county. If additional funding becomes available, the carpool network could be expanded by another 82 miles. Specific improvements include completing carpool lanes and/or connectors along I-5, I-10, SR-14, SR-60 and I-405.

Improve Traffic Flow Through System Management. Information and technology, such as real-time management of our roadway system, will play larger roles in getting the most out of our system. Other programs like the Freeway Service Patrol will expand to bring traffic incident relief to more freeways and support freeway construction projects.

Encourage Alternatives to Driving Alone. Providing options to travelers is one way to reduce traffic congestion. Programs that encourage ridesharing, pedestrian travel, and move toward completion of a 406-mile Class I bicycle system will be developed and promoted. MTA will also implement parking

policies for its Metro stations and explore a park-and-ride facility study.

Plan and Implement a Comprehensive Freight Movement Program. MTA will work with its partners to develop analytical tools and a strategic plan for addressing future goods movement growth. These partnerships will help develop dedicated funding sources that will pay for comprehensive freight related projects without impacting other transportation funding sources.

Implement Mechanisms to Link Growth with Transportation. The Mobility 21 Coalition for Los Angeles County will work to form public/private partnerships that can implement programs that provide meaningful incentives to better link land use and transportation planning.

In total, \$19.3 billion is needed to fund this Plan's transportation priorities through 2009. The following table summarizes the proposed level of investment for major transportation programs over the next six years. These include the costs of operating the current system and funding new transportation solutions.

Short Range Transportation Plan Investments
FY 2004-2009

Category	Proposed Funding (in \$ millions)
Metro Buses ¹	\$ 6,129
Metro Rapid Capital ²	\$ 72
Metro Rapid Transitways Capital	\$ 478
Municipal Buses ³	\$ 3,086
Metro Rail	\$ 2,555
Metrolink	\$ 305
Highways	\$ 1,626
System Management	\$ 186
Demand Management	\$ 32
Call for Projects ⁴	\$ 1,052
Miscellaneous ⁵	\$ 3,804
TOTAL	\$ 19,324

1. Includes capital costs for Metro Buses and operating costs for Metro Buses, Metro Rapid and Metro Rapid Transitways
2. Additional revenues of approximately \$20 million in FY 2010 have been approved by the MTA Board for advancement.
3. Includes capital and operating costs.
4. Includes prior and potential future allocations. Excludes freeway and soundwall allocations.
5. Includes local returns to cities, debt service, and costs not directly associated with capital programs.

PUBLIC TRANSPORTATION

The public transportation system in Los Angeles County has matured greatly over the past ten years. Today, the system provides a dense grid of transit options (north-south, east-west) throughout much of the county for both local travel and commuters.

Over the next six years, significant projects will continue to be implemented that will improve the system's connectivity, improve service coordination, and provide transit passengers with more service and travel options.

The Plan reserves \$12.6 billion to maintain and expand our public transportation system. While the capital costs of new rail or bus service are substantial, the majority (over \$9 billion) is needed to operate our buses and trains over that period.

This chapter highlights four elements of the regional transit system:

- Local Buses
- Metro Rapid
- Metro Rail and Metro Rapid Transitways
- Metrolink





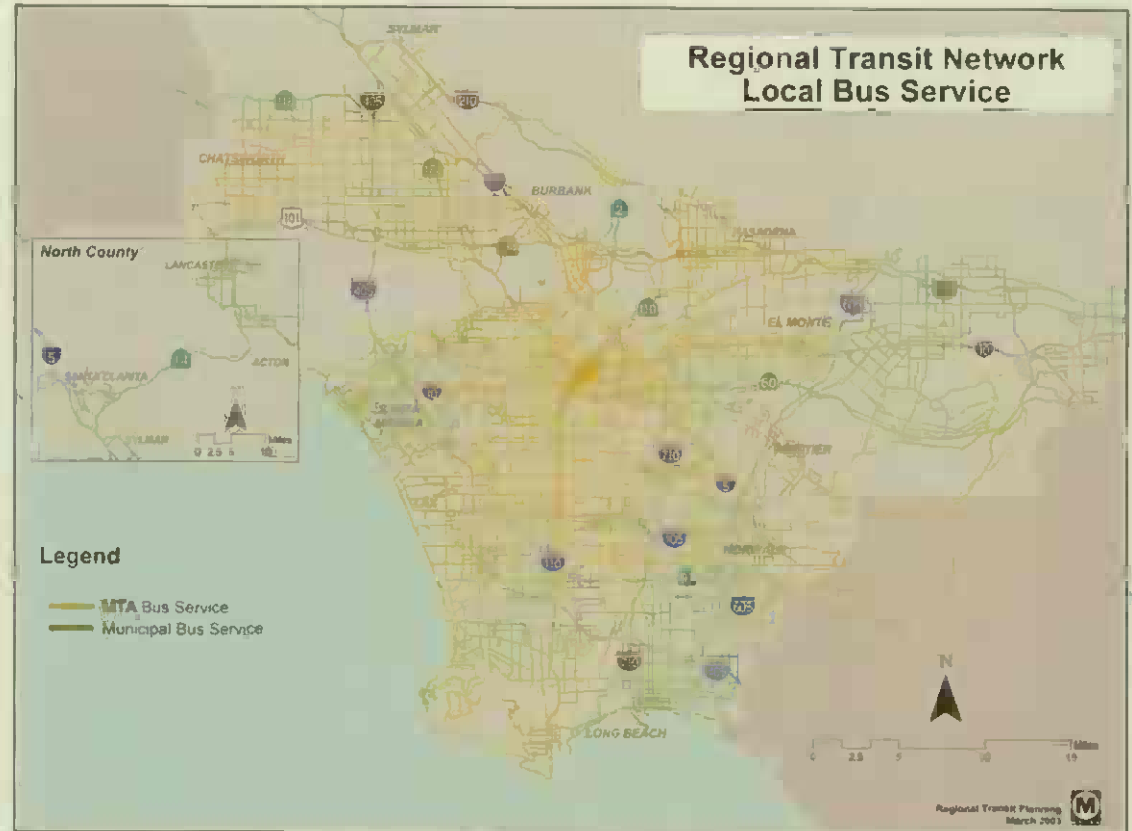
LOCAL BUS

Local buses are the workhorses of the public transportation system. Regional, municipal, and local operators create a transit network covering over 1,400 square miles, serving over 1.4 million riders daily. Smaller paratransit vehicles also serve communities by providing on-demand or other specialized services.

EXISTING SYSTEM

In Los Angeles County, 43 public agencies provide fixed route bus service, ranging from MTA with over 2,000 peak vehicles to the City of Baldwin Park with four peak vehicles. Transit services provided by these operators range from commuter express service as provided by Antelope Valley Transit Authority to community circulators as provided by LADOT's DASH network. Over 2,800 vehicles transport 470 million passengers annually. Over two million transit trips are provided on the 80 dial-a-ride services in the county. There are over 350 more private organizations that provide paratransit service for the disabled, including Access Services, which provides complementary service for 43 providers.

Local bus services have significantly improved their reliability, convenience, capacity, and on-time performance in recent years. Since 1995, MTA has added 500 peak-hour buses and municipal operators have added approximately 100 peak-hour buses,



significantly reducing overcrowding. Many older buses have been replaced, reducing the average age of MTA buses from 9.7 years in 1995 to less than 6 years today. This is similar to the average age of many municipal bus fleets. To improve transit's responsiveness, travel surveys have been conducted to assess rider needs. Efforts to improve regional coordination also improve ease of transit use. For example, the EZpass

was started in 2002 and allows riders unlimited use of Metro Bus and Metro Rail services and 13 local bus operators. Bus riders that use more than one system benefit by having seamless transfers.

In addition, over 80 percent of MTA's bus fleet (approximately 1,900 buses) operate using compressed natural gas. This makes MTA the nation's largest compressed natural

gas fleet. Other operators (e.g., Santa Monica, Culver City, Long Beach, Foothill) have been transitioning to clean fuel vehicles over the last five years.

In 2002, MTA decentralized its local bus service into five service sectors that provide more responsiveness and decision-making for local communities. With the institution of MTA's service sectors, new bus service improvements have been expedited through improved community relations and recently-formed city and transit partnerships. A key objective of MTA's service sectors is to improve service to the customer by providing local communities with greater input into bus operations.

In addition, eight bus restructuring studies have been completed recently which have significantly improved local bus service. Many of the study recommendations have been implemented, which have significantly improved local bus service. Each study was coordinated with municipal operators and local jurisdictions in that region. MTA's Consent Decree was carefully considered in the development of service improvements. Study recommendations focused on improving inter- and intra-agency route structuring, reducing route duplication, and improving network connections.

MTA has worked with municipal operators on transit restructuring, focusing on major regional travel markets, reducing service duplication, and increased coordination of public information, such as bus stop signing and bus information. The result of this work is an action plan for improving the regional



bus system. The action plan is included in the Los Angeles Regional Transit Plan 2003-2007.

A comprehensive restructuring of MTA bus service will get underway in 2004 to transition the Metro Bus System from the existing grid network to a Hub and Spoke system. Hub and Spoke refers to a system that uses major employment areas and transit centers as focal points, or transit hubs. Examples of potential transit hubs include LAX/Aviation Metro Green Line Station, Union Station/Patsaouras Plaza, Universal Metro Red Line Station, El Monte Transit Center and the Long Beach Transit Mall. The goal is to increase ridership, improve system connectivity and to use regional transit resources more efficiently. Key objectives include reducing travel time, improving access to major activity centers, reducing service

duplication, shortening and streamlining MTA's core bus lines, revisiting express service, integrating feeder/circulator service into the regional network, and identifying transit center needs. Local and municipal operators will be included in the planning process. Implementation of the Hub and Spoke system will be phased in over a series of service changes starting in June 2004 and continuing through December 2005.

WHAT THE FUTURE HOLDS

Over the next six years, local bus operators will focus on programs that attract new riders, provide seamless travel with respect to service and fares, and build partnerships with local communities that provide the arterial network essential to transit operations. These local bus partnership programs are described in detail in the 2002 Regional Transit Plan,

which identifies a number of transit improvements anticipated by MTA and 17 municipal operators. These improvements include a wide range of actions proposed for individual operators including service expansion, restructuring, and coordination; new operating and maintenance facilities; transit centers; high technology applications; expanded use of clean fuel buses and fueling facilities; and the purchase of articulated buses for high volume travel corridors.

The development of a comprehensive local bus feeder network will be crucial to providing seamless travel as the region's regional bus and rail networks expand. As new Metro Rapid and Metro Rail services start operation, new opportunities will be created to realign local bus service to effectively coordinate with regional services. Minor route adjustments can make a big difference in ensuring that local bus service connects with Metro Rapid and Metro Rail stations. Such improvements maximize transit ridership and allow local buses to provide feeder service in addition to meeting other local needs.

In addition, a network of Regional Transit Centers can improve system access and interface between operators within different subregions. Implementing such centers will be contingent on the availability of future funding.

Other amenities are planned that will play an important role in the growth of the local transit network. For example, partnership with local jurisdictions can ensure that stop locations, shelter amenities, physical

BUS SERVICE IMPROVEMENTS BY OPERATOR PLANNED THROUGH 2009

	Service Expansion & On-time Improvements	Service Coordination Improvements	High Capacity Vehicles	Facility Modifications	Clean Fuel Stations	MTS Enhancements	Universal Fare System
Bus Operators							
Los Angeles County MTA	◆	◆	◆	◆			◆
Santa Monica Big Blue Bus	◆	◆	◆	◆	◆	◆	◆
Santa Clarita Transit	◆	◆		◆	◆	◆	◆
Long Beach Transit	◆	◆	◆			◆	◆
Los Angeles Department of Transportation	◆	◆					◆
La Mirada Transit		◆				◆	
Gardena Municipal Bus Lines	◆	◆		◆		◆	◆
Foothill Transit	◆	◆		◆	◆	◆	◆
Montebello Bus Lines	◆	◆		◆		◆	◆
Torrance Transit		◆		◆		◆	◆
Culver City Bus	◆	◆			◆	◆	◆
Arcadia Transit	◆	◆					
Antelope Valley Transit Authority	◆			◆		◆	
Claremont Dial-A-Ride		◆		◆			
Norwalk Transit System		◆					◆
Commerce Municipal Bus Lines							◆
Redondo Beach WAVE	◆	◆					

condition of travel lanes, and signal timing minimize streetscape and traffic impacts while maximizing transit performance.

Several operators plan to introduce articulated buses in high-volume corridors including Santa Monica and MTA, which will begin using these buses by 2006. Long Beach Transit already has articulated buses in service in high-volume corridors. Since articulated buses carry more passengers than regular 40-foot buses, they can meet ridership demands with fewer buses, reducing capital and operating costs. For example, this will reduce MTA's bus fleet needs by 4 percent while increasing seating capacity by 11 percent.

In addition, MTA will explore options for increasing bus speeds through identifying bus-only lanes and the Countywide Bus Signal Priority Pilot Project. The goal of the Pilot Project is to develop a signal priority system that gives more buses green light priority with signal systems throughout Los Angeles County. The project is scheduled to be tested on the Crenshaw corridor's Metro Rapid service by the end of 2003. In addition to supporting Metro Rapid corridors and other high-volume Metro Bus services, this system will also support municipal bus services.

To assure the effective deployment of its vehicles and to minimize overcrowding, MTA will introduce two new technology applications. The Advanced Transportation Management System will provide automated vehicle location, passenger counting, video surveillance, and a transit radio system that

provides real-time communications between bus operators and dispatchers. MTA's entire fleet is scheduled to be equipped by the end of 2004. The Universal Fare System will eliminate the need for cash, passes, and tokens on Metro Buses, municipal buses and Metro Rail. The fare medium, a wallet-sized Smart Card imbedded with a computer chip, can be programmed to store cash for use on public transit or other goods and services through partnerships with entities near bus and rail stations (e.g., schools, parking lots, retailers). It will improve revenue and ridership data collection and reporting through a central data collection system that will help with financial control and service planning.

With regard to paratransit service, MTA will work closely with Access Services to develop a business plan that meets the needs of the disabled community while controlling costs. MTA also provides free transit to Access Services riders to encourage the use of public transit when possible.

LOCAL BUS ACTION PLAN

- By 2004, MTA will develop and begin implementing the Hub and Spoke bus system restructuring plan.
- MTA and municipal transit operators will implement the Regional Short Range Transit Plan improvements.
- By 2004, complete Countywide Bus Signal Priority Pilot Project.
- Initiate ITS Action Plan to incorporate all transit operators into the countywide ITS architecture.

- By 2004, implement the Advanced Transportation Management System.
- By 2006, MTA will complete the implementation of the Hub and Spoke bus restructuring plan.
- Through 2006, enhance passenger capacity and improve mobility consistent with Consent Decree requirements.
- By 2008, implement a local bus feeder network phased with the implementation of the Metro Rapid and Metro Rail expansion programs.
- By 2009, complete bus purchases for 200 high-capacity buses consistent with MTA's Bus Fleet Management Plan.
- By 2009, expand MTA's bus division capacity to accommodate high-capacity buses.
- Seek additional funding to establish new Metro Bus operating division.
- Seek additional funding for implementation of a Regional Transit Center development plan.
- Seek additional funding sources for transit operations and additional capital and operating funding to meet the increasing demands on transit operators serving the subregions projected to experience significant growth.
- Implement the Universal Fare Card system on MTA's system by end of 2004 and on municipal operator systems by end of 2005.
- Work with Access Services to develop a business plan to meet the needs of the disabled community while controlling costs.

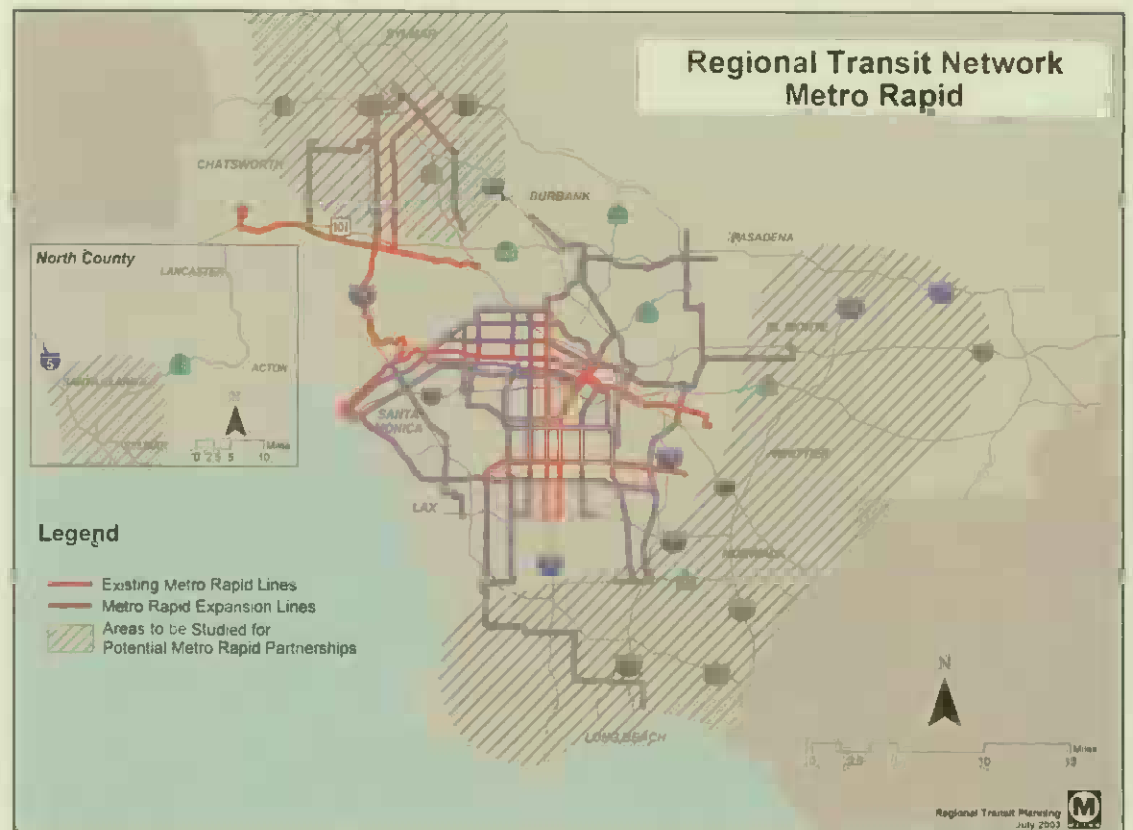


METRO RAPID

The Metro Rapid program is an emerging key piece of the transit puzzle. These express buses provide more frequent service, headway-based schedules, simple route layouts, bus signal priority, and less frequent stops on the highest demand corridors in LA County. The service moves up to 100,000 passengers daily and can reduce passenger travel times by as much as 29 percent. The program has been found to be very reliable and cost-effective in achieving significant time savings for bus riders without noticeable impacts on automobile traffic. Ridership has increased by nearly 40 percent along the first two demonstration corridors (Wilshire/Whittier Metro Rapid and Ventura Metro Rapid).

EXISTING SYSTEM

As of August 2003, Metro Rapid service operates along six corridors. Wilshire/Whittier Metro Rapid serves a 26-mile corridor between Montebello and Santa Monica. Ventura Metro Rapid serves a 16-mile corridor between the Universal City Metro Red Line Station and Warner Center. South Broadway Metro Rapid serves an 11-mile corridor between Downtown LA and the Metro Green Line Harbor Freeway Station. Vermont Metro Rapid serves a 12-mile corridor between the Metro Red Line Vermont/Sunset Station and the Metro Green Line Vermont Station. Florence Metro Rapid serves a 10-mile corridor between Bell Gardens and the Inglewood Transit Center. Van Nuys Metro Rapid serves a 21-mile



corridor between Westwood and Lake View Terrace.

WHAT THE FUTURE HOLDS

The recently adopted Metro Rapid Five-Year Implementation Plan lays out a schedule for adding 24 service corridors to the first two demonstration corridors by 2009. Two additional corridors identified in the San Fernando Valley North-South Transit Corridor

Study will be implemented as Metro Rapid corridors. At least four of the 28 corridors are planned to be operated by municipal operators. The plan will provide the same program attributes, which resulted in superior transit service along the initial demonstration corridors, but will also consider additional attributes such as high capacity buses, exclusive bus lanes, and a local bus "feeder" network. The plan's schedule calls for two new Metro Rapid lines to be completed every

six months. The following schedule summarizes the overall phasing program. The MTA Board has approved \$92.3 million of capital funds for Metro Rapid Implementation on an aggressive five-year schedule.

Expanding the Metro Rapid program will require construction of distinctive new stations with real-time passenger information displays and a bus signal priority system to minimize passenger travel times. MTA is working with the City of LA and 45 other cities and jurisdictions throughout LA County to oversee construction of the stations and signal priority system. In order to meet the adopted schedule of the Five-Year Implementation Plan, the City of LA has doubled the current rate of construction to over 40 miles annually. MTA will also work with municipal operators interested in providing Metro Rapid service beyond the current implementation schedule, and to expand service in areas not currently served.

METRO RAPID ACTION PLAN

- Implement twenty-two new Metro Rapid corridors by 2009.
- Deploy high-capacity buses on the highest demand corridors.
- Monitor and evaluate Metro Rapid services to minimize passenger travel times and maximize ridership.
- Work with interested municipal operators to provide Metro Rapid service that supplements the Metro Rapid Five Year Plan.
- Study traffic flows and signal timing into downtown LA during commute periods in order to maximize MTA and municipal operator Metro Rapid service.

METRO RAPID PROJECTS IMPLEMENTATION SCHEDULE

PROJECT ¹	Currently Open	Fiscal Year ²					Estimated Project Capital Cost (\$000) ³
		'04	'05	'06	'07	'08	
Wilshire-Whittier	◆						Open
Ventura	◆						Open
South Broadway	◆						Open
Vermont	◆						Open
Florence	◆						Open
Van Nuys	◆						\$ 4,730
Crenshaw-Rossmore	◆	◆					\$ 3,822
Soto			◆				\$ 2,715
Vernon-La Brea			◆				\$ 5,599
Hawthorne				◆			\$ 1,041
Hollywood-Fairfax-Pasadena				◆			\$ 4,762
Long Beach					◆		\$ 5,236
Beverly					◆		\$ 4,259
Sepulveda (north) ⁴					◆		\$ 10,000
Western						◆	\$ 5,884
Santa Monica						◆	\$ 5,009
Lincoln						◆	\$ 2,806
Reseda						◆	\$ 10,000
Central						◆	\$ 3,269
San Fernando-Lankershim						◆	\$ 4,949
Pico						◆	\$ 4,654
Atlantic						◆	\$ 7,648
West Olympic						◆	\$ 4,456
Garvey-Chavez						◆	\$ 3,729
Manchester						◆	\$ 3,356
San Fernando (south)						◆	\$ 4,009
Sepulveda (south)						◆	\$ 2,910
Torrance-Long Beach						◆	\$ 6,315

1. Projects appear in the order of their planned implementation. This is a working schedule, which may be adjusted to reflect the needs of cities and operators.
2. Fiscal Year is July through June.
3. Project cost includes signal priority and station improvements; cost excludes purchase of high capacity buses.
4. San Fernando Valley North/South Transitway near term improvements.



METRO RAIL AND METRO RAPID TRANSITWAYS

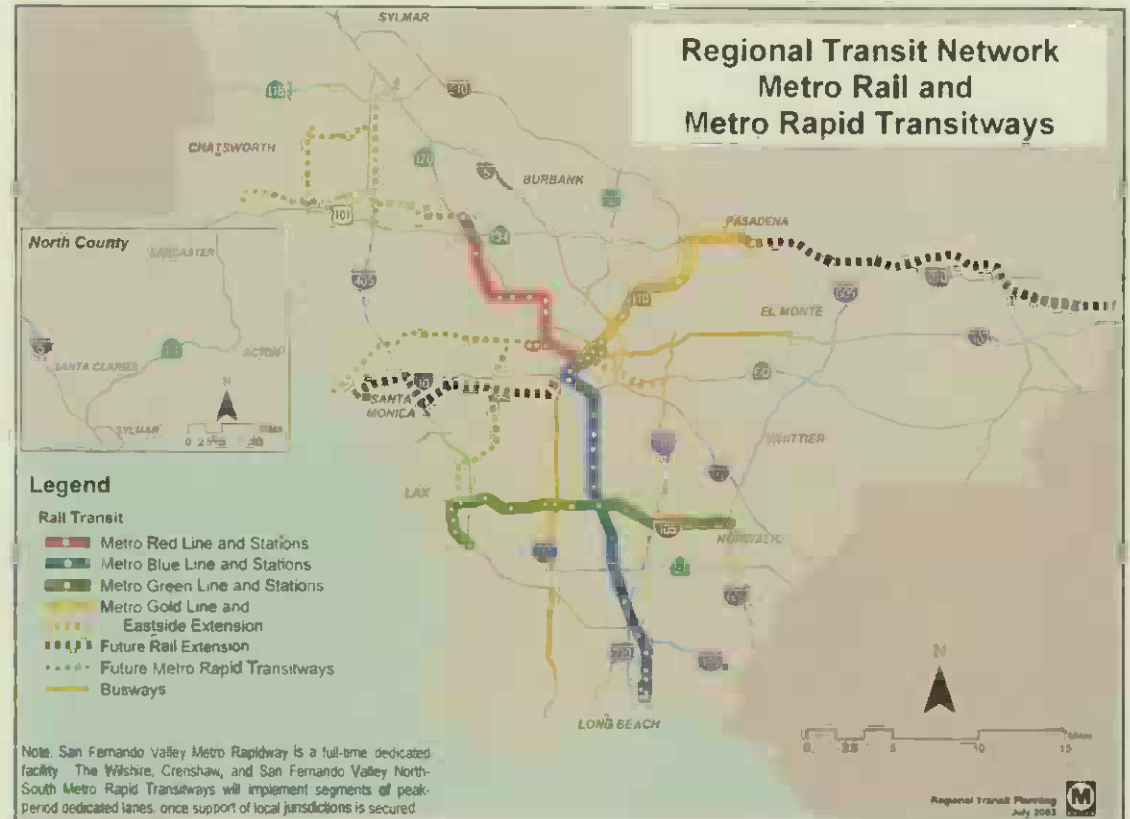
Transit systems that operate on fixed guideways can move significant numbers of people along congested corridors while adding little or no congestion to surface streets. Their ability to use separate, dedicated facilities while providing additional capacity makes them the backbone of our public transit puzzle.

The Metro Rail system includes heavy rail service (i.e., Metro Red Line) that operates underground and moves over 100,000 passengers each weekday. Metro Green Line service that runs on its own right-of-way moves over 30,000 passengers each weekday. Metro Blue Line service moves about 70,000 passengers daily. Metro Gold Line service between Los Angeles Union Station and Pasadena's Sierra Madre Villa Station opened in July 2003.

In addition, Metro Rapid Transitways are being developed that operate much like rail services with rubber tires. They expand on the concept of Metro Rapid by providing peak-period or 24-hour dedicated transit lanes. This allows Metro Rapid to run faster and more reliably through traffic.

EXISTING SYSTEM

In the 13 years since the Metro Blue Line was completed, the Metro Rail system has developed into the seventh largest urban rail system in the United States. Metro Blue Line service between Downtown LA and Long Beach is the second busiest light rail line in



the country. Completion of the Metro Green Line in 1995, the Metro Red Line in 2000, and the Pasadena Metro Gold Line in 2003 significantly increased the destinations served. Average weekday Metro Rail boardings now exceed 200,000.

WHAT THE FUTURE HOLDS

Several new extensions to the Metro Rail and Metro Rapid Transitway system are proposed, which focus on cost-effective light rail and

transitway projects that fit within existing arterial roadways or abandoned railroad rights-of-way.

MTA will open the Eastside Extension of the Metro Gold Line in 2009. Together with the Pasadena Metro Gold Line, these two lines will join in Downtown LA to form a single, operating line extending 20 miles from the San Gabriel Valley to East Los Angeles. At Union Station, they will connect with the Metro Red Line and be linked to the rest of

the Metro system. MTA will also explore the feasibility of a Downtown Light Rail Connector that connects the Metro Gold Line, Metro Blue Line, and Exposition light rail lines through Downtown LA. This would allow uninterrupted service across a variety of Metro Rail Lines.

In addition, preliminary engineering will be initiated for the first segment of the Exposition light rail project, between downtown LA and Culver City, with an ultimate planned terminus in Santa Monica. While preliminary engineering will be complete over the next year, construction of




this project will be completed after 2009 unless additional funding becomes available.

Three new Metro Rapid Transitways will also be unveiled over the next six years. The centerpiece is an exclusive lane Metro Rapidway project in the San Fernando Valley

METRO RAIL AND METRO RAPID TRANSITWAYS IMPLEMENTATION SCHEDULE

PROJECT	Fiscal Year ¹											Estimated Capital Cost (\$000)		
	04	05	06	07	08	09	10	11	12	13	14		15	
Rail	Gold Line: Union Station to Sierra Madre Villa ²													Open
	Eastside Light Rail Transit: Union Station to Pomona / Atlantic													\$ 912,700
	Exposition Light Rail Transit: City of Metro to Culver City Preliminary Engineering ³													\$ 11,000
Transitway	San Fernando Valley Metro Rapidway, North Hollywood to Warner Center													\$ 340,000
	Wilshire/Whittier Metro Rapid to Western, Rapid Transitway from Western to Santa Monica													\$ 235,000
	San Fernando Valley North-South ⁴													\$ 20,000
Future New Starts	Crenshaw Corridor Transitway													\$ 10,000
	Gold Line Extension: Sierra Madre Villa to Claremont													\$ 10,000

1. Fiscal Year is July through June.
2. Pasadena Metro Gold Line was completed in 2003.
3. Additional funding will be sought to prepare and complete the design/build bid package once the timing of construction funds is more certain. Note that the Exposition light rail line is ultimately planned to terminate in Santa Monica.
4. The schedule for initial improvements is preliminary pending further coordination with Metro Rapid program implementation.

-  Current schedule
-  Transitway Initial Improvements
-  Construction schedule to be determined subject to funding availability

that is scheduled to open in 2005. A second transitway along Wilshire Boulevard with capacity enhancements and a peak hour bus-only lane along some segments is also scheduled for 2005. Initial improvements will also be implemented by 2006 for the San Fernando Valley North-South Transitway. The complete transitway will be completed after 2009 unless additional funds become available.

Two new start projects will also be initiated over the next six years. While initial improvements for the Crenshaw Boulevard transitway will be implemented by 2006, the complete transitway will be completed after 2009 unless additional funds become available. Preliminary engineering is planned to start on the Metro Gold Line extension from Pasadena to Claremont. Construction of this segment would be initiated after 2009, unless additional funding becomes available.



METRO RAIL ACTION PLAN

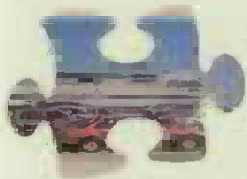
- Complete Eastside Gold Line extension to Pomona/Atlantic by 2009.
- Complete preliminary engineering on Exposition Line from downtown LA to Venice/Robertson by 2004.
- Seek additional funding to construct Exposition Line from downtown LA to Venice/Robertson.
- Complete preliminary engineering on Gold Line extension from Sierra Madre Villa in Pasadena to Claremont by 2009.
- Seek additional funding to construct Pasadena Gold Line extension to Claremont.
- Seek additional funding for Red Line rail cars and maintenance facilities to meet system capacity needs.
- Explore the feasibility of a Downtown Light Rail Connector that connects the Metro Gold Line, Metro Blue Line, and Exposition light rail lines through downtown LA. This would allow uninterrupted service across a variety of Metro Rail lines.



METRO RAPID TRANSITWAY ACTION PLAN

- Complete San Fernando Valley Metro Rapidway by summer 2005.
- Implement initial low-cost improvements for Wilshire Transitway (from City of Santa Monica to Western Avenue) by FY 2006 and implement full project by 2009.
- Implement initial low-cost Rapid Bus improvements for Crenshaw and San Fernando North-South Transitways by FY 2006.
- Seek additional funding to complete Crenshaw and San Fernando North-South Transitways.





METROLINK

Metrolink is Southern California's regional commuter rail system, which spans 6 counties and removes an average of 22,250 auto trips each weekday. Commuter rail moves up to 35,000 passengers daily at speeds that average over 40 mph. The 25 stations within Los Angeles County provide a key transportation alternative to growing communities along several major travel corridors. Since 65 percent of Metrolink patrons formerly drove alone, the system makes a significant contribution to traffic congestion relief and air quality.

EXISTING SYSTEM

The Metrolink system is run by a joint powers authority of the Los Angeles, Orange, Riverside, San Bernardino and Ventura county transportation authorities, which is responsible for the construction and operation of the system. Since Metrolink began operations in 1992, demand has grown at a strong rate. Since 1995, average weekday ridership has doubled from 16,500 to more than 34,000, an annual ridership growth of 7.2 percent. Operating revenues (passenger fares and shared railroad usage revenues) cover 54 percent of operating costs, an excellent ratio for public transit service.

With the opening of the 91 Line in May of 2002, which runs from Riverside along SR-91 to Fullerton and then north up to Los Angeles Union Station, the original Regional Commuter Rail System Plan of 1991 has been fully built. However, there is a

continuing need to grow and develop the system to accommodate growing demand.

In an effort to meet the growing demand and provide additional commuter rail travel options, Amtrak, Metrolink and Caltrans initiated a rail integration program called "Rail 2 Rail" in 2002. This program allows Metrolink monthly pass holders, traveling within trip limits of their pass on the Orange and Ventura County Lines, use of Amtrak's

Pacific Surfliner at no additional cost, expanding the number of trains available along these two lines from 40 to over 60.

WHAT THE FUTURE HOLDS

This plan incorporates capital and operational priorities through 2009 from the Metrolink Five Year Plan. First, improvements to the Antelope Valley Line will provide signal upgrades that will allow more trains to serve



the Newhall Metrolink station, and track straightening, which will allow faster train travel and control maintenance costs by reducing wear and tear to the railroad tracks and the train wheels. Second, two new track sidings on the San Bernardino Line are proposed, which will enhance track capacity. This project will allow more trains going both to and from Los Angeles. Third, both locomotives and passenger coaches will be purchased to meet the ever-increasing growth in ridership.

Finally, as Metrolink ridership grows and the fleet of trains expands to keep up with the growth, additional facilities are needed to

clean, inspect, and maintain the trains. Several train-sets are planned for purchase within the next few years and the current Metrolink maintenance facilities cannot accommodate them because they are already operating at full capacity. A new facility will be needed in San Bernardino to perform the required maintenance and park the new trains overnight, so that they will be in position to head in to Los Angeles each morning.

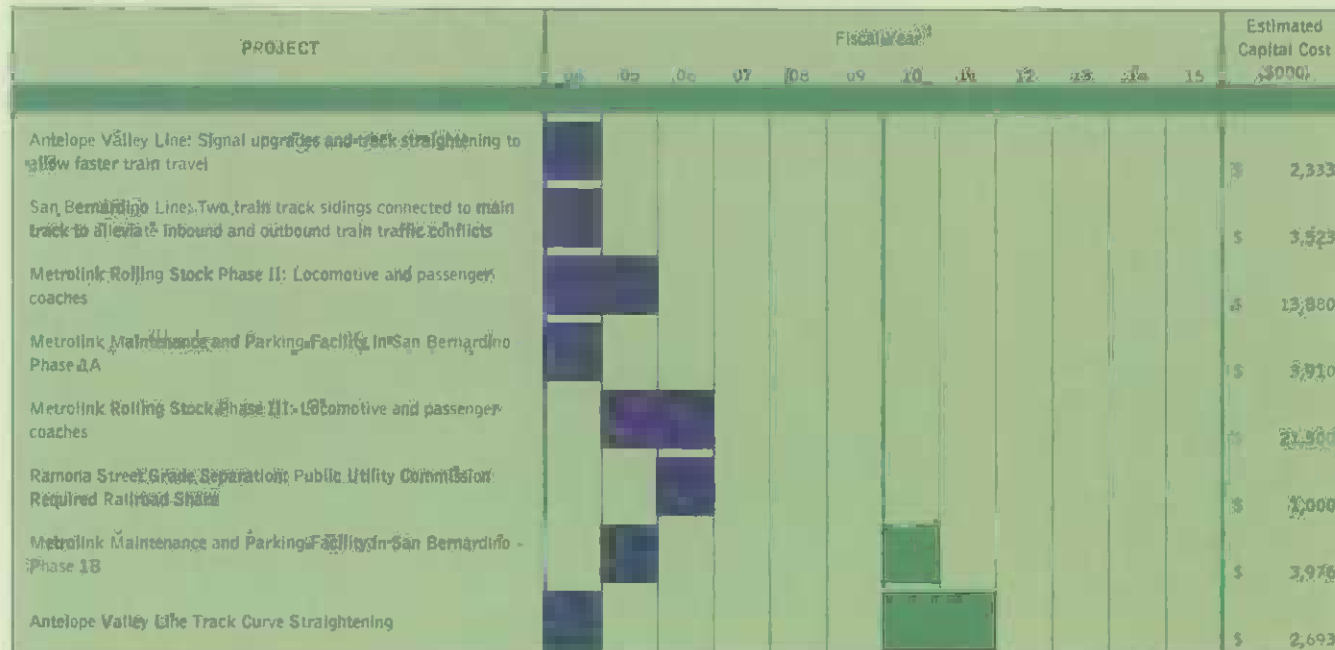
METROLINK ACTION PLAN

- Undertake a comprehensive planning effort by 2005 to establish priorities and funding strategies for future track

capacity improvements that can accommodate continued increases in ridership.

- Work with MTA to embark on a program of platform extensions that can accommodate up to eight-car trains.
- Implement \$46 million of capital improvements (track and rolling stock) by 2005.
- Fund \$259 million in operating and rehabilitation needs through 2009.
- Seek additional funding for \$164 million in capital improvements as identified in Metrolink's Strategic Plan.

METROLINK IMPLEMENTATION SCHEDULE



1. Fiscal Year is July through June.

■ Current Schedule
 ■ Revised Schedule



HIGHWAYS AND ARTERIALS

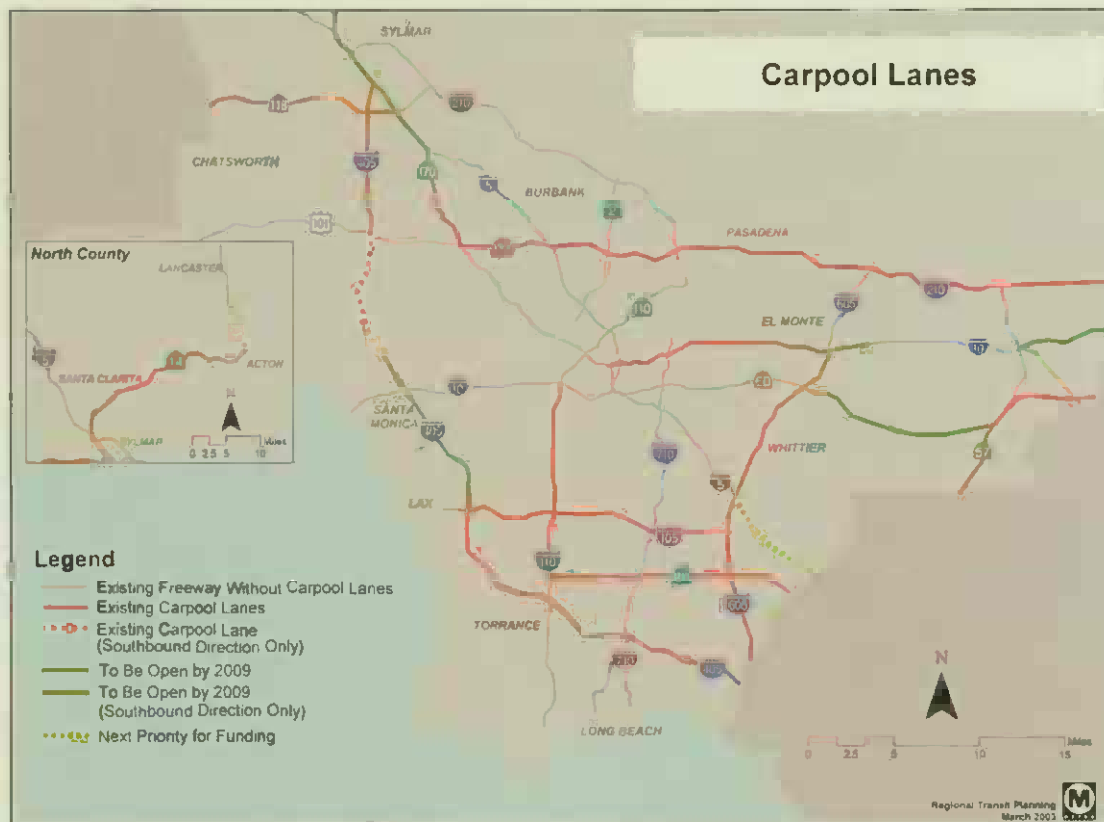
While the automobile remains the primary means of travel in Los Angeles County, there are very few

opportunities to significantly add more highway and arterial capacity in the future. Limited land, environmental concerns, and financial constraints all mean that we must focus on improvements that maximize the efficiency of the existing roadway system.

EXISTING SYSTEM

The Los Angeles County highway system includes 527 route miles of freeway and 382 route miles of conventional highways. Carpool lanes currently span 447 lane miles throughout the county. The local arterial street system includes approximately 21,000 route miles of major arterials and over 10,000 signalized intersections.

Since 1995, a number of significant improvements have been made to our roadway system, including the addition of over 200 lane miles of carpool lanes, widening of about 100 route miles of major arterials, and signal timing at about 2,500 intersections. In addition, advanced technologies that use computers to monitor and manage real-time traffic flows, enhance the provision of transit services, and provide alternate route information for motorists have improved the efficiency of our roads while minimizing major capital investments.



WHAT THE FUTURE HOLDS

In order to maximize the efficiency of our roads, the Plan focuses on improvements that encourage the greatest movement of people with the least capital costs.

On the highway system, maximizing people-moving capacity will be achieved by adding 70 lane miles to the carpool lane network,

increasing the role that technology and information play, and developing connectors between carpool lanes from different freeways. Detailed studies of key congested freeway corridors will be undertaken to develop specific solutions. Priority highway projects planned over the next six years are summarized on the following pages. The subsequent pages also highlight projects that may be deferred, unless new funding is

SCHEDULE OF HIGHWAY PROJECT PRIORITIES

PROJECT	Fiscal Year ¹											Estimated Project Cost (\$000)	
	04	05	06	07	08	09	10	11	12	13	14		15
Projects in Construction													
I-405 / US-101 Connector Widening	█	█											\$ 10,270
I-10 Carpool Lanes: Baldwin Ave to I-605	█	█											\$ 74,300
I-405 Carpool Lanes: Century Blvd to SR-90	█	█	█										\$ 35,900
SR-37 / SR-60 Carpool Lanes Direct Connectors	█	█	█	█									\$ 64,847
Previously Fully Programmed													
US-101 Fwy and Ramp Realignment at Center St	█	█	█										\$ 24,256
I-405 (SB) Carpool Lanes: Waterford St to I-10	█	█	█	█									\$ 59,462
I-405 Carpool Lanes: SR-90 to I-10	█	█	█	█									\$ 147,838
I-5 Carpool Lanes: SR-118 to SR-174	█	█	█	█									\$ 45,684
I-405 / US-101 Connector Gap Closure	█	█	█	█	█								\$ 38,911
SR-60 Carpool Lanes: I-405 to Brea Canyon Rd	█	█	█	█	█								\$ 72,250
I-405 (NB) Carpool Lanes: Greenleaf to Burbank		█	█	█	█								\$ 6,237
I-5 Carpool Lanes: SR-170 to SR-118	█	█	█	█	█								\$ 156,873
I-10 Carpool Lanes: I-605 to Puente Ave			█	█	█								\$ 115,789
I-5 Carmenita Road Interchange Improvement ²				█	█	█	█						\$ 56,252
I-5 Carmenita Road Interchange Improvement				█	█	█	█	█	█	█			\$ 37,250
I-5 Valley View Interchange Improvement ^{2,3}				█	█	█	█	█	█	█	█		\$ 42,570
I-5 Carpool & Mixed Flow Lanes: I-605 to Orange County Line				█	█	█	█	█	█	█	█		\$ 335,221
SR-14 Carpool Lanes: Pearblossom Hwy to Ave P-8 ²						█	█						\$ 1,947
SR-14 Carpool Lanes: Pearblossom Hwy to Ave P-8	█	█						█	█	█			\$ 38,900
I-710 Fwy Imp PCH - Downtown Long Beach ⁴		█											\$ 6,599
I-5 / SR-14 Carpool Lanes Direct Connector (N to / from S) ²			█	█	█	█	█	█	█	█			\$ 6,738
I-5 / SR-14 Carpool Lanes Direct Connector (N to / from S)			█	█	█	█	█	█	█	█	█		\$ 24,170

1. Fiscal Year is July through June.

2. Project construction will be deferred unless new revenue is secured to offset revenue loss from State budget crisis.

3. Funding for this project is included in I-5 Carpool & Mixed Flow Lanes: I-605 to Orange County Line.

4. MTA will consider keeping funding year consistent with Caltrans funding for I-710 rehabilitation project for more cost-effective delivery.

Current Construction Schedule
 Revised Construction Schedule
 Design and/or Right-of-Way Only

SCHEDULE OF HIGHWAY PROJECT PRIORITIES (Continued)

PROJECT	Fiscal Year ¹															Estimated Project Cost (\$'000)	
	04	05	06	07	08	09	10	11	12	13	14	15					
Previously Only Partially Programmed																	
I-5 Carpool Lanes; SR-134 to SR-170 w/ Empire (Design)		■	■														\$ 46,148
I-5 Carpool Lanes; SR-134 to SR-170 w/ Empire (Construction)								■	■	■							\$ 243,631
I-405 (NB) Carpool Lanes: I-10 to US-101																	\$ 600,000
I-10 Carpool Lanes: Puente Ave to Citrus St																	\$ 106,580
I-5 Carpool & Mixed Flow Lanes: I-605 to I-710																	\$ 1,000,000
I-10 Carpool Lanes: Citrus St to SR-57																	\$ 116,413
I-405/US-101 (NB&SB) Connector																	\$ 115,978
SR-71 Carpool Lanes and Upgrade: I-10 to Mission Blvd																	\$ 181,542

1. Fiscal Year is July through June.

■ Proposed Schedule for Projects Previously Programmed

secured to offset the impact of the State budget crisis. While the State budget crisis impacted funding for the SR-14 carpool lane project (Pearblossom Highway to Avenue P-8) and the I-5 carpool/mixed flow lanes project (I-605 to Orange County Line), these projects are identified as the next two funding priorities. MTA is developing a funding plan to keep these projects on their original schedule. Funding mechanisms that will be examined include our existing financial capacity, bonding, and other new funding sources.

On the arterial system, the Plan focuses on implementing improvements that increase system capacity and efficiency, integrating the freeway and arterial systems, and coordinating with numerous agencies to eliminate arterial bottlenecks and gaps to build an interconnected, regional arterial

system. In addition, work will continue on using technology to better manage signal timing and expand transit/bus signal priority systems on the regional network. MTA will also explore new funding options to preserve and maintain the existing regional arterial system. Studies indicate that by deferring system preservation and maintenance (i.e., rehabilitation, reconstruction and resurfacing) 10 percent per year is added to the cost of the existing backlog.

HIGHWAY ACTION PLAN

- Implement highway projects and priorities as identified in the schedule on previous page.
- Develop recommendations for funding the SR-14 carpool lane project (Pearblossom to Avenue P-8) and I-5 carpool/mixed flow lane project (I-605 to Orange

County Line) as the next high priorities.

- Seek additional funding for highway projects that have prior MTA approval, but are likely to be deferred (see schedule on previous page).
- Seek additional funding to accelerate implementation of projects with only partial funding (see schedule above).
- Work with Caltrans to implement a real-time, advance traffic management system including closed circuit television, changeable message signs, ramp metering and linkages with the California Highway Patrol and Freeway Service Patrol.
- Work with subregional and local agencies in seeking additional funding for regionally significant projects recommended through the I-710, US-101, and I-5/SR-14/SR-138 corridor studies and integrate results into the next Short Range Transportation Plan and

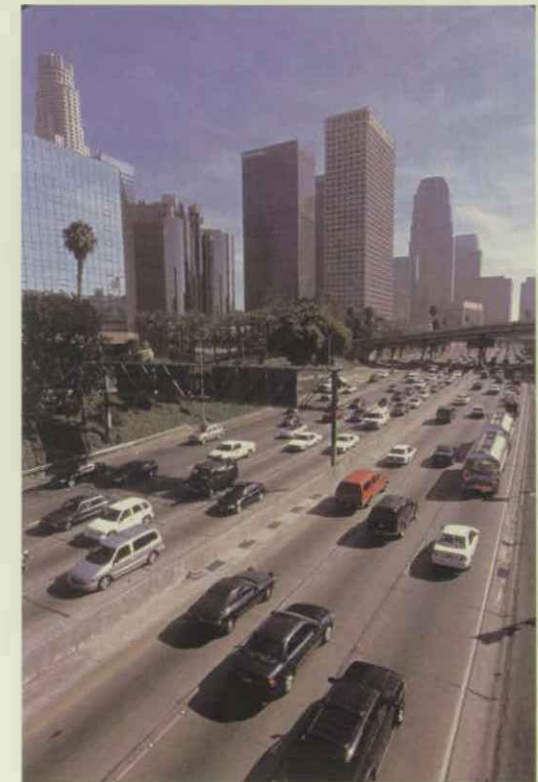
Long Range Transportation Plan updates.

- Complete congested corridor analysis for each major freeway to develop multi-modal congestion reduction strategies.
- Initiate study of I-710 Gap Closure Tunnel alternative. The study will be conducted in a manner which will provide for extensive community consultation.
- Commit \$5 million for environmental analysis needed for I-710 corridor study during FY 2005.
- Work with California Highway Patrol and Caltrans to establish a truck inspection station on I-710 to ensure that trucks operating along the corridor meet state standards to minimize congestion impacts resulting from truck-related breakdowns and accidents.
- Examine the feasibility of instituting Freeway Service Patrol-style service on I-710 that would use big-rig tow trucks capable of moving large trucks to a safe drop location to minimize congestion impacts resulting from truck-related breakdowns.
- Examine freight movement strategies to reduce congestion on key freeways, such as I-710 during peak commute periods in consultation with freight industry representatives (including shippers, ports, and affected local jurisdictions). Develop recommendations that address local, State, or federal regulatory changes that would be necessary for implementation.
- Examine opportunities to implement toll lanes and/or congestion pricing on major highway facilities.

ARTERIAL ACTION PLAN

- Implement highest priority regional arterial and systems management projects within available funding.
- Seek additional funding for regional arterial or systems management projects approved through prior Call for Projects but possibly deferred due to the State budget shortfall.
- Develop Intelligent Transportation Systems network to effectively communicate and manage traffic among cities throughout LA County.
- Seek additional funding for implementation of Intelligent Transportation Systems network.
- Work with MTA's Technical Advisory Committee, subregional agencies, and cities in developing a regional arterial network and master plan for LA County.
- Seek funding for priority needs identified in the regional arterial master plan.
- Work with MTA's Technical Advisory Committee, subregional agencies, and cities to correlate the various pavement condition rating indices in use countywide.
- Work with MTA's Technical Advisory Committee, subregional agencies and cities to seek additional funding for regionally significant system preservation and maintenance needs. Such funding should complement, but not replace, existing local system preservation and maintenance funding and should include a local maintenance of effort requirement.

- Examine ground transportation access in proximity to LA area airports, including a study of ground access needs in the vicinity of Los Angeles International Airport in coordination with the City of Los Angeles, the City of Inglewood, and Caltrans.
- As part of the federal Transportation Equity Act for the 21st Century reauthorization, seek greater flexibility in the use of passenger facility charges and airport infrastructure program funds for off-airport ground access needs.





SYSTEM MANAGEMENT

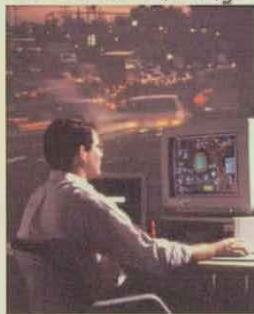
Managing our urban transportation system is a key part of the mobility puzzle because it makes the most of what we have on our roadways. System management focuses on improving mobility without major capital investment by improving the efficiency of the roadway system, whether it's restricting on-street parking during peak-periods, using technology to time traffic signals or tow trucks that move disabled cars off crowded freeways.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) is the application of advanced computer-based technology to manage traffic by optimizing signal timing, providing traffic signal priority for transit vehicles, providing real-time management of transit dispatching operations, and providing the traveling public with real-time information about congestion locations, accident sites, and alternate routes. ITS technology provides a low cost method of maximizing traffic flow, which otherwise would require more costly capital improvements. According to the US Department of Transportation, peak period travel time can be reduced by up to 11 percent through implementing ITS improvements.

The Plan recommends continued development and deployment of ITS technologies, highway

and transit integration, focusing on further development and implementation of real-time traffic management and the provision of real-time traveler information. Additionally, the Plan focuses on signal coordination and information exchange across jurisdictions by assuring that systems funded through the Call for Projects result in seamless travel within LA County.



Furthermore, the Plan promotes the development of a state-of-the-art bus signal priority system that can both communicate with signal systems throughout the county and integrate with regional traffic management systems. The application of the bus signal priority system will be an integral part to the expansion of the Metro Rapid Program. MTA is developing guidelines to assist in selecting regional corridors heavily used by transit that are best suited for this type of treatment, supporting both the Metro Rapid program and other high volume municipal or regional transit lines.

To assure the effective implementation of a local bus feeder network, optimized use of bus signal priority technology, and deployment of fleets such that passenger crowding on local buses is minimized, MTA will soon introduce the Advanced Transportation Management System (ATMS). ATMS will provide

automated vehicle location, passenger counting, and video surveillance along with a transit radio system and computer-aided dispatch system that will provide real-time communications between bus operators and dispatchers. MTA's entire bus fleet is scheduled to be fully ATMS-equipped by the end of 2004.

ITS ACTION PLAN

- Incorporate transit operators into the framework for the LA County ITS network, which facilitates real-time exchange of information among various transportation providers, emergency services providers and other agencies.
- Establish a framework for the LA County ITS network, which defines projects and technologies and the method for exchanging information between them.
- Coordinate with partner agencies to provide a comprehensive roadmap for integrating ITS systems throughout the county, consistent with the established standards for LA County ITS network.
- Continue to deploy arterial ITS systems throughout LA County.
- Continue to ensure that the deployment and expansion of LA County's ITS network is completed in an organized and cohesive manner.
- Complete countywide bus signal priority guidelines and focus the effort to deploy the system to additional transit corridors and jurisdictions.

TRANSPORTATION MANAGEMENT CENTER

In order to maximize the benefits of ITS technology on roadway performance, traffic operations should be cohesively integrated to act as a single functional system. In partnership with MTA, Caltrans and California Highway Patrol (CHP) developed a new, state-of-the-art traffic control center which will do just that for LA County's freeway system. The Los Angeles Regional Transportation Management Center, when completed, will be the largest traffic operations center in the state. Through the linkage of loop detectors embedded in freeway pavement and closed circuit cameras strategically placed throughout LA County's freeway network that utilize a high speed fiber-optic communication network, and a Computer Aided Dispatch system, Caltrans and CHP will improve freeway performance by monitoring freeway traffic in real-time, and assisting with incident management. Combining these tools into one management center will reduce traffic delays caused by accidents through immediate dispatching of incident response teams and recovery equipment, providing the ability to change signal timing on arterials, and alerting motorists to avoid congested areas via traffic advisories.

Additionally, MTA funded the development of a management control center for LA County Department of Public Works and for the integration of that facility with the already developed City of Los Angeles' Automated

Traffic Surveillance and Control Center, located in LA City Hall. Plans are underway to integrate these two facilities with the Caltrans/CHP Transportation Management Center when it is completed.

TRANSPORTATION MANAGEMENT CENTER ACTION PLAN

- Partner with Caltrans to enhance and expand the State's Traffic Operations System, which equips LA County freeways with fiber-optic communication apparatus, closed circuit cameras, and changeable message signs and improves the performance of the Transportation Management Center.
- Continue to support the integration of freeway operations management with arterial and transit system management operations.
- Continue to support efforts to integrate local agency management centers countywide.

METRO FREEWAY SERVICE PATROL/SAFE - CALL BOX

Jointly managed by MTA, CHP and Caltrans, the Metro Freeway Service Patrol (FSP) is a special team of tow truck operators who patrol over 400 miles of LA County freeways to provide help, free of charge, to stranded motorists. Stranded motorists are taken off the freeway to a pre-designated location where they can seek further assistance. By removing disabled vehicles from the freeway, FSP tow trucks help reduce traffic delays and



helps reduce the chance of further accidents and bottlenecks caused by impatient drivers and onlookers stuck in traffic. In addition, FSP helps save fuel and cuts air-polluting emissions by reducing stop-and-go traffic.

In 1988, the Los Angeles County Service Authority for Freeway Emergencies (SAFE) was formed to manage the call box system within LA County. The Kenneth Hahn Call Box system, which is comprised of approximately 4,500 call boxes distributed throughout LA County, provides a valuable service to the motoring public. An average of over 20,000 calls per month to the California Highway Patrol are generated from motorists using the call box system. The Los Angeles County SAFE is the largest and most active motorist aid call box system in California.

The Kenneth Hahn Call Box System is currently constructing improvements to the call box sites designed to improve the accessibility of the call box system to the greatest number of motorists. Most call box sites will be changed to make them accessible to a mobility-impaired motorists. SAFE

completed a multi-year project in 1999 to install Text Teletypewriter keypads on each call box within Los Angeles County, thus making the boxes accessible to an individual with a speech or hearing impairment. Other projects being worked on by SAFE include improvements to the maintenance and oversight of the call box system, the outsourcing of call box call answering, the development of a new digital call box and research/implementation of other new motorist aid services.



FREEWAY SERVICE PATROL/CALL BOX ACTION PLAN

- Expand Freeway Service Patrol's role in Caltrans traffic management plans to support freeway construction projects.
- Explore increasing midday, weekend, night, and holiday service on congested freeways.
- Explore new funding sources for the Freeway Service Patrol to enable an expansion of the program.
- Continue improvements to the Call Box system to provide greater accessibility to the disabled.
- Assess and implement other motorist aid services.
- Take the lead in initiating potential changes to FSP/SAFE legislation to further clarify and enhance these programs' roles and responsibilities.

EDUCATION PROGRAMS

According to recent studies, vehicle crashes occur about once a minute in California and cost the nation \$4,800 per second in lost productivity, legal costs, insurance administration costs, travel delay, property damage, and workplace losses. However, the national fatality and injury rates have steadily decreased due in large part to increased safety belt use and the reduction of alcohol-related crashes. The ability to avoid collisions altogether can be greatly enhanced through safer driving (e.g., not speeding and not driving while impaired by alcohol), which can reduce the number of traffic jams that ensue.

Los Angeles Department of Transportation is leading the development of a regional program aimed at promoting safer driving, in partnership with California Department of Transportation, California Highway Patrol, Southern California Association of Governments, Automobile Club of Southern California and MTA.

EDUCATION PROGRAMS ACTION PLAN

- MTA will continue to support programs aimed at reducing traffic collisions, such as education programs aimed at promoting safer driving.



DEMAND MANAGEMENT

Managing travel demand on our roadways is a proactive way of reducing traffic congestion before it starts.

Over the next six years, the increase in demand on the transportation system and resulting congestion will exceed any capacity that will be available, particularly given the current State budget. This important piece of the puzzle supports and enhances many of our capital-intensive programs by giving travelers incentives to find alternatives to driving alone.

This section summarizes some of the key demand management programs that will move ahead over the next six years:

- Rideshare Programs
- Transit Information
- Metro Parking Policy
- Land Use Initiative
- Congestion Management Program
- Bicycle and Pedestrian Programs

RIDESHARE PROGRAM

Rideshare first became part of the transportation solution in the 1970s during the Middle East oil embargo. With gasoline prices at an all-time high and energy rationing programs in place, commuters began to understand the benefits of sharing the ride. Programs to assist LA County residents and employees in finding

alternatives to driving alone were established. Many employers have continued interest in commute assistance programs to address employee retention, parking shortages, local traffic congestion and air quality regulations.

Rideshare programs have progressed significantly over the last 25 years. Existing rideshare programs consist of three elements:

- Transit, carpool and vanpool information through regional transportation databases;
- Outreach to LA County employers to assist and encourage employees to use alternatives to driving alone; and
- Incentive and promotional programs.

RIDESHARE PROGRAMS ACTION PLAN

Over the next six years, implement a countywide rideshare program with emphasis on:

- New state-of-the-art rideshare matching services which provide regional coverage, web access to information, and more efficient and effective service.
- Updated transit trip planning services, which allow participation of all transit operators, including Metrolink.
- Enhanced outreach to employers and creation of new commuter programs such as contract pass programs and countywide vanpool service to increase employee rideshare and transit usage and

generate additional federal operating funds.

- Coordination with other county transportation commissions and regional agencies to ensure regionwide coordination on rideshare issues.



TRANSIT INFORMATION

Market research has found that there is a lack of public awareness regarding the transportation services provided by MTA and other transit operators. A comprehensive review of how MTA and other transit providers communicate to the public is being undertaken. Furthermore, consistent and expanded methods of communicating the array of services available are under development to encourage more efficient use of the countywide transit system.

A key improvement to transit customer information programs planned over the next

six years is the enhanced MTA transit trip-planning system noted above. Several other communication strategies are planned to boost customer awareness and therefore improve utilization of the transit system.



TRANSIT INFORMATION ACTION PLAN

- Upgrade transit trip planning system to cover all transit operators within the five-county region.
- Create consistent look and tone for all MTA customer information materials (e.g., maps, schedules, brochures, signage) to improve awareness of MTA services.
- Establish a proactive approach to promoting transportation services through targeted campaigns, route marketing and advertising.
- Offer a coordinated and streamlined set of publications and resources to inform the general public of transit services available.
- Perform ongoing customer satisfaction tracking through market research to improve services.

- Implement new bus and rail color scheme to differentiate service types such as local, limited stop, Metro Rapid, express shuttle bus services, and rail services.

METRO PARKING POLICY

Creating demand for ridesharing or public transit often relies on the availability of parking. For example, many Metro Rail stations are facing current or imminent parking shortages due to the popularity of these services. Providing adequate parking is critical to accommodating the growing demand for transit.

To that end, MTA has developed a Metro Rail Station Parking Policy to help manage its existing parking resources and anticipate future parking demands. The proposed policy considers five primary areas of improvement:

- Periodic assessment of parking needs and improving transit station access (e.g., bicycle and pedestrian access);
- Options for existing parking facilities include charging for parking and the formation of Parking Districts or Parking Authorities;
- Develop additional parking facilities when demand exceeds supply;
- Assessments and options for existing stations without parking, and
- Long-term public policies that improve access to transit.

MTA anticipates that some portion of existing or new parking facilities will be converted to “Pay for Parking” spaces. MTA is currently

reviewing these models, including the San Francisco Bay Area Rapid Transit’s program, which sets aside parking spaces at each facility for reserved paid parking. This type of model could be implemented in Los Angeles County.

The parking policy provides for a “tool box” approach where multiple programs can be combined at any station. Ultimately, it emphasizes that parking problems can be addressed through demand management strategies or increasing parking supply. Safety and security issues will also be addressed. MTA will review and coordinate its future work with neighboring communities to minimize potential problems.

In addition, there are numerous park-and-ride lots that are privately owned that support travel options that reduce demand on our roadways. For example, commuters often meet at a centralized location, where they park before boarding vanpools or commuter express bus services. The availability of these lots, often near freeways with carpool lanes, is vital to supporting these rideshare options. Future work is planned to enhance and expand the county’s network of park-and-ride lots and address security issues.



METRO PARKING ACTION PLAN

- Implement Metro Rail Station Parking Policy to better manage parking at Metro Rail and Metro Bus facilities.

- Support new initiatives to conduct a park-and-ride facility study that inventories current facilities, identifies further needs, and addresses security issues.

LAND USE INITIATIVE

There is a profound link between land use patterns and how our transportation system performs. MTA analyses show that slowing the trend toward urban sprawl can increase carpooling by almost 20 percent, double transit use, and double morning rush hour travel on freeways. In a sense, growing more efficiently is perhaps the most effective transportation solution for our region, yet one of the most complex to tackle.

Through the Mobility 21 Coalition, MTA, the Los Angeles Area Chamber of Commerce, and other major stakeholders are exploring ways to encourage growth in areas where our transportation infrastructure can better sustain it.



For some communities, this could be encouraging infill development near transit stations and along major transit corridors. Other communities can promote land use programs that create self-sustaining urban centers that minimize the need for intra-regional car travel and improve the balance between jobs and housing.

To explore these and other land use-related concepts, the Smart Growth Partnership for Los Angeles County has been created. A cross-section of public and private sector leaders are exploring short-term action plans that can encourage and better coordinate land use and transportation planning.

The Partnership will explore key opportunities to construct transit-oriented development near major rail and/or bus stations, and any obstacles to development that may exist.

The Partnership will consider efforts to implement further programs that link growth and transportation. These could include creation of smart growth enterprise zones, city fiscal issues, market-based incentives, and traffic impact fees that ensure that the impact of growth on the regional transportation network is better addressed.

LAND USE INITIATIVE ACTION PLAN

- Work through the Smart Growth Partnership to implement programs that better link transportation and land use decision-making in LA County.
- Develop a work plan for implementing transit-oriented development

opportunities identified through Mobility 21.

- Coordinate the Partnership programs with the Southern California Association of Governments' Growth Visioning process.



CONGESTION MANAGEMENT PROGRAM

In accordance with State statute, MTA implements the Congestion Management Program (CMP) for Los Angeles County. The CMP monitors congestion within the county, promotes actions to minimize congestion, and links local land use decisions with their impacts on the regional transportation system.

Highway, transit, and land use data collected through the CMP provide a "snap-shot" in time regarding countywide congestion, transit use and growth. This information is

incorporated into the Short Range Transportation Plan and defines existing conditions.

The CMP Deficiency Plan is one of the most important tools for ensuring effective coordination of land use and transportation decisions. Law requires cities to adopt a plan to mitigate the congestion impact of new development on the transportation system. In Los Angeles County, local jurisdictions meet this requirement through an annual credit/debit report, whereby cities must offset the impact of new development by implementing mitigation strategies.

Over the last several years, cities have raised concerns regarding this Deficiency Plan approach, citing its complexity and questioning its effectiveness. The CMP Policy Advisory Committee has examined various alternatives, but has not agreed on an alternative.

Of all options considered to date, a countywide mitigation fee is the most effective mechanism for mitigating the traffic impacts of new development. Similar mitigation fees have been implemented in Orange and Riverside counties.

As a result, MTA proposes to conduct a one-year study to evaluate the feasibility of implementing a countywide impact fee to meet CMP Deficiency Plan responsibilities. While this study is underway, CMP Deficiency Plan requirements for maintaining a positive credit balance will be suspended.

Given the importance of effective land use/transportation coordination and the need to identify new funding mechanisms, a countywide mitigation fee could be one of the Short Range Transportation Plan's most important mobility strategies. This strategy will be coordinated in partnership with the cities, Councils of Government, the CMP Policy Advisory Committee, and MTA's Technical Advisory Committee.

CONGESTION MANAGEMENT PROGRAM ACTION PLAN

With the adoption of the Short Range Transportation Plan, the CMP will be amended as follows:

- Initiate a 12- to 24-month study to determine the feasibility of implementing a countywide impact fee to meet CMP Deficiency Plan requirements and replace the current debit/credit approach.
- During the study period, suspend requirements for cities to maintain a positive debit/credit balance.
- Suspend reporting of Deficiency Plan mitigation strategies in 2003.
- Continue Deficiency Plan requirements to report building permit data, necessary to track growth trends.
- Continue all other local CMP responsibilities for highway and transit data collection, and local implementation of adopted demand management and land use ordinances.
- Upon completion of a countywide impact fee study, a revised Deficiency Plan will

be proposed and presented to MTA's Board for consideration.

BICYCLE AND PEDESTRIAN PROGRAMS

Significant programs are expected in the short-term that will enhance non-motorized forms of transportation. These include bicycle and pedestrian-oriented projects that encourage alternatives to driving and provide complements to transit use.

Over the next six years, various projects are planned to expand the countywide bicycle system. Through its Call for Projects process, MTA will continue to work toward completing an ultimate 406-mile Class I bicycle system of dedicated lanes and a 1,365-mile Class II bicycle system using on-street, striped lanes. In addition, MTA is providing input into a state-of-the-art, interactive website for Southern California that will be operational in 2004. This resource will provide comprehensive information on bicycling options, including a utility that maps out the best biking route from one location to another.

Pedestrian programs are another key component to an efficient and convenient transportation system. All trips, regardless of purpose, include a pedestrian component. People are more likely to walk longer distances or take public transportation in environments where they feel comfortable and safe. In this context, unnecessary shorter auto trips are reduced and the transportation

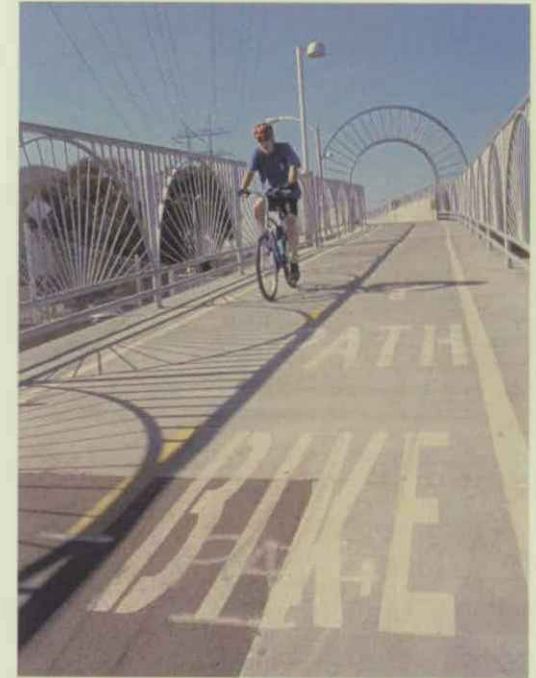
system's efficiency is maximized. Since 1993, MTA has invested \$70 million in pedestrian projects.

MTA will continue to fund projects that enhance the urban environment for travel that is done exclusively by walking. This includes facilities that promote transit use by improving pedestrian linkages to bus centers and rail stations.

BICYCLE AND PEDESTRIAN PROGRAM ACTION PLAN

- Seek additional funding to implement bicycle and pedestrian programs.

- Implement bicycle programs to complete gaps in countywide bicycle system.
- Implement pedestrian improvements that encourage access to transit services and encourage pedestrian travel and an alternative to driving.
- Promote programs that enhance pedestrian travel, such as expansion of the Metro Rail system, Metro Rapid service, and continued redevelopment of traditional urban centers around transit.
- Work with cities to improve pedestrian safety, and to improve mobility for the elderly population and the disabled.





FREIGHT MOVEMENT

The ability to efficiently move freight through Los Angeles County's transportation network is crucial to the mobility and economic vitality for the county, the state, and the nation. The freight industry is responsible for sustaining and moving \$339 billion of domestic goods and delivering \$230 billion worth of international trade to local and national destinations. For example, 60 percent of the imported goods in the Chicago area are shipped through the Ports of Los Angeles and Long Beach.

Indeed, Los Angeles has become the number one worldwide freight destination in the country and is a natural distribution center for the rest of the U.S. Over 2.5 million jobs around the nation are linked to this international trade. In Los Angeles County alone, the freight industry employs 500,000 people making it a core component of our local economy.

Nationwide Truck Flows From Los Angeles



EXISTING SYSTEM

The freight transportation system consists of 892 miles of freeways and highways, two world-class seaports, two major railroads, two commercial airports, and the busiest rail intermodal facilities in the nation. Perhaps the nation's largest freight-oriented public works project, the 20-mile, grade separated Alameda Corridor opened in April 2002. This project removes 200 street grade train crossings, and eliminates delays for vehicles at these crossings. Up to 100 trains per day can pass through this corridor as compared to 25-30 trains per day previously.

WHAT THE FUTURE HOLDS

In order to improve regional mobility and maximize the efficiency of a major rail corridor, recommended priorities focus on MTA's commitment to fund 17 percent of the Alameda Corridor East project in the San Gabriel Valley. Completing the studies along the I-710 and I-5/SR-14 corridors is also a priority. MTA plans to develop an Innovative Multimodal Comprehensive Truck/Freight Model that can be responsive to changes in policy, infrastructure investment, and future freight industry trends. This model will provide an analytical tool for making critical and equitable infrastructure investment decisions.

Other priorities are: 1) working with subregional organizations to ensure consistent

corridor planning and project development; 2) supporting regionally significant freight movement projects; and, 3) determining the appropriate freight movement policies and financing strategies jointly with freight stakeholders.

FREIGHT ACTION PLAN

- By 2007, develop a Freight Strategic Action Plan to examine freight ground transportation and intermodal access needs.
- Work with freight industry partners and other stakeholders on: 1) securing additional track capacity along freight rail lines for both freight and commuter rail, 2) developing a new dedicated freight infrastructure funding source, and 3) crafting creative solutions to improve the operations of the freight industry and transportation network.
- Support federal proposals to generate additional funding for freight needs beyond existing funding sources.



THE SUBREGIONS

Los Angeles County can be viewed as a geographic jigsaw puzzle, which is composed of 89 jurisdictions divided geographically into nine subregions. Each subregion faces transportation challenges that are unique to its geographic area. The Short Range Transportation Plan serves as a roadmap for transportation improvements over the next six years.

MTA has worked closely with cities and subregional agencies to identify transportation priorities that reflect each subregion's needs (please refer to the Technical Document for more detailed information on the subregions).

The partnership between MTA and the subregions is critical in developing an effective cohesive transportation system in Los Angeles County. The current budget crisis now jeopardizes many of those priorities.

The following section provides a snapshot of each subregion, along with a summary of major improvements that are planned for operation through 2009.

In addition, this section highlights those priorities that may be deferred, unless new funding is secured to offset the impact of the State budget crisis.

- Arroyo Verdugo Cities
- Gateway Cities
- Las Virgenes/Malibu
- North Los Angeles County
- Central Los Angeles
- San Fernando Valley
- San Gabriel Valley
- South Bay Cities
- Westside Cities

LOS ANGELES COUNTY SUBREGIONS





Arroyo Verdugo Cities

The Arroyo Verdugo subregion sits against a dramatic backdrop of the San Gabriel Mountains. It is located on the northern edge of the Los Angeles Basin, and is bounded to the north by the Angeles National Forest, to the west and south by the City of Los Angeles and on the east by Pasadena. This subregion covers 60 square miles and is home to the Cities of Burbank, Glendale, and La Canada Flintridge. Examples of projects that are planned in this subregion include:

- Implementation of two new Metro Rapid bus lines.
- I-5 carpool lanes from SR-134 to SR-170 w/Empire (design only).
- Metrolink locomotive and passenger coach purchases.
- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



Gateway Cities

The Gateway Cities subregion is located at the southeastern end of Los Angeles County. This subregion covers 226 square miles and is home to 27 cities. Examples of projects that are planned in this subregion include:

- Implementation of seven new Metro Rapid bus lines.
- I-5 carpool and Mixed Flow lanes from

I-605 to the Orange County Line including Valley View and Carmenita Road Interchange improvements (design only; construction of project is subject to future funding availability).

- I-710 freeway improvements from PCH to Downtown Long Beach.
- Metrolink locomotive and passenger coach purchases.
- Metrolink rolling stock maintenance facility in San Bernardino phase 1A (phase 1B is subject to future funding availability).
- Traffic signal timing projects on numerous arterials.
- Traffic Signal Forums.
- Major corridor study along I-710 freeway.
- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



Las Virgenes/Malibu

The Las Virgenes/Malibu subregion occupies the westernmost portion of Los Angeles County. This subregion covers 162 square miles and is home to five cities that include Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village. Examples of major short-term, planned projects in this subregion include:

- Major corridor study along US-101 freeway.
- Enhance Commuter Service between the San Fernando Valley Metro Rapidway

and the Las Virgenes/Malibu subregion.

- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



North Los Angeles County

The North Los Angeles County subregion comprises the Los Angeles County area north of the San Fernando Valley. This subregion covers 2,503 square miles and includes Lancaster, Palmdale, Santa Clarita, and parts of unincorporated LA County. Examples of projects that are planned in this subregion include:

- Metrolink Antelope Valley Line Improvements.
- Metrolink Antelope Valley Line Track Curve Straightening (Project is subject to future funding availability).
- SR-14 carpool lanes from Pearblossom Hwy to Ave P-8 (Design only, construction is subject to future funding availability).
- I-5/SR-14 carpool lane direct connector (North to/from South) (Design only, construction is subject to future funding availability).
- Metrolink locomotive and passenger coach purchases.
- Major corridor study along I-5/SR-14/SR-138.
- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



Central Los Angeles

The Central Los Angeles subregion is located in the center of LA County. This subregion covers 126 square miles and is home to 13 local jurisdictions. Examples of projects that are planned in this subregion include:

- Gold Line service and rail stations from Union Station to Sierra Madre Villa.
- Eastside Light Rail Transit line from Union Station to Pomona/Atlantic.
- Preliminary engineering for the Exposition Light Rail Transit line from 7th/Metro to Culver City (subject to future construction funding availability).
- Metro Rapid Transitway along Wilshire Corridor from Western to the city of Santa Monica.
- Initial Improvements to the Crenshaw Corridor Metro Rapid Transitway (schedule for other elements is subject to future funding availability).
- Implementation of 17 new Metro Rapid bus lines.
- Improvements to Metrolink's San Bernardino Line.
- US-101 Freeway and Ramp Realignment at Center St.
- Metrolink rolling stock maintenance facility in San Bernardino phase 1A (phase 1B is subject to future funding availability).
- Metrolink locomotive and passenger coach purchases.
- Major Corridor study along US-101 freeway.

- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



San Fernando Valley

The San Fernando Valley subregion fans north of the Hollywood Hills and Santa Monica, west to the Las Virgenes/Malibu area and eastward towards Arroyo Verdugo. This subregion covers 250 square miles and is home to the San Fernando Valley portion of the City of Los Angeles and the City of San Fernando. Examples of projects that are planned in this subregion include:

- San Fernando Valley Metro Rapidway from North Hollywood to Warner Center.
- Initial improvements to the San Fernando Valley North/South Metro Rapid Transitway (schedule for other elements is subject to future funding availability).
- Implementation of two new Metro Rapid bus lines.
- I-5 carpool lanes from SR-118 to SR-14.
- I-405/US-101 Connector Gap Closure.
- I-405 (northbound) carpool lane from Greenleaf to Burbank.
- I-5 carpool lanes from SR-170 to SR-118.
- I-5 carpool lanes from SR-134 to SR-170 with Empire (design only).
- I-5/SR-14 carpool lane direct connector (north to/from south) (design only; construction is subject to future funding availability).
- Metrolink locomotive and passenger coach purchases.

- Major corridor study along US-101 freeway.
- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



San Gabriel Valley

The San Gabriel Valley sits in the easternmost portion of Los Angeles County. This subregion covers 345 square miles and is home to 30 cities. Examples of projects that are planned in this subregion include:

- Gold Line service and rail stations from Union Station to Sierra Madre Villa.
- Extension of Gold Line from Sierra Madre Villa to Claremont (Preliminary Engineering).
- Alameda Corridor East program.
- Implementation of three new Metro Rapid bus lines.
- Improvements to Metrolink's San Bernardino Line (rolling stock phase 1B is subject to future funding availability).
- I-10 carpool lanes from Baldwin Avenue to I-605.
- SR-57/SR-60 carpool lane direct connectors.
- SR-60 carpool lanes from I-605 to Brea Canyon Road.
- I-10 carpool lanes from I-605 to Puente Avenue.
- Ramona grade separation.
- Metrolink rolling stock maintenance facility in San Bernardino phase 1A (phase 1B is subject to future funding availability).

- Metrolink locomotive and passenger coach purchases.
- Traffic Signal Forums.
- Traffic signal timing coordination on numerous arterials.
- Initiate study of I-710 Gap Closure Tunnel alternative.
- Locally sponsored Call for Projects improvements funded by MTA, such as the Mission Boulevard/SR-71 project, (subject to funding availability).



South Bay Cities

The South Bay Cities subregion is located at the southern end of the Santa Monica Bay. This subregion covers 183 square miles and is home to 17 local jurisdictions. Examples of projects that are planned in this subregion include:

- Initial improvements to the Crenshaw Corridor Metro Rapid Transitway (schedule for other elements is subject to future funding availability).
- Implementation of ten new Metro Rapid bus lines.
- I-405 carpool lanes from Century Boulevard to SR-90.
- Traffic Signal Forums.
- Traffic signal timing coordination on numerous arterials.
- Arbor Vitae half-interchange improvement at I-405.
- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).



Westside Cities

The Westside cities subregion is bounded by Mulholland Drive to the north, the Pacific Ocean to the west, the South Bay Cities subregion to the south and the Central Los Angeles subregion to the east. This subregion covers 103 square miles and is home to 5 cities and numerous communities. Examples of projects that are planned in this subregion include:

- Preliminary engineering for the Exposition Light Rail Transit line from 7th/Metro to Culver City (subject to future construction funding availability).
- Metro Rapid Transitway along Wilshire Corridor from Western to the City of Santa Monica.
- Initial improvements to the Crenshaw Corridor Metro Rapid Transitway (schedule for other elements is subject to future funding availability).
- Implementation of ten new Metro Rapid bus lines.
- I-405 carpool lanes from Century Boulevard to SR-90.
- I-405 carpool lanes from Waterford Street to I-10.
- I-405 carpool lanes from SR-90 to I-10.
- Locally sponsored Call for Projects improvements funded by MTA (subject to funding availability).

CONGESTED CORRIDORS

One way to see whether we are putting the mobility puzzle together correctly is to look at our many congested freeway corridors (see map on the right). MTA worked closely with stakeholders along these corridors to examine what was happening at several levels (e.g., freeway, arterial, transit, demand management strategies) to devise a plan that can tackle congestion hot spots. Project recommendations are identified in the Technical Document to the Plan.

The following section:

- Provides a brief snapshot of each congested corridor;
- Summarizes some of the major transportation improvements that are scheduled for completion over the next six years;
- Identifies those improvements that will likely be deferred beyond 2009 unless new revenue is secured to keep those projects on schedule; and
- Identifies stakeholder recommendations for short-term improvements along these congested corridors, should additional funding become available.

Looking forward, the 2004 update to the Short Range Transportation Plan will examine six more congested corridors. These are illustrated in the map to the right.

CONGESTED CORRIDORS

Corridors for Current Plan

- I-5 Golden State / Santa Ana Freeway
- I-10 Santa Monica Freeway
- I-10/SR-60 San Bernardino/Pomona Freeways
- SR-14 Antelope Valley Freeway
- I-405 San Diego Freeway
- I-710 Long Beach Freeway

Corridors for 2004 Plan Update

- SR-91
- I-105
- US-101
- SR-134/I-210
- I-605





I-5 Golden State / Santa Ana Freeway

Stretching over 50 miles between SR-126 and the Orange County Line, I-5 bisects and serves as the key north/south interstate through Los Angeles County. I-5 contains three to six mixed-flow (open to all traffic) lanes in each direction. There are currently no carpool lanes along I-5 in LA County.

Major recurring congestion hot spots along I-5 occur in the San Fernando Valley between I-210 and Lankershim Boulevard, in the vicinity of downtown Los Angeles, and on the approaches to freeway-to-freeway interchanges, such as at the intersection of I-5 with SR-14, SR-170, SR-134, SR-2, SR-110, I-10/US-101, I-710, and I-605. Other recurring congestion hot spots include on- and off-ramp locations, such as at Washington Boulevard, Carmenita Road, Rosecrans Avenue, Paramount Boulevard, and Burbank Boulevard.

Major short-term projects planned along I-5 through 2009 include:

- Design of interchange improvements at Carmenita Road and Valley View Avenue.
- Design of mixed-flow and carpool lanes between the Orange County Line and I-605.
- Design of carpool lane connector ramps between I-5 and SR-14.
- Construction of carpool lanes between SR-14 and SR-118 and between SR-118 and SR-170.
- Implementation of Metro Rapid service on San Fernando Road and San Fernando-Lankershim.

Major short-term projects originally planned along I-5 through 2009, but deferred pending funding availability include:

- Construction of interchange improvements at Carmenita Road and Valley View Avenue.
- Construction of mixed-flow and carpool lanes between the Orange County Line and I-605.
- Environmental assessment and design of carpool lanes between I-605 and I-710.
- Construction of carpool lanes between SR-170 and SR-134.
- Construction of carpool lane connector ramps between I-5 and SR-14.

Stakeholder recommendations for short-term improvements include:

- Increasing/enhancing express and feeder bus service and Amtrak/Metrolink commuter rail service.
- Expanding the countywide carpool lane network to I-5.
- Improving freeway interchanges and problematic on/off ramps.
- Improving major parallel arterials.
- Implementing technology improvements in the provision of transit services and traffic management systems.



I-10 Santa Monica Freeway

This segment of I-10 spans over 15 miles between Pacific Coast Highway (SR-1) and I-5 near downtown LA. This segment consists of four to six mixed-flow lanes in each direction. There are no carpool lanes along this section of I-10.

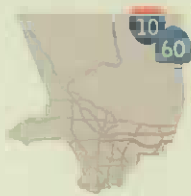
Major recurring congestion hot spots along this segment of I-10 occur on the approaches to freeway-to-freeway interchanges, such as at the intersection of I-10 with I-405, I-110 and I-5/SR-60. Other recurring congestion hot spots include on- and off-ramp locations, such as at Washington Boulevard/Venice Boulevard, Crenshaw Boulevard, and Vermont Avenue.

Major short-term projects planned along I-10 through 2009 include:

- Implementation of Metro Rapid Transitway along Wilshire Boulevard.
- Implementation of Metro Rapid service on Beverly Boulevard, West Olympic Boulevard, Pico Boulevard, Santa Monica, and Vernon-La Cienega.
- Preliminary engineering of Exposition Light Rail Transit project.

Stakeholder recommendations for short-term improvements include:

- Increasing vehicle storage capacity at metered on-ramps.
- Implementing Intelligent Transportation Improvements, including signal timing along Pico, Washington and Jefferson Boulevards.
- Improving approaches to key intersections.
- Designating dedicated transit lanes between West LA and downtown Los Angeles.



I-10 & SR-60 San Bernardino and Pomona Freeways

The I-10/SR-60 corridor extends 30 miles between I-5 near downtown LA and the San Bernardino County Line at the eastern edge of the San Gabriel Valley. The San Bernardino Freeway (I-10) is composed of four mixed-flow lanes in each direction and a carpool lane in each direction between I-710 and Baldwin Avenue. The Pomona Freeway (SR-60) contains four to five mixed-flow lanes in each direction and a carpool lane in each direction between Brea Canyon Road and the San Bernardino County line.

Major recurring congestion hot spots along this segment of I-10 occur on the approaches to the I-10/I-605 and I-10/I-710 interchanges, and at New, Baldwin, and Azusa Avenues. Major recurring congestion hot spots along SR-60 occur on the approaches SR-60/SR-57, SR-60/I-605, and SR-60/I-5 interchanges, and at Hacienda Boulevard.

Major short-term projects planned along I-10/SR-60 through 2009 include:

- Carpool lanes on I-10 between Baldwin Avenue and I-605 and between I-605 and Puente Avenue.
- Carpool lanes on SR-60 between I-605 and Brea Canyon Road.
- Carpool lane connector ramps between SR-57 and SR-60.
- Implementation of Metro Rapid service on Garvey-Chavez.

Major short-term projects originally planned along I-10/SR-60 through 2009, but deferred pending funding availability include:

- Design and construction of carpool lanes between Puente Avenue and Citrus Street, and between Citrus Street and SR-57 (pending availability of funding).

Stakeholder recommendations for short-term improvements include:

- Implementing technology improvements in the provision of transit services and traffic management systems.
- Enhancing on-ramp operations by better ramp metering and providing adequate storage capacity, especially for carpool lanes.
- Coordinating traffic signals along regionally significant parallel arterials such as Valley and Ramona Boulevards (along I-10) and

- Colima Road and Pomona Boulevard (along SR-60).
- Expanding freeway incident response patrols.



SR-14 Antelope Valley Freeway

SR-14 connects the Antelope Valley cities of Lancaster and Palmdale to the City of Santa Clarita and the southern half of Los Angeles County via I-5. In the 26 miles between I-5 and Avenue P, SR-14 includes two to three mixed-flow lanes in each direction. SR-14 also has one carpool lane in each direction between I-5 and Pearblossom Highway.

Major recurring congestion hot spots along SR-14 occur between San Fernando Road and I-5 and where three mixed-flow lanes drop to two mixed-flow lanes.

Major short-term projects planned along SR-14 through 2009 include:

- Design of carpool lanes between Pearblossom Highway and Avenue P-8.
- Implementation of track improvements to Metrolink's Antelope Valley Line.

Major short-term projects originally planned along SR-14 through 2009, but deferred pending funding availability include:

- Construction of carpool lanes between Pearblossom Highway and Avenue P-8.
- Implementation of Metrolink Antelope Valley Line Track Straightening.

Stakeholder recommendations for short-term improvements include:

- Increasing/enhancing express and feeder bus service and Metrolink commuter rail service.
- Expanding the countywide carpool lane network.
- Create a consistent cross-section of three mixed-flow lanes and one carpool lane in each direction.
- Expanding freeway incident response patrols.
- Implementing technology improvements in the provision of transit services and traffic management systems.



405

I-405 San Diego Freeway

For almost 50 miles, I-405 traverses the western side of Los Angeles County, connecting the San Fernando Valley, Westside, South Bay, and Gateway Cities. I-405 contains four to six mixed-flow lanes in each direction. I-405 also includes a carpool lane in the southbound and northbound directions between I-5 and Burbank Boulevard and between I-105 and the Orange County Line. I-405 additionally includes a carpool lane in the southbound direction between Burbank Boulevard and Waterford Street.

Major recurring congestion hot spots along I-405 occur through the Sepulveda Pass and South Bay Curve and on the approaches to freeway-to-freeway interchanges, such as at the intersection of I-405 with SR-118, US-101, I-10, SR-90, I-110, and I-710. Other recurring congestion hot spots occur at on- and off-ramp locations and at ends of the discontinuous carpool lanes in each direction.

Major short-term projects planned along I-405 through 2009 include:

- Construction of a carpool lane in the northbound direction only between Greenleaf Street and Burbank Boulevard.
- Construction of carpool lanes between Century Boulevard and SR-90, between SR-90 and I-10, and between I-10 and Waterford Street.
- Implementation of improvements to I-405/US-101 interchange.
- Construction of Arbor Vitae half-interchange improvement at I-405.
- Implementation of Metro Rapid service on Crenshaw-Rossmore, Hawthorne Boulevard, Lincoln Boulevard, Sepulveda Boulevard, Torrance-Long Beach and Van Nuys Boulevard.

Major short-term projects originally planned along I-405 through 2009, but deferred pending funding availability include:

- Design and construction of a carpool lane in the northbound direction between I-10 and US-101.

Stakeholder recommendations for short-term improvements include:

- Increasing/enhancing express and feeder bus service.
- Filling the gaps in the carpool lane network.
- Redesigning and improving the I-405/ US-101 interchange.

- Improving freeway interchanges and problematic on/off ramps.
- Improving parallel and connecting major arterials.
- Implementing technology improvements in the provision of traffic management systems, including bus signal priority.



710

I-710 Long Beach Freeway

I-710 stretches 26 miles between I-210 and the Ports of Long Beach and Los Angeles. I-710 is composed of three to five mixed flow lanes in each direction between Valley Boulevard and the Ports of Long Beach and Los Angeles. A 6.5-mile freeway gap exists between Valley Boulevard and I-210. There are no carpool lanes along I-710. Trucks account for a significant 22 percent of all vehicles along I-710.

Major recurring congestion hot spots along I-710 occur on the approaches to freeway-to-freeway interchanges, such as at the intersection of I-710 with I-5 and I-405, and at on- and off-ramp locations, such as at Firestone Boulevard.

Major short-term projects planned along I-710 through 2009 include:

- Implementation of freeway improvements at PCH/Downtown Long Beach.
- Implementation of Metro Rapid service on Atlantic Avenue, Long Beach, and Soto Street.
- Initiate study of I-710 Gap Closure Tunnel alternative and complete study, including committing \$5 million for environmental analysis, of I-710 between SR-60 and the Ports of Long Beach and Los Angeles.

Stakeholder recommendations for short-term improvements include:

- Widening/lengthening selected on- and off-ramps to increase vehicle storage.
- Providing exclusive truck on- and off-ramps at high volume truck access points.
- Increasing freeway capacity at hot spot locations.
- Improving freeway signing and lighting.
- Widening key intersections along parallel arterials.
- Providing real-time commercial vehicle travel routing information.

MEASURING THE BENEFITS

The success of the Short Range Transportation Plan can be judged in many ways. This section lays out the benefits of the Plan by looking at how it will improve mobility, air quality, and the economy over the next six years. These benefits are evaluated on a countywide, subregional, and congested corridor level.

MOBILITY

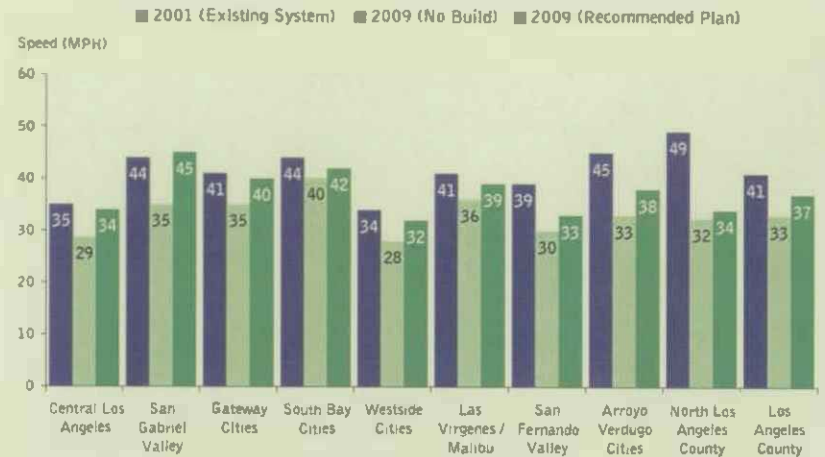
The Plan responds to the significant challenge of accommodating one million more residents in our county over the next six years with limited transportation funding. Without the transportation improvements outlined in this Plan, freeway travel speeds will decrease to an average of 33 mph (“no build” scenario). However, the recommended Plan can improve speeds throughout the county by an average of 12 percent (37 mph vs. 33 mph). Travel speeds increase in every subregion over the “no build” scenario and actually improve over 2001 levels in the San Gabriel Valley.

The Plan’s performance on the six congested freeway corridors in this study is similar. Overall travel speeds will decline in all corridors unless transportation programs in the Plan are implemented. With the Plan in place, travel speeds will increase in nearly every corridor from “no build” levels. In addition, travel speeds along the I-10 and SR-60 corridors increase by over 7 percent when compared to 2001 levels.

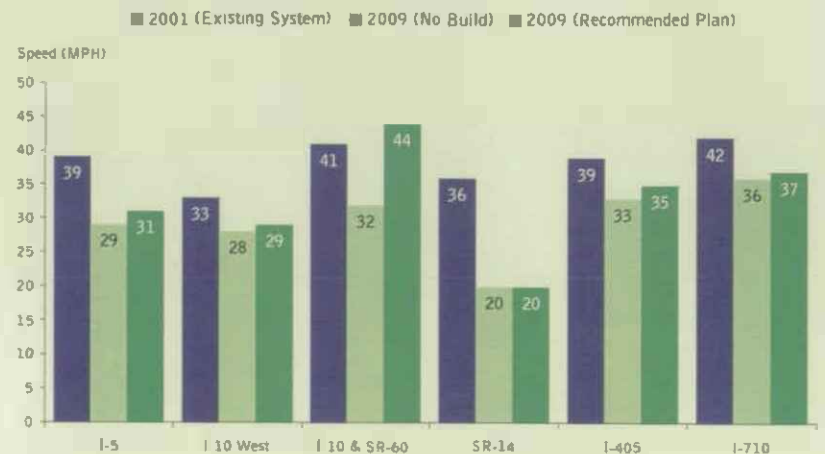
This analysis also reveals that improving mobility and travel speeds is a significant challenge when population growth outpaces the ability of the transportation system to keep pace. For example, while highway capacity is expected to grow by 4 percent countywide by 2009, population will increase by 11 percent. In North County alone, population is expected to grow by 39 percent. This underscores the need to promote growth in areas where the transportation infrastructure can accommodate it.

The Plan’s investments will significantly improve transit ridership over the next six years. For example, the Plan will improve commuter transit mode share by over 9 percent over current (2001) levels (from 10.54% to

AM Peak Average Freeway Speed (MPH) by Subregion



AM Peak Average Freeway Speed (MPH) by Corridor



11.53%). These improvements are a direct result of the substantial countywide investment in the transit system.

The Plan will also move more people on the transit system. In 2009, the Plan will increase the number of transit riders using the system by over 31 percent. In North County alone, the number of riders moving through the transit system will more than double.

These transit programs are a cornerstone of environmental justice programs that benefit the transit dependent and minority communities. For example, the expanded Metro Rapid program will provide significantly improved service in these communities.

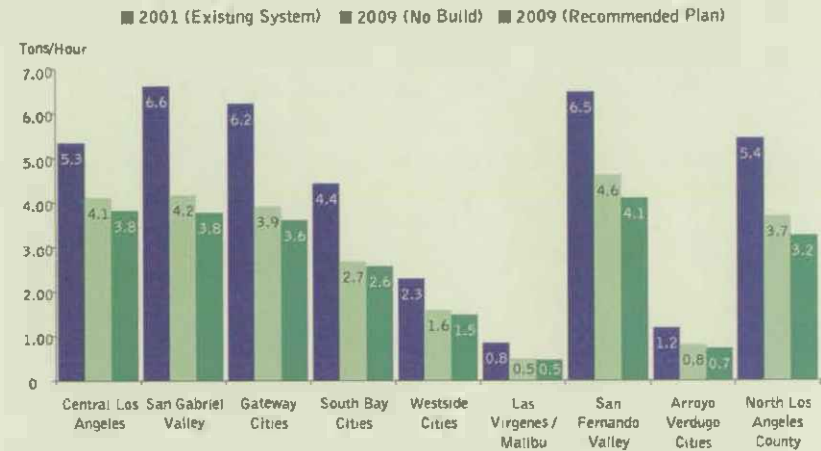
Ultimately, the Plan continues to expand on the enormous commitment to provide transit options throughout the county. Recent estimates from the Southern California Association of Governments confirm that Los Angeles County leads the region in the percentage of travelers that use transit. For example, the current transit mode share in Los Angeles County is 3 to 15 times higher than each of the other four counties in the Southern California region.

AIR QUALITY

The Short Range Transportation Plan will significantly improve air quality in Los Angeles County by 2009. The Plan will reduce transportation-related emissions within each subregion by up to 50 percent over current (2001) levels. This will provide residents throughout Los Angeles County with improved regional air quality (i.e., lowered ozone levels) and improved localized air quality (i.e., carbon monoxide levels near highways and arterials). The Short Range Transportation Plan will also contribute significantly to the federal requirement to achieve clean air standards by 2010.

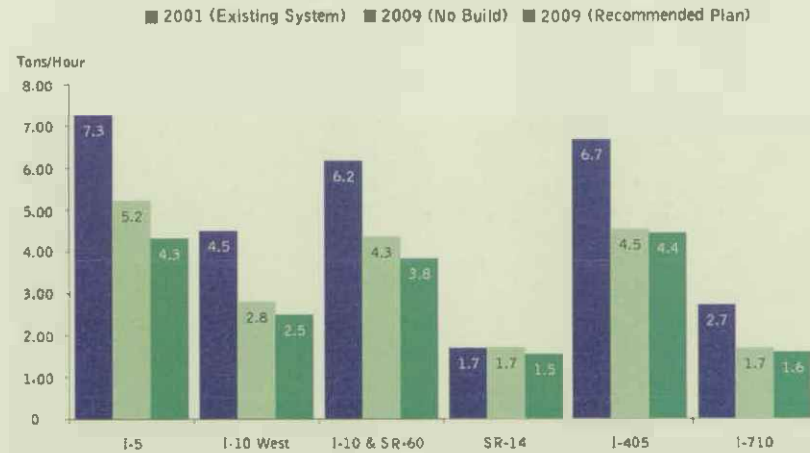
When looking at the six congested freeway corridors that are evaluated in this Plan, air quality will improve as well over current levels. For example, air pollution levels near the congested I-5 corridor will improve by 40 percent by the end of the Plan period in 2009. This will provide significant benefits to residents within this major corridor, as carbon monoxide levels are directly linked to localized health effects.

AM Peak Period Transportation Emissions by Subregion



Emissions = 1/7 of Carbon Monoxide + Oxides of Nitrogen + Total Organic Gases

AM Peak Period Transportation Emissions by Corridor



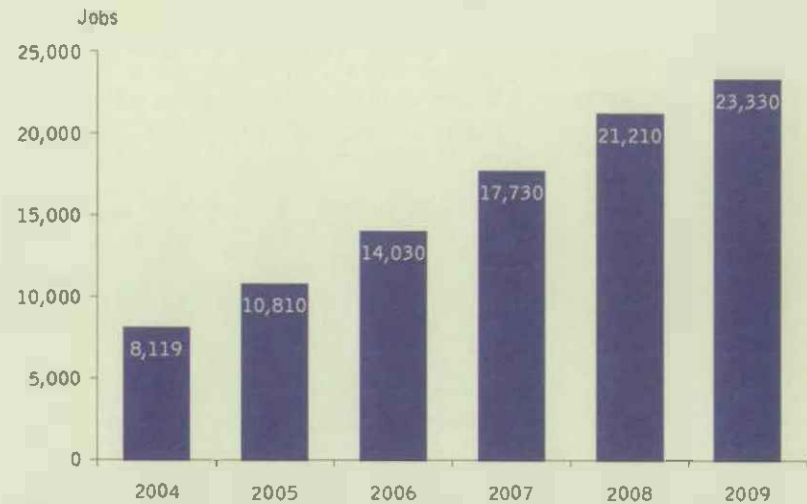
Emissions = 1/7 of Carbon Monoxide + Oxides of Nitrogen + Total Organic Gases

ECONOMIC BENEFITS

Capital investments in transportation infrastructure have a positive effect on the regional economy as a whole. Improvements to transportation infrastructure reduce travel time, vehicle operating costs, and accident costs. Since the Plan reduces traffic congestion, it promotes greater access to products and markets, which helps lower production costs to business. Business is then able to pass on some of the cost savings to consumers in the form of lower prices. This in turn results in increased economic activity and expansion of the county's productive capacity.

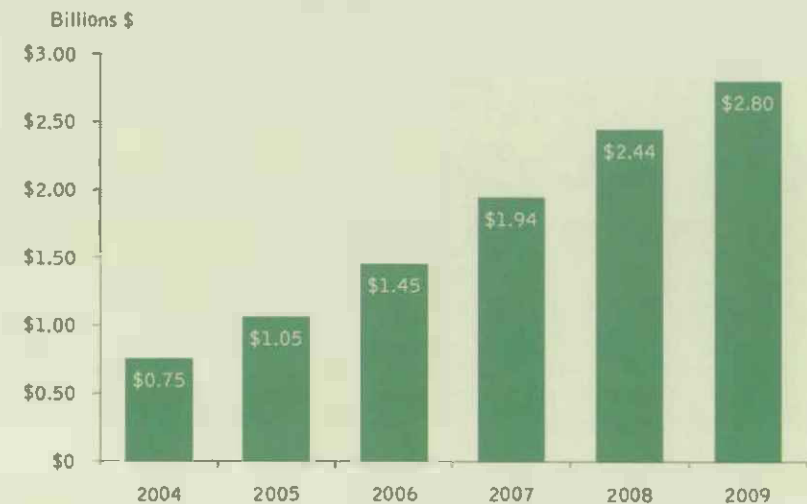
Over the next six years, the Plan will significantly benefit the regional economy. For example, over 95,000 full time equivalent jobs will be created from increased economic activity that accompanies the growth in our infrastructure. The Plan will allow grow our county's economy by over \$10 billion through 2009.

The Plan Creates Jobs



Jobs are forecast to grow by 95,229 full time equivalent jobs as a result of the Plan.

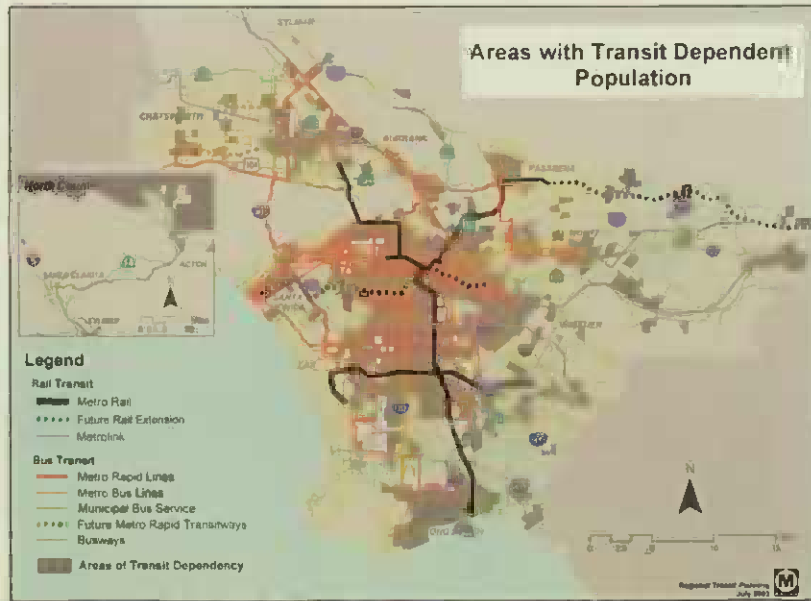
The Plan Benefits Our Economy



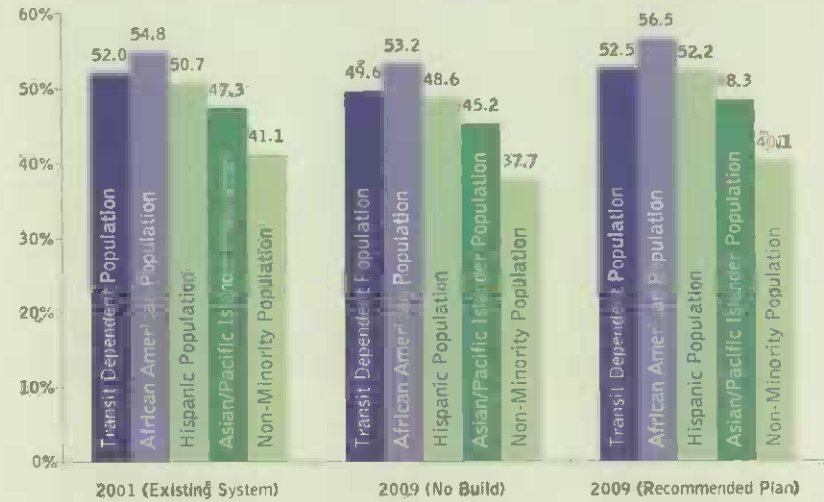
The economy is forecast to expand by \$10.4 billion as a result of the Plan.

ENVIRONMENTAL JUSTICE

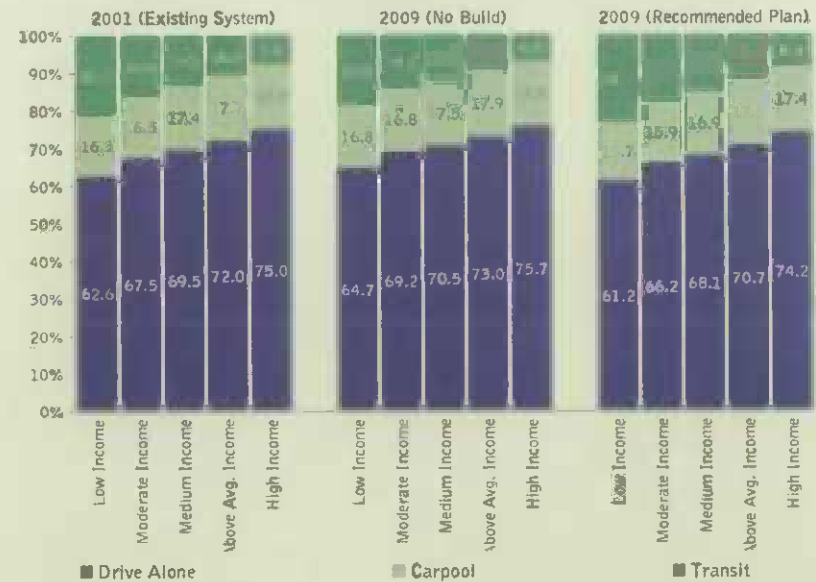
The Plan also provides improved access to transit and jobs for low-income, transit dependent, and minority populations. When compared to a "No Build" scenario in 2009 with no Plan improvements, the percentage of the transit dependent that can travel between home and work via transit trips of less than 60 minutes will increase from 49.6 to 52.5 percent. This is due to the Plan's extensive transit investments and their proximity to areas with lower-income populations and job opportunities that support those areas. In addition, low-income residents in Los Angeles County are expected to increase their transit use by 25 percent with the transit improvements that are planned, a significant increase that will help mitigate the traffic impacts of anticipated growth. The following map illustrates the extent of existing and proposed transit service in areas with transit dependent populations.



Percent of Home to Work Trips Within 60 Minutes Via Transit



Mode Split for Home to Work Trips



COMPLETING THE PUZZLE

Developing an efficient transportation system is an ongoing puzzle that is never truly completed. Nevertheless, the Short Range Transportation Plan shows us a snapshot of what we can do in the next six years if we use our existing resources wisely. As growth, technology, traffic patterns, and the world at large changes, this Plan will be updated annually to reassess what the finished puzzle looks like and the direction for getting there.

What will not change is our ongoing need to secure more resources that can fully implement our transportation vision. That's why we must use this Plan to help our region come together on what our collective strategy is for securing the funding that can make us whole.

We will work through the leadership of the Mobility 21 Coalition to get consensus. We will work with our local, regional, state and federal partners to see what's possible. And we will work with community interests to gauge how much the public is willing to contribute to making our transportation system work as well as it can.

In the end, this Short Range Transportation Plan is just the beginning of an ongoing process to sharpen the vision of our future. As we have seen recently, you can do a lot in six years. This Plan provides our county with a roadmap and vision for keeping Los Angeles County moving for the next six years and beyond.

