What is the Short Range Transportation Plan

Ten-Year Action Plan that:

- Implements next 10 years of the Board-adopted 2009 LRTP
- Identifies transportation priorities within available resources from 2014 - 2024
  - The Plan does not propose new funding or to redistribute LRTP funds
- Identifies how we will keep our system in a state of good repair
- Identifies our progress in sustainability efforts
- Measures the benefits of the Plan projects
- Lays out a path for new funding strategies
Los Angeles County Population

Population will increase by 750,000 over 10 yrs.

Subregional Population in Los Angeles County

<table>
<thead>
<tr>
<th>Subregion</th>
<th>2014 Population</th>
<th>2024 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arroyo Verdugo</td>
<td>333,623</td>
<td>336,489</td>
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<tr>
<td>Central Los Angeles</td>
<td>1,655,823</td>
<td>1,755,014</td>
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<tr>
<td>Gateway Cities</td>
<td>1,957,767</td>
<td>2,074,554</td>
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<tr>
<td>Las Vegas / Malibu</td>
<td>64,491</td>
<td>68,491</td>
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<td>North LA County</td>
<td>452,401</td>
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<td>San Fernando Valley</td>
<td>1,446,269</td>
<td>1,544,139</td>
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<td>San Gabriel Valley</td>
<td>1,741,401</td>
<td>1,870,476</td>
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<td>South Bay Cities</td>
<td>1,320,676</td>
<td>1,390,446</td>
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<tr>
<td>Westside</td>
<td>597,142</td>
<td>625,764</td>
</tr>
</tbody>
</table>

(Source: 2014 and 2024 data based on 2014 SRTP)
Los Angeles County Employment

Employment will increase by 200,000 over 10 yrs.

Subregional Employment in Los Angeles County

<table>
<thead>
<tr>
<th>Subregion</th>
<th>2014 Employment</th>
<th>2024 Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arroyo Seco</td>
<td>196,501</td>
<td>213,013</td>
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<tr>
<td>Central Los Angeles</td>
<td>751,037</td>
<td>790,103</td>
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<td>Gateway Cities</td>
<td>731,821</td>
<td>758,607</td>
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<td>Los Vegas/Malibu</td>
<td>58,819</td>
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<td>North LA County</td>
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<td>San Fernando Valley</td>
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<td>San Gabriel Valley</td>
<td>691,004</td>
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<td>South Bay Cities</td>
<td>543,341</td>
<td>562,444</td>
</tr>
<tr>
<td>Westside</td>
<td>538,329</td>
<td>580,052</td>
</tr>
</tbody>
</table>

Source: 2014 and 2024 data based on 2014 SRTP
The Financial Picture: Metro’s Transit Emphasis

- $88.2 Billion through FY 2024
- Funded with more than 45 sources of federal, state and local revenue
- Almost $27 billion is projected to operate bus and rail service countywide
- $35 billion available for highway, roadway, signal, bicycle and pedestrian programs
  - All public investment, not just Metro’s
Public Transportation Recommended Plan

Transit
- SRTP Constrained Transit Project (2014-2024)
- LRTP Constrained Transit Project (2024-2040)
- LRTP Tier 1 Strategic Transit Project (unfunded)

Mode to be Determined
- LRTP Constrained Projects (2014-2040)

Other
- Existing Metro Fixed
- Guideways/Transitways
- Ferry
- Metrolink
- High Speed Rail

> 6 major transit corridor projects will be completed

> Metro Rail will expand by 32 miles of track, 110 stations and over 120 miles of service

> Funds are provided for our regional transit partners (Access Services, Metrolink, Immediate Needs Program)
Highways Recommended Plan

> 76 carpool lane miles will be completed on the I-5, I-10, I-405 and the High Desert Multi-Purpose Corridor*

> Funds are identified for interchange and highway operational improvements

> Funds biennial Call for Projects through 2024

* Assumes tolls matched by private and State/Federal funds.
State of Good Repair

> We coordinated with Operations to analyze the needs for a system that has been growing since 1991
> Needs fall into three categories
  – Safety, Service Delivery and Quality of Service
> Plan looks beyond annual needs to ensure funds are set aside to cover the cost of rehabilitating and replacing assets
> Plan dedicates $4.8 billion for State of Good Repair
Sustainability

> Plan highlights Metro’s role in Sustainability
  – Managing Metro Resources
  – Planning with Others Countywide
> Highlights our work with SCAG on the Joint-Work Plan to help SCAG in attaining their GHG reduction targets
> Invests a majority of Metro controlled funds (87%) in transit, carpool lanes, ridesharing programs, bikeways and pedestrian linkages
Active Transportation Funding Estimate 2014-2024

**Metro and State/Regional Sources**

- Bikeway and Pedestrian linkages (Call) $500 million
- RSTI improvements (Call) up to $142 million*
  (up to 40% complete streets elements)
- TDM (Call) up to $74 million*
- Signal Synch, Transit Capital (Call) TBD*
- Active Transportation Program (ATP) up to $156 million – CTC**
  up to $131 million – SCAG**
- Local match to Call (20%) up to $123 million*
- Local match to State/Regional ATP (11%) up to $14 million*
- Eastside Gold Line Access Project Total $26 million
- Total up to $1.17 billion

* Eligible based on competitive process
** Estimated “fair share” based on state/regional population
Local Sources

- **Local Return Sources**  
  (Prop A & C, STP-L, State Gas Tax subventions)  
  $10.8 billion*
- **Other local sources (general fund, mitigation fees)**  
  determined by city*

* Eligible based on local priorities
Active Transportation Policy Shifts in Call for Projects Process

- Increased bicycle funding from 7% to 15% starting in 2011 Call
- Increased pedestrian funding from 7.5% to 10% starting in 2013 Call
- First and last mile strategies to be given priority starting in 2015 Call
- Active Transportation Investment Increase
  - from 9.7% of 1995 Call to 55.6% of 2013 Call
The Plan Performs Well

Mobility will improve throughout our system

> All segments of the population will have better access to transit and will use transit more often
  - All income groups, including low income, are expected to use transit to work more often

> Air Pollutants and greenhouse gas emissions will be reduced in the future

> Nearly 200,000 jobs will be created and $33 billion will be invested into the local economy
Possible new funding strategies include:

- America Fast Forward Transportation Bonds
- Additional New Starts grants
- Public-Private Partnerships
- New Sales Tax Measure
Public Outreach on Draft 2014 Plan

> Public Review Period was April 12th – June 18th
> 27 meetings conducted countywide
> Comments received from elected officials, jurisdictions, subregional COGs, stakeholders and the public
What We Heard

> Update the SRTP to include completion of the Foothill Gold Line to Claremont within the 10-year time frame

> SRTP should allocate more funding for active transportation

> The SRTP should expand funding for projects beyond the funded Plan

> Discuss SRTP’s performance related to SCAG’s meeting Greenhouse Gas Emission Reduction Targets
Changes to Draft 2014 Plan

> Add discussion on honoring the 2009 LRTP Near-Term Priorities
> Add language on how the Plan is seeking additional funding for projects beyond the constrained LRTP
> Add LRTP Tier 1 strategic transit and highway projects (unfunded) to map.
> Add summary of our work with SCAG on the Joint-Work Plan to help SCAG in attaining their GHG reduction targets
> Add summary of SCAG’s methodology for GHG reductions and GHG target achievement
> Add discussion on Active Transportation funding opportunities
> Remove chart showing accelerated Plan (30/10)
> Minor Technical Revisions as needed
Next Steps

> Recommend Board Adoption of Draft 2014 SRTP with revisions
> Release Final Plan in fall 2014