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**PLANNING & PROGRAMMING COMMITTEE
JANUARY 18, 2012**

SUBJECT: SHORT RANGE TRANSPORTATION PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file strategy for Short Range Transportation Plan (SRTP) development.

ISSUE

At its October 27, 2011 meeting, the Board approved a motion to provide a status report, within ninety days, on preparation of a SRTP. This report provides a proposed strategy to develop the SRTP.

DISCUSSION

The SRTP is a near-term action plan that guides our programs and projects over the next ten years, through 2023. It will advance us towards the long-term goals identified in the 2009 Long Range Transportation Plan (LRTP), a 30-year vision for addressing growth and traffic in Los Angeles County.

In its October 27th motion, the Board directed staff to examine various issues. A status report on these issues can be found in Attachment A. Additionally, a separate Board Report on the Long Range Financial Forecast Update will be presented in the next several months and will contain significant detail related to many of the Board-requested financial issues.

Plan Development

Over the next six months, we will begin the technical work for both the baseline financial analysis and transportation model analysis. Attachment B provides the proposed schedule for the SRTP development.

Attachment C provides an outline of the proposed SRTP document's chapters. It will identify the short-term challenges, provide an analysis of our financial resources,

propose action plans for the public transportation and highway modes, as well as other project and program initiatives, and will describe transportation priorities for Los Angeles County subregions. In addition, it will address sustainability, the America Fast Forward Initiative, and lastly, measure the mobility and economic benefits of the SRTP.

The SRTP will be based on four key analytical steps—establishing performance criteria, honoring LRTP commitments, determining financial capacity, and developing draft recommendations. Both the travel demand and financial models will include the assumptions in the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) and will ultimately provide input into Los Angeles County's 2013 Transportation Improvement Program (TIP). It will also include an evaluation of the economic benefits of how investments in transportation infrastructure can have a positive effect on the regional economy. Lastly, it will develop action plans for the eight modes funded in the LRTP, along with public transportation and highways.

The SRTP will incorporate and possibly update the performance measures identified in the LRTP including mobility, air quality, and environmental justice. The SRTP will also address federal Title VI requirements. Outreach meetings will be conducted to include the subregional Council of Governments (COGs), our Technical Advisory Committee and its respective subcommittees, public and private stakeholders, as well as communities in the County. A final SRTP will be developed in consideration of public comments received.

The SRTP recommendations will reflect the Board-adopted priorities and sequencing to ensure consistency with Measure R and the 2009 LRTP. The SRTP will be presented to the Board for approval in June 2013 to provide justification and strategic support for the 2013 TIP, which will be brought to the Board for action in late 2013. As the SRTP will show our near-term priorities and commitments, it can be used to advocate for state and federal funding.

NEXT STEPS

We are beginning the planning process for development of the SRTP based on the four key analytical steps—establish performance criteria, update the travel demand model with SCAG's 2012 RTP socioeconomic data, determine the financial capacity, and develop draft recommendations.

ATTACHMENTS

- A. Status on Issues from October 2011 SRTP Board Motion
- B. SRTP Schedule
- C. SRTP Outline

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Status on Issues from October SRTP Board Motion

Short Range Transportation Plan

Status of Measure R and other Major Project Initiatives

Information on the status of Measure R and all major construction projects are provided to the Board and our funding agencies on a quarterly and/or monthly basis. All major construction projects exceeding \$100 million are fully disclosed in detailed written reports, and oral reports are also provided at each monthly Construction Committee meeting with respect to their budgets, schedules, milestones and accomplishments.

The SRTP will reflect the most recent information for both financial modeling and transportation demand modeling requirements.

State of Good Repair

State of Good Repair is a Federal Transit Administration (FTA) program initiative which focuses on maintaining the nation's bus and rail systems in good condition in an effort to provide safe and reliable service to transit riders across the nation. According to the FTA, a State of Good Repair includes sharing ideas on recapitalization and maintenance issues, asset management practices, and innovative financing strategies. It also includes issues related to measuring the condition of transit capital assets, prioritizing local transit re-investment decisions and preventive maintenance practices. Finally, research and the identification of the tools needed to address this problem are vital. It is FTA's intention that they will lead the nation's effort to address the State of Good Repair by collaborating with the transit industry to bring the nation's transit infrastructure into the 21st Century.

We have been involved with the FTA's State of Good Repair Roundtables held annually since 2009. FTA also administers a State of Good Repair (SGR) grant program and we have actively sought and been awarded SGR grants for capital projects. In 2010, we were awarded a \$50,000 grant to help the FTA with their SGR "Term Lite" program and we are currently working with the FTA's consultant, CH2MHill, to refine their database software for standardizing the SGR effort.

Review of Industry Practices and Federal Transit Administration Best Practices on Rehabilitation

We operate separate rehabilitation programs for our bus and rail systems. For our bus system, we procure an average of 200 buses annually but this quantity can vary significantly year-to-year. Currently, our buses are replaced between

12 years/500,000 miles (the FTA minimum requirement) and the CNG tank expiration date of 15 or 20 years. The Bus Midlife Program was implemented in FY 04 to help improve the performance and reliability of buses at the mid-point of their service life and to maintain the life of the asset.

The Midlife Program enables Bus Maintenance to manage demand for heavy bus repairs and makes the best use of resources due to the fact that a particular bus series will go through the same pre-selected process. Labor, material and facilities can be scheduled according to the Midlife plan, versus reacting to unplanned problems as they arise. The improved overall condition of the vehicles also helps to reduce maintenance costs and the amount of maintenance work performed at the Bus Operating divisions.

The work performed on buses in the Midlife program includes, but is not limited to, refurbishment of the driver's area, mechanical repair or replacement of the components of the front and rear suspension, wheelchair lift refurbishment, door repairs, fuel system inspection and repairs, interior cleaning and refurbishment, body damage repairs, a complete paint job, and an engine package replacement. Since implementation, the Maintenance Department has Midlife-overhauled over 1,200 buses and the current plan is to continue completing 188 overhauls each fiscal year.

We also operate a rehabilitation program for the rail fleet. The program includes a Component Level Overhaul and Complete Vehicle Refurbishment, depending on the remaining vehicle service life. For the Component Level Overhaul Program, key systems are overhauled or replaced with minor cosmetic or system upgrades, depending on equipment reliability of major systems such as Traction Motors, Gear Units, Propulsion / Auxiliary Power Systems, Brakes and Door Systems. The Complete Vehicle Refurbishment Program addresses the entire vehicle systems, including overhaul and/or replacement of major systems depending on reliability and forecasted parts obsolescence. The vehicle systems which are assessed include Propulsion / Auxiliary Power Systems, Brakes and Doors Systems, cosmetic improvements to the interior and exterior, as well as system upgrades to the ATP and Operator Cab layout.

A comprehensive fleet-wide Component Level Overhaul program is currently being finalized for our older P865/P2020 light-rail vehicles (LRVs) and A650 (30 Base-Buy) heavy-rail vehicles (HRVs) with the A650 (74 Option-Buy) targeted for complete refurbishment.

Long Range Financial Forecast

A separate Board Report on the Long Range Financial Forecast Update will be presented in the next several months and will contain significant detail related to the following Board-requested financial issues:

- 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

Planning will work with the Operations department and the Office of Management and Budget to develop the Operations and Maintenance needs and funding strategies to incorporate into the SRTP.

Schedule

Short Range Transportation Plan

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| January – April 2012 | <ul style="list-style-type: none"> • Goals/Performance Measure Assessment • Initiate Modal and Countywide Program Action Plan/Development |
| April – June 2012 | <ul style="list-style-type: none"> • Travel Demand Modeling (post-SCAG RTP adoption—April 2012) • Financial Plan Modeling (post-SCAG RTP adoption—April 2012) • Economic Benefit • Title VI/Environmental Justice Analysis |
| July – September 2012 | <ul style="list-style-type: none"> • Draft SRTP Development |
| October – December 2012 | <ul style="list-style-type: none"> • Draft SRTP Production |
| January – March 2013 | <ul style="list-style-type: none"> • Public Review and Comment |
| April – May 2013 | <ul style="list-style-type: none"> • Final SRTP Development |
| June 2013 | <ul style="list-style-type: none"> • Board Action – Final SRTP |

Outline

Short Range Transportation Plan

- Introduction (Goals)
- Short-Term Challenges
- Financial Analysis
- The Short-Range Action Plan
 - Public Transportation
 - Local Bus
 - Metro Rail and Transitways
 - Regional Rail (Metrolink, LOSSAN, Amtrak, High Speed Rail)
 - Highways
 - Freeway Service Patrol
 - Soundwalls
 - Other Project Initiatives
 - Congestion Reduction Demonstration Program
 - Transit-Oriented Development
 - Public-Private Partnerships
 - Modes/Programs
 - Arterials
 - Goods Movement
 - System Management
 - Demand Management
 - Bikeway Improvements
 - Pedestrian Improvements
 - Transit Capital
 - Transportation Enhancement Activities
 - Subregions
- Sustainability
- America Fast Forward
- Measuring the Benefits
 - Plan Performance
 - Economic Benefit
 - Environmental Justice/Title VI

