Motion by Supervisor Mark Ridley-Thomas, Supervisor Don Knabe, Supervisor Michael Antonovich and Councilmember DuBois

Metro Planning and Programming Committee
October 19, 2011

Metro Short Range Transportation Plan

The Metro Board (the Board) unanimously adopted the Long Range Transportation Plan (LRTP) in October 2009 that provides regional rationality and equity with an appropriate balance of projects and priorities. Over the past two years Metro has experienced changes to its revenue projection from local sales taxes, the State budget and the Federal budget. A Short Range Transportation Plan (SRTP) is warranted that lays out a realistic framework for the next five years that prioritizes our needs and allocates available resources.

A SRTP is a key element of Metro’s planning process, identifying the short-term transportation needs and challenges that Los Angeles County will face over the next five years. It is imperative that Metro respond to changing circumstances, particularly at the Federal level. The SRTP should be updated annually to ensure that we can respond to changing conditions, whether it is funding shortfalls, emerging transportation solutions, or other issues which cannot be anticipated.

The SRTP will provide the Board with a framework for decision-making by providing financial context and potential impact from recommendations. The cost for priorities should be defined and identified; the SRTP provides a five-year baseline for decision-making. That ensures decisions will be made in a comprehensive manner and that short term solutions can be fiscally sound and realistic.

WE THEREFORE MOVE, THAT:

1. Direct the CEO to report back to the Board, no later than 90 days, with a Short Range Transportation Plan (SRTP) for Board consideration.
2. The SRTP should examine the following, but not be limited to:

- Status of Measure R and other major project initiatives.
- State of good repair.
- Review of industry practices and Federal Transit Administration best practices on rehabilitation.
- Revised five-year cash flow outlook.
- Revised Federal assumptions.
- Transportation Improvement Program (TIP) viability.
- Status of New Starts assumptions and Federal assumptions.
- Operations and Maintenance Funding Plan.

3. The CEO should return to the Board with any policy recommendations or changes.