

2007 Long Range Transportation Plan Update

Financial Forecast Update

Metro Planning and Programming Committee
February 14, 2007



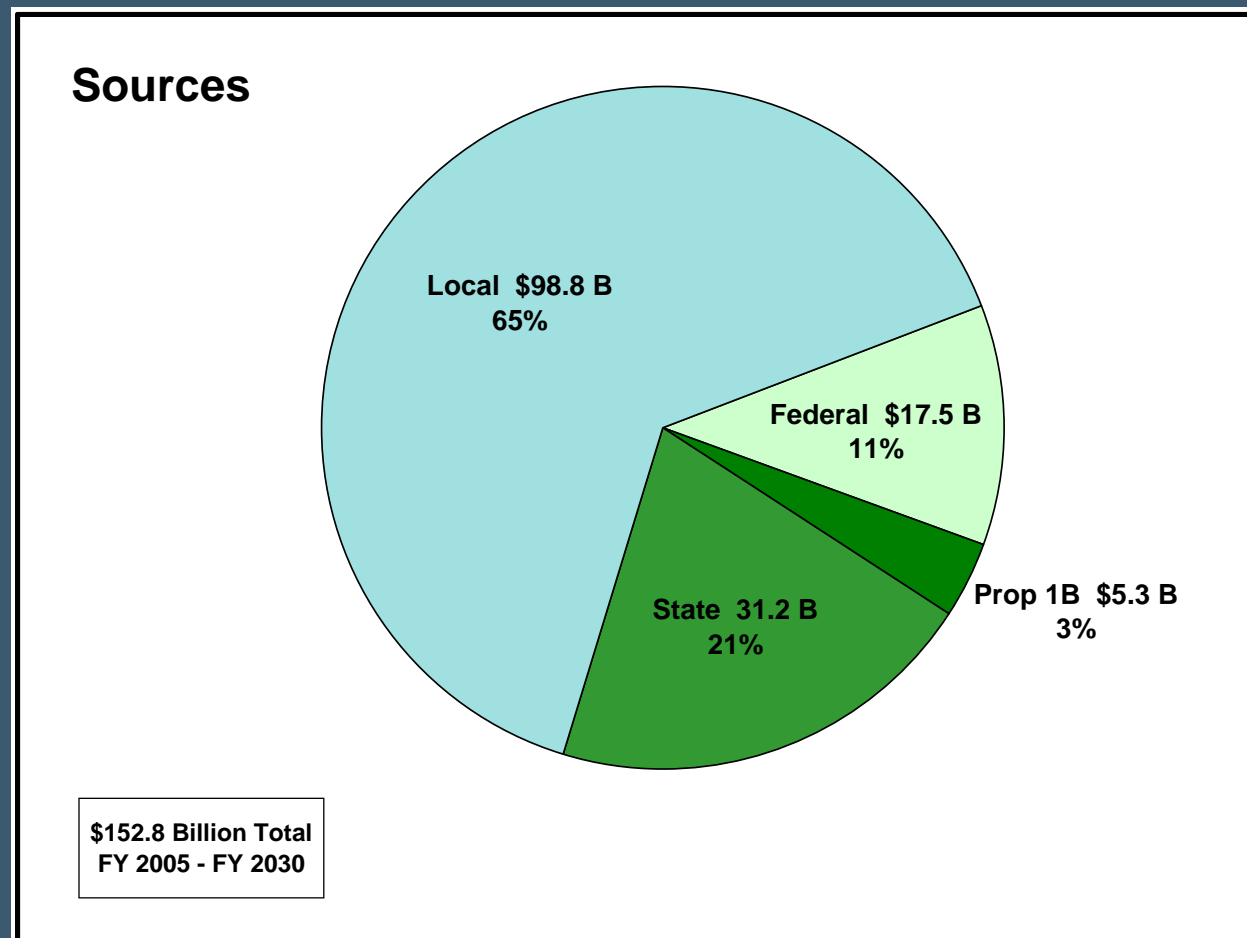
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Introduction

- **Long Range Transportation Plan Update**
 - Updates 2001 Long Range Transportation Plan
 - Includes Metro Board Actions taken since 2001
- **Financial Forecast Update**
 - Not the Long Range Transportation Plan
 - Preliminary step to Plan recommendations
 - Does not yet include new projects
 - Guides Metro in meeting State and Federal financial Planning requirements

Long Range Financial Forecast for Transportation

- LA County's large local funding share is unique in the nation
 - 1.25 cent sales tax: Transportation Development Act = $\frac{1}{4}$ cent, Proposition A (1980) = $\frac{1}{2}$ cent, and Proposition C (1990) = $\frac{1}{2}$ cent

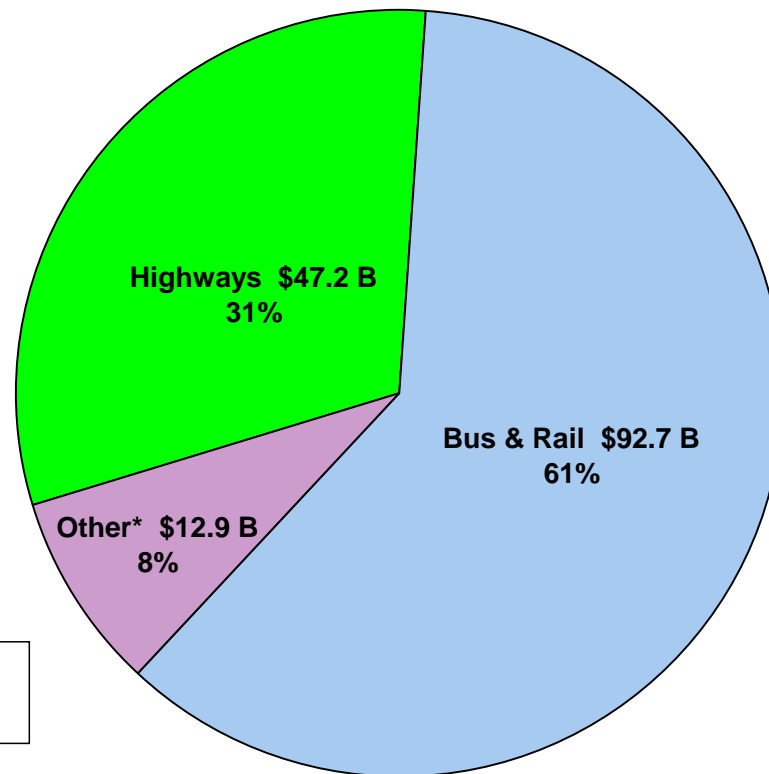


Long Range Financial Forecast for Transportation

Attachment B

- Forecast includes public funds used for transportation in LA County and not just Metro-controlled funds
 - Voters have twice acted to focus local investment on transit

Uses



**\$152.8 Billion Total
FY 2005 - FY 2030**

**Other" includes \$6.6 billion not yet allocated, Proposition A Local Return to cities, and regional security, capital, and regulatory oversight.

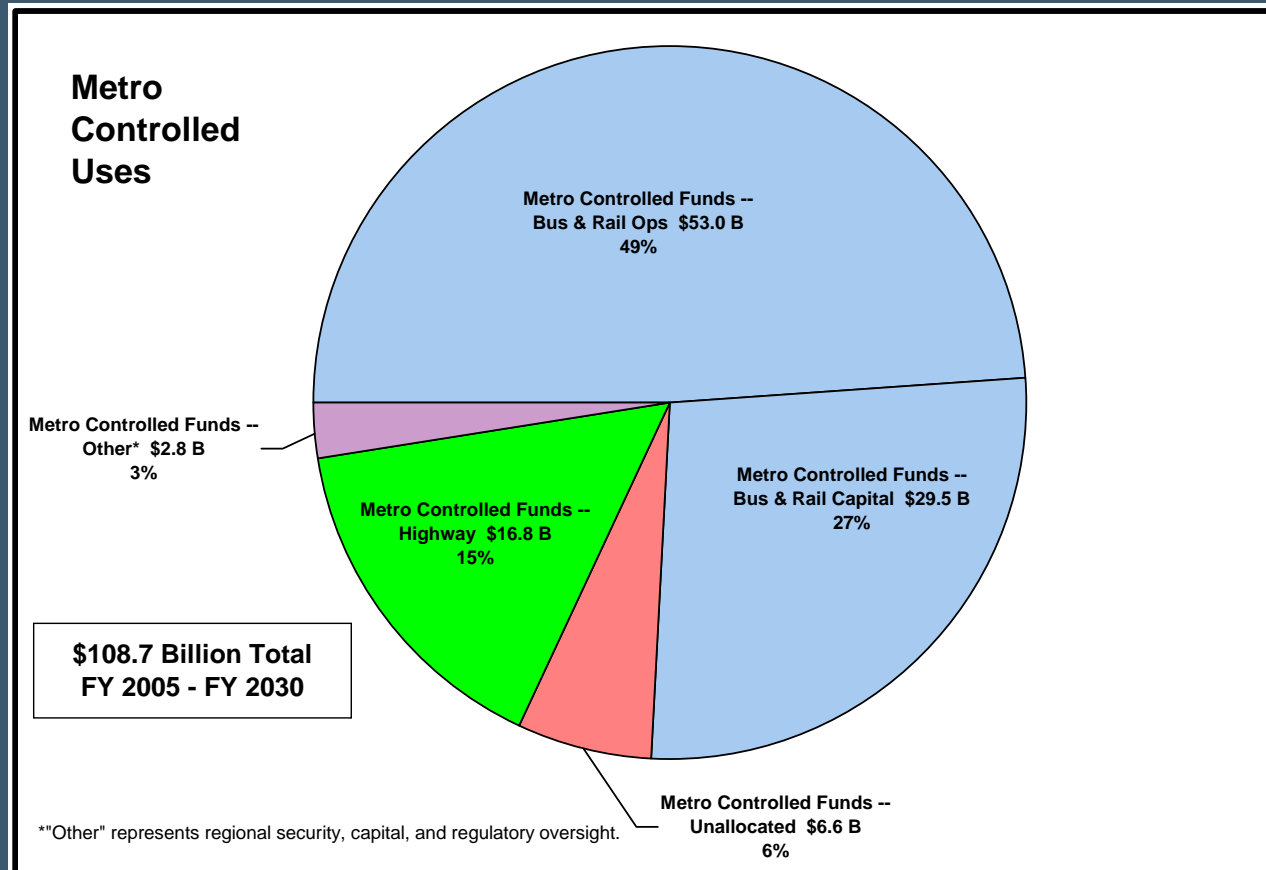
Baseline Key Financial Assumptions

- ***Plan assumes Metro structural deficit is resolved***
 - ***Some combination of cost controls and revenue increases will be required to resolve deficit***
 - ***Fare recovery ratio increases to 38% by 2010***
 - ***Fare and service changes***
 - ***Revenue increases***
 - ***Other efficiencies***
 - ***Failure to address Metro deficit has dramatic impacts***
 - ***Planned improvements substantially delayed***
 - ***State and federal support for transit projects would be jeopardized***
 - ***Other assumptions are described in the Board report***

Long Range Financial Forecast for Transportation

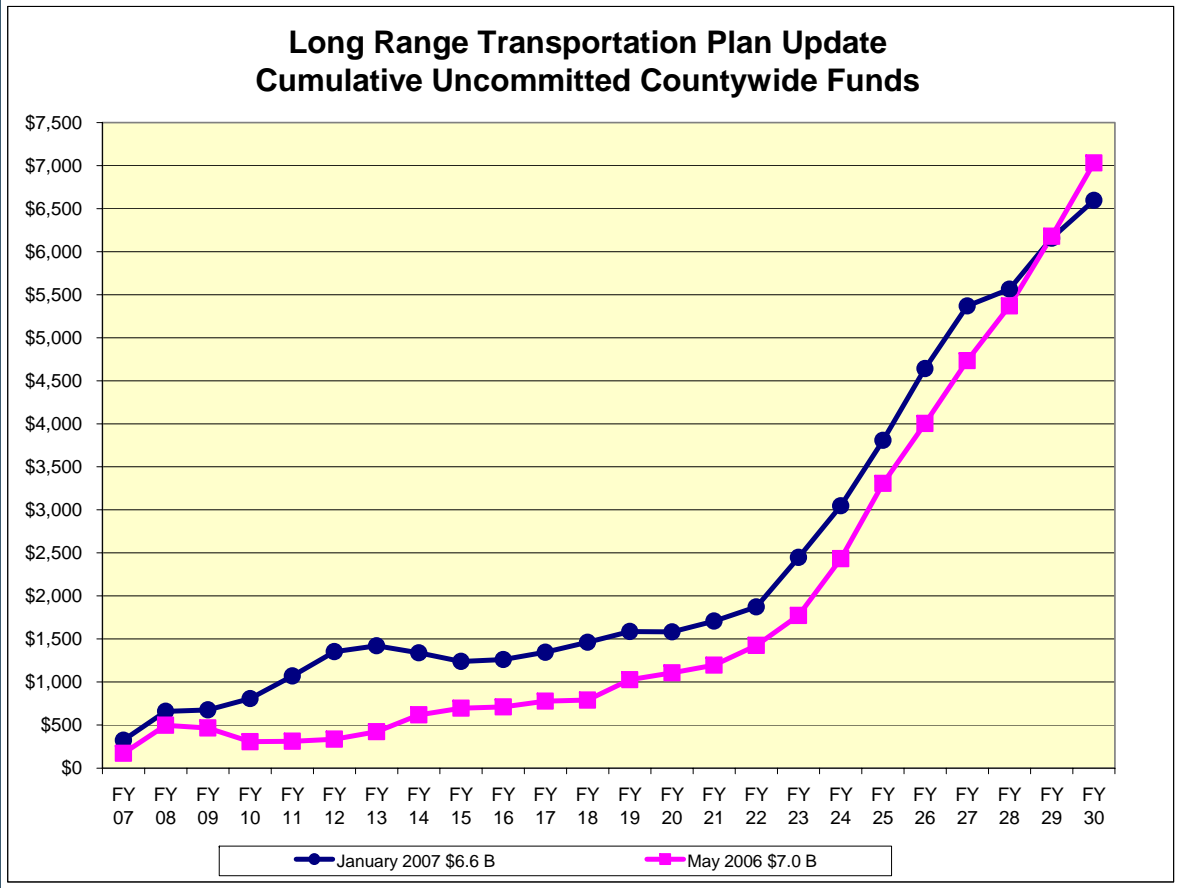
Attachment C

- About 70% of LA County's public transportation investment is controlled by Metro
 - Maintaining existing and previously planned transportation services and improvements will require 94% of Metro's funds
 - \$6.6 B (6%) is available for new commitments, primarily in last third of Plan



Long Range Financial Forecast for Transportation

- Well over two thirds of \$6.6 B in available funds are found past FY 2023
 - Proposition 1B increases near term funds available by \$1.0 B



2007 Plan Baseline Transit Projects

Currently assumed Fixed Guideway project costs and sequencing

Project Description	Cost (Escalated \$)	Opening Year
Eastside Light Rail Transit (LRT)	\$ 899 M	2009
Exposition LRT (Phase I to Culver City)— excludes sixteen rail cars being purchased through countywide option package	\$ 640 M	2010
Wilshire Boulevard Bus Rapid Transit (BRT)	\$ 124 M	2013
Exposition LRT (Phase II to Santa Monica)	\$ 822 M	2015
San Fernando Valley North/South BRT	\$ 243 M	2016
Crenshaw Corridor (technology to be determined although funds are reserved for BRT or LRT until Metro Board action on preferred alternative)	\$ 550 M up to \$ 948 M	2016

2007 Plan Baseline Highway Projects

Currently assumed State Highway System project costs and sequencing

Project Description	Cost (M)	Opening Year*
Interstate 405 Carpool Lanes from Interstate 105 to State Route 90	\$50.0	2006
State Route 57/State Route 60 Carpool Lane Direct Connector	\$70.5	2007
US-101 Freeway and Ramp Realignment to Center Street	\$40.9	2007
Interstate 405 South Bound Carpool/Auxiliary Lane from Waterford to Interstate 10	\$50.0	2007
Interstate 405 Carpool Lanes from State Route 90 to Interstate 10	\$169.5	2008
Interstate 5 Carpool Lanes from State Route 14 to State Route 118	\$89.1	2008

* Opening years may vary depending on Caltrans delivery schedule.

2007 Plan Baseline Highway Projects

Currently assumed State Highway System project costs and sequencing
(Continued)

Project Description	Cost (M)	Opening Year*
Interstate 405/US-101 Connector Gap Closure near Greenleaf	\$45.7	2007
State Route 60 Carpool Lanes from Interstate 605 to Brea Canyon Road	\$153.3	2009
Interstate 405 Carpool Lane (Northbound) from Greenleaf to Burbank Blvd.	\$6.4	2007
Interstate 5/State Route 126 Interchange	\$24.5	2008
Interstate 5 Carpool Lanes from State Route 118 to State Route 170	\$310.3	2011
Interstate 10 Carpool Lanes from Interstate 605 to Puente Avenue	\$186.0	2010

* Opening years may vary depending on Caltrans delivery schedule.

2007 Plan Baseline Highway Projects

Currently assumed State Highway System project costs and sequencing
(Continued)

Project Description	Cost (M)	Opening Year*
Interstate 710 Freeway Improvements from PCH to Downtown Long Beach	\$6.6	2008
Interstate 5 Carmenita Road Interchange Improvement	\$247.6	2012
Interstate 5 Carpool & Mixed Flow Lanes from Interstate 605 to Orange County Line	\$1,155.3	2016
State Route 14 Carpool Lanes from Pearblossom to Avenue P-8	\$40.8	2006
Interstate 5/State Route 14 Carpool Lane Direct Connector	\$157.0	2009

* Opening years may vary depending on Caltrans delivery schedule.

2007 Plan Baseline Highway Projects

Currently assumed State Highway System project costs and sequencing
(Continued)

Project Description	Cost (M)	Opening Year*
Extend State Route 90 Freeway to halfway between Culver & Mindanao	\$23.7	2009
State Route 138 Widening (7 of 13 segments funded in the baseline)	\$215.0	2011
Interstate 5 Carpool Lanes from State Route 170 to State Route 134	\$606.0	2011
Interstate 405 Carpool Lanes (Northbound) from I-10 to US-101	\$950.0	2015
Interstate 10 Carpool Lanes from Puente Avenue to Citrus Avenue	\$182.0	2014
Interstate 10 Carpool Lanes from Citrus Avenue to State Route 57	\$191.5	2015

* Opening years may vary depending on Caltrans delivery schedule.

2007 Plan Baseline Highway Projects

Currently assumed State Highway System project costs and sequencing
(Continued)

Project Description	Cost (M)	Opening Year*
State Route 14 Carpool Lanes from Ave P-8 to Avenue L	\$59.8	2018
State Route 71 Freeway from Interstate 10 to Mission Boulevard	\$82.0	2018
State Route 71 Freeway from Mission Blvd. to Rio Rancho Road	\$260.0	2024
State Route 57/State Route 60 Mixed Flow Interchange	\$450.0	2023
Interstate 5/Interstate 405 Carpool Lane Partial Connector	\$290.0	2025

* Opening years may vary depending on Caltrans delivery schedule.

2007 Plan Baseline Assumptions

- Expand countywide transit system capacity by 11%

	FY 2006	2030 Plan	% Change
Countywide 40 foot bus equivalents (converts all buses to 40 footers for comparison purposes)	4,175	4,415	+6%
Countywide rail cars	225	376	+67%
Countywide public transit seats (rail and bus)	182,108	202,901	+11%

2007 Plan Baseline Assumptions

Summary

**Avg Seat/Vehicle x Load Factor x Vehicle Miles =
Daily Capacity Miles**

	2006 Daily Capacity Miles	2030 Daily Capacity Miles	% Change
Countywide Bus	21,150,000	27,360,000	29.4%
Light Rail	1,658,000	4,009,000	141.8%
Heavy Rail	493,000	906,000	83.8%
Systemwide	23,301,000	32,275,000	38.5%

Bus Capital Baseline Assumptions

- Metro bus fleet to grow from 2,768 40-foot equivalents to 2,819 by 2030
- Make up of Metro bus fleet to change with articulated and 45-foot buses emerging over time
- Bus fleet projected make up in 2030
 - 600* articulated buses
 - 1,556* 45-foot buses
 - 175* 40-foot buses

* Projection is based on purchasing 200 new 40-foot buses or equivalency annually. The exact make up of the bus fleet may fluctuate from the projection. 15% of new bus purchases starting in 2012 will need to be zero emissions pursuant to current state regulations.

Beyond Baseline

Current unmet program needs:

- Transit corridor cost increases
- New fixed guideway projects
- Additional demand for transit service
- Unmet Metrolink current services (above current funding levels)
- Metrolink expansion and safety initiatives
- Paratransit (Access Services Inc.) expansion beyond assumed growth
- Accelerating committed projects
- Highway project cost increases
- New highway projects
- Call for Projects cost increases (non-State Highway)
- Increased Call for Projects funding levels
- Increased Goods Movement funding
- Accelerated Soundwall program
- Local Streets and Roads Preservation
- Other

Long Range Transportation Schedule

Spring 2007	Preliminary Plan Recommendations
Summer 2007	Draft 2007 Long Range Plan
Summer/Fall 2007	45-day public review process
Fall 2007	Final Long Range Plan

**Stop Here, Back Up slides only after
this**

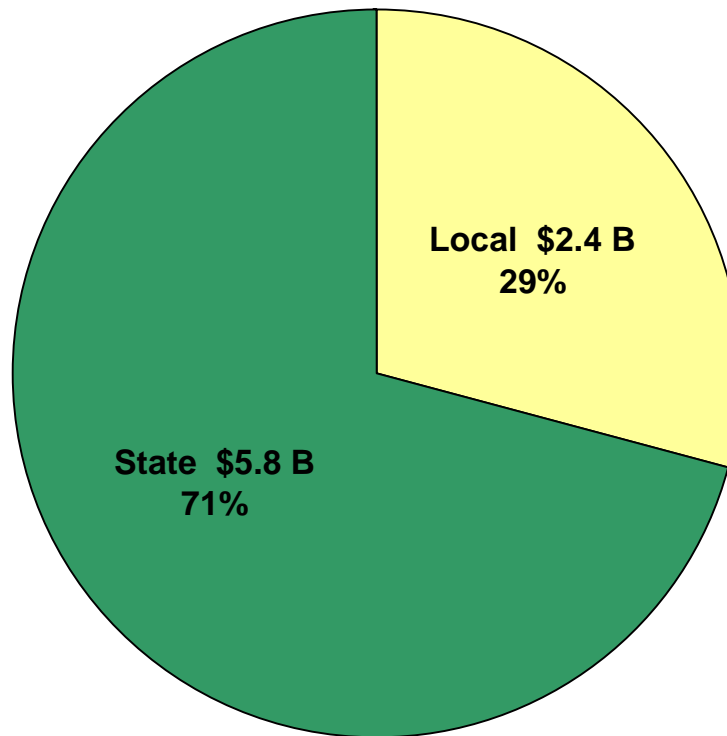


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Long Range Financial Forecast for Transportation

- Local revenue change are fares and bond proceeds
- State revenues change are Prop. 1B proceeds
- Federal fund forecast is unchanged

Change in Sources

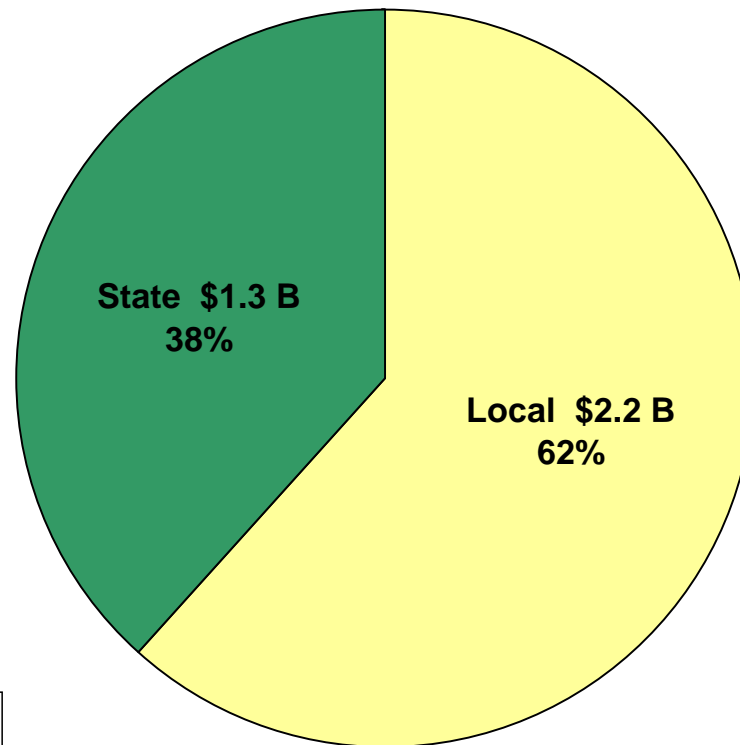


**\$8.2 Billion Total
FY 2005 - FY 2030**

Long Range Financial Forecast for Transportation

- Local revenues are fares and bond proceeds
- State revenues are bond proceeds
- Federal unchanged

Change in Metro-Controlled Sources

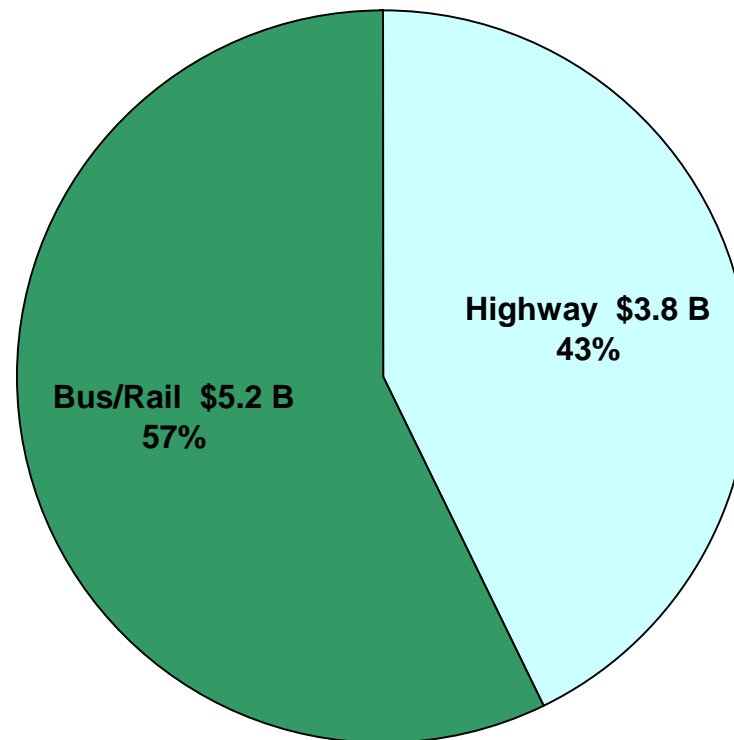


\$3.5 Billion Total
FY 2005 - FY 2030

Long Range Financial Forecast for Transportation

- Overall costs in the forecast increased by \$8.7 B
 - \$9.0 B in Bus, Rail, and Highway cost increases offset by \$0.3 B in other cost decreases

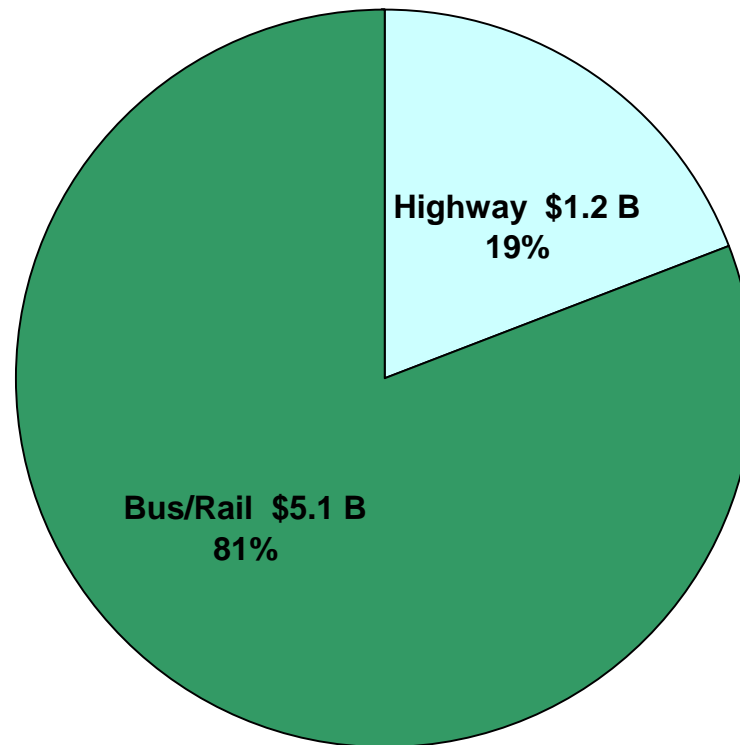
Change in Uses



Long Range Financial Forecast for Transportation

- **Costs for Metro-controlled forecast is \$6.3 B**
 - \$6.6 B in Bus, Rail, and Highway cost increases offset by \$0.3 B in other cost decreases

Change in Metro-Controlled Uses



Capital Projects Cost Contingency

- **Capital projects cost contingency of \$575 M**
 - **Caltrans Cost growth** **\$200 M**
 - **Major Transit Projects** **\$ 50 M**
 - **Rail Yard Land Costs if Central Facility** **\$200 M**
(in addition to \$119 million in Expo II and Crenshaw projects budgets)
 - **Rail Cars for Systemwide Usage, Expo Lines & Crenshaw after opening years** **\$125 M**
(32 additional rail cars beyond projects budgets after 2011)