

Summary of Policy

The purpose of the *Long Range Transportation Plan* (LRTP) is to provide decision makers with a vision for addressing transportation challenges in Los Angeles County through 2025. Developed through a collaborative process, the LRTP helps us plan for a countywide transportation system that meets the needs of the entire traveling public, whether they are driving cars, riding public transit, riding a bicycle, or walking.

Over the next 25 years, the population of Los Angeles County is expected to increase somewhere between 2.7 and 3.5 million, bringing the total population to approximately 13 million people. From this growth, planners estimate that daily trips will increase by 30 percent, overloading streets, highways, and public transit, which are already operating near capacity. But with good planning this need not happen. It is the role of the LRTP to guide transportation development to make sure that people and goods remain mobile.

The LRTP, which is updated regularly, examines the impacts that population growth will have on the mobility of the county and recommends improvements to the transportation system by mode. Projects are listed in either the “Recommended” Plan or the “Strategic” Plan. The Recommended Plan is the fully funded plan that includes “Baseline” and “Constrained” priorities.

Baseline refers to those projects approved by the Board of Directors before September 2000, as well as the California Traffic Congestion Relief Program passed by the State Legislature and signed by the

Governor in 2000. The baseline can also be considered as the scenario in which no new transportation projects will be built beyond those currently approved. Various transportation plan alternatives may be measured against the baseline scenario.

Constrained priorities are those projects and programs that can be accomplished within the \$11.2 billion budget forecast for new projects. Projects identified as Strategic Priorities go beyond the \$11.2 billion budget. If funding can be identified, they would be a desirable addition to our long-term planning because they would further improve accessibility and air quality.

The Recommended Plan provides a balanced transportation program with a strong emphasis on public transit to meet the expected growth in travel. Components of the Recommended Plan’s transportation program include:

- completion of the Eastside and Pasadena Gold Line projects;
- two busways for the San Fernando Valley;
- a fixed guideway project from downtown to West Los Angeles;
- 22-line expansion of the successful Metro Rapid Bus program;
- freeway widenings, extensions and gap closures;
- freeway interchange improvements;
- expansion of the HOV (carpool) lane network;
- construction of additional soundwalls;
- expansion of the Metrolink commuter rail system

Long Range Transportation Plan

- completion of a countywide traffic signal coordination system

It also encourages more ridesharing, walking, bike riding, telecommuting, and improved management of truck traffic.

The Recommended Plan is built on realistic financial projections of revenues from federal, state, and local taxes and subsidies, as well as revenues from passenger fares, advertising, real estate rentals, and other miscellaneous sources. Staff estimates that \$106.4 billion will be available for local transportation projects through 2025.

Since \$95.2 billion of this sum is already committed, \$11.2 billion remains in uncommitted funding that will be available for new transportation projects through 2025.

If more funds can be secured, the Strategic Plan may be implemented. It includes other transportation projects and services that are of regional importance. They include:

- an additional 14 Metro Rapid Bus lines;
- extensions and/or upgrades to transit corridor projects in the constrained plan; and
- extension of the Pasadena Blue Line from Sierra Madre Villa (Pasadena) to Claremont.
- completion of countywide system of HOV (carpool) lanes;
- additional freeway gap closures;
- additional community transit services (i.e., shuttles, local circulators); and
- additional Metrolink expansion.

Major capital projects that are identified in the LRTP have priority for future funding and construction. While these projects require further Board approval at various stages of their development, they are candidates for further planning and design.

Many other projects and programs compete in the Call for Projects. They are not specifically identified in the LRTP, but funding for general categories is allocated through the LRTP. Through the Call for Projects, cities, the County, and transportation partners nominate projects that are ready for construction. This process is conducted every other year, and projects are competitively evaluated.

Projects approved for funding through the Call for Projects are included in the Transportation Improvement Program, which is a list of projects recommended for funding over a six-year period. The Transportation Improvement Program is then submitted to the Southern California Association of Governments (SCAG) and incorporated into a six-county Regional Transportation Improvement Program (RTIP). Projects in the RTIP are then eligible for State and federal funding.

Historical Perspective

This *Long Range Transportation Plan* is an update of the 1995 long-range plan entitled, *A Plan for Los Angeles County: Transportation for the 21st Century*. The LRTP will be regularly updated.

Transportation planning for Los Angeles County at the regional level is the responsibility of the Southern California Association of Governments (SCAG), which is the designated Metropolitan Planning Organization

Long Range Transportation Plan

for a six-county region, including the counties of Imperial, Orange, Riverside, San Bernardino, Ventura, and Los Angeles.

Under federal law, SCAG must prepare a Regional Transportation Plan (RTP). The RTP demonstrates how the region will meet federal transportation and air quality requirements and must be approved by federal agencies in order to continue receiving federal transportation funds. Only projects and programs included in the RTP and RTIP are eligible for federal funding.

As the State-designated planning and programming agency for Los Angeles County, LACMTA develops a long-range transportation plan and submits recommended projects and programs to SCAG to include in the RTP.

To complete the 2001 Long Range Transportation Plan, staff met extensively with partner transportation agencies, local governments, interest groups and individual citizens. To comply with federal environmental justice and Title VI requirements, staff reached out to the transit dependent and minority communities and discussed the impacts of the Plan with them. Staff also organized focus groups with many different communities and held public meetings.

The LRTP planning process began with analysis of the projected performance of the transportation system in the future using "baseline" assumptions. Alternative scenarios were then developed to respond to the performance deficiencies in the system. These scenarios were then evaluated to determine which ones could best meet the goals of the Plan. Finally, priorities among specific

recommendations were established in response to budgetary constraints.

Last Board Action

April 26, 2001 – Long Range Transportation Plan

The Board approved under reconsideration, subject to amendments at the May Board Meeting, resolution adopting the 2001 Long Range Transportation Plan for Los Angeles County.

May 24, 2001 – Amendments to the adopted Long Range Transportation Plan The Board approved as amended revisions to the adopted 2001 Long Range Transportation Plan (LRTP) for Los Angeles County:

- A. incorporate revisions to the discussion of the 1-710 Freeway Gap Closure;

Approved, as amended by Director Fasana, to delete the following paragraph from Attachment a to the revised report dated May 24, 2001:

"The 1-710 Project is being developed to allow construction in phases. Phase 1 will extend the freeway from Valley Boulevard to Huntington Drive. Caltrans has undertaken a traffic impact analysis of the temporary Huntington Drive terminus. Based upon the findings of the analysis, Caltrans will coordinate the implementation of traffic operations measures with the local jurisdictions to ensure safe, efficient traffic operation between phases."

- B. incorporate revisions which clarify that southern portion of the Arbor

Long Range Transportation Plan

Vitae Interchange is a baseline project needed to address existing mobility needs and that the northern portion of the interchange is not in the LRTP and will require specific Board approval before programming and implementation could occur; and

APPROVED, as amended by Director Burke, to include the following positions:

- The Arbor Vitae Project - Southern Portion is needed to relieve current conditions associated with the I-405 corridor, and given this status, we reaffirm our commitment to the Project, and Project funding;
 - The Southern Portion of the Project is not a project included in future LAX expansion plans as a mitigation but is referenced as an existing condition; and
 - In recognition of the community concern over increased congestion on the surface streets surrounding the I-405 corridor associated with the LAX Masterplan, the Board will not program, approve, fund or recommend for funding the Northern half of the Arbor Vitae Interchange until such a time as community issues with this project can be resolved to the satisfaction of the community.
- C. incorporate revisions regarding local system preservation, which clarify that staff will take a strong leadership role in assisting sub-regional and individual jurisdictions in accessing and drawing-down funds for system preservation needs, as well as seeking new funding for such needs.

APPROVED, as amended by Directors Proo/Knabe, to include: staff work with sub-regions and individual jurisdictions to evaluate local system preservation and capacity enhancement needs/issues and report to the Board in fiscal year 2002 with findings and recommendations for addressing such needs/issues.

- D. limit Ridershare funding to \$4,367,270 in FY02 until an evaluation of the rideshare program is conducted and presented to the Board by March 2002.

Attachment

Resolution, Board of Directors, Los Angeles County Metropolitan Transportation Authority, Adopting 2001 Long Range Transportation Plan for Los Angeles County

See Related

[Annual Budget](#)

[Los Angeles County Metropolitan Authority Adopted Budget](#)

[Regional Transit Plan](#)

[Short Range Transportation Plan](#)

Full text of Long Range Transportation Plan available from the Board Secretary

Resolution
Board of Directors
Los Angeles County Metropolitan Transportation Authority
Adopting 2001 Long Range Transportation Plan
for Los Angeles County

Whereas, the Los Angeles County Metropolitan Transportation Authority has developed a 2001 Long Range Transportation Plan Executive Summary and Technical Document for Los Angeles County extending through the year 2025 herein referred to as “the Draft Plan”, and

Whereas, the Draft Plan has been presented at seventeen open community workshops scheduled at locations throughout Los Angeles County and at numerous other meetings including meetings sub-regional COGs, chambers of commerce, environmental groups, business groups and community groups, and

Whereas, the Draft Plan includes technical analysis necessary to meet federal Title VI and Environmental Justice responsibilities and a public outreach process was conducted that maximized opportunities for all communities to meaningfully participate in the Draft Plan development process, including the transit dependent and minority communities, and

Whereas, the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Board of Directors) over the last year has held public workshops and open meetings on the policies, programs, selected projects and financial costs of the Draft Plan, and

Whereas, the Draft Plan has been publicly available for review and comment and includes two documents commonly referred to as the Draft Executive Summary and Draft Technical Document attached hereto and included herein in their entirety by this reference, and

Whereas, the Draft Plan has been revised in consideration of the public comments received and updated technical and financial information. The 2001 Long Range Transportation Plan Executive Summary and Technical Document extending through 2025 as revised is referred to as the “Final Plan.”

Whereas, the Board of Directors desires to coordinate with the Southern California Association of Governments (SCAG) to ensure that the Final Plan is coordinated and integrated with the 2001 Regional Transportation Plan, and

Whereas, the Long Range Transportation Plan adopted by the Board of Directors on March 22, 1995 would be superceded by the adoption of the Final Plan, and

Whereas, the Board of Directors wish to adopt the Final Plan as policy guidance and as a strategic planning tool for the Los Angeles County Metropolitan Transportation Authority, and

Whereas, the Board of Directors considers the Final Plan to be the primary transportation-planning tool to guide the development of future transportation needs throughout Los Angeles County through the year 2025.

NOW THEREFORE BE IT RESOLVED, that:

The Board of Directors hereby adopts the 2001 Long Range Transportation Plan Executive Summary and Technical Document as amended by the following:

- A. Technical Refinements and Changes to the text of the Executive Summary and Technical Document as identified in Attachment B, and**
- B. Technical Refinements and Changes to the financial costs and available revenues depicted in the Executive Summary and Plan Document, as identified in Attachment B, and**
- C. Combines "Baseline" and "Constrained" projects into one list known as the "Recommended Plan", and**
- D. Shifts \$2 million per year from the Rideshare to the Pedestrian programs to reflect anticipated demand for both programs.**

2. In adopting the Final Plan, the Board of Directors also directs staff to:

- A. Continue working with Caltrans to achieve community consensus regarding I-710 project and advise the MTA Board as consensus is reached, and**
- B. Aggressively move forward in seeking additional revenue to accelerate projects in the Recommended Plan and to fund projects identified in the Strategic Plan, and**

- C. **Take a leadership role in coordination with the Technical Advisory Committee in seeking additional revenue for local system preservation needs.**

- 3 The Final Plan hereby supercedes the Long Range Transportation Plan adopted on March 22, 1995.**

- 4. The Board of Directors finds the Final Plan to be in conformance with the Regional Transportation Plan by the performance criteria, project selection and modeling results that indicate compliance.**

- 5. The Board of Directors hereby authorizes the Chief Executive Officer and the Executive Officer Countywide Planning and Development and their staff to:**
 - A. Publish and circulate the Final Plan as amended herein and henceforth remove the draft notation, and**

 - B. To further represent the Final Plan as the officially adopted Long Range Transportation Plan policy and strategic planning tool of the Los Angeles County Metropolitan Transportation Authority.**

Passed and Adopted this day of April 2001

Signature

Seal

Chair of the Board of Directors

Secretary to the Board of Directors