



2025 Short Range Transportation Plan (2025-2039)



Metro

PLANNING AND PROGRAMMING COMMITTEE

SEPTEMBER 17, 2025

SRTP in Context



RECEIVE AND FILE 2025 Short Range Transportation Plan



- > Provides an update on progress made since adoption of 2020 LRTP
 - > New policies, projects, and programs across the agency—putting people first
- > Presents a 15-year financially-constrained expenditure plan (Oct. '24 SRFA)
 - > Capital Program: 114 new miles of high-quality fixed route transit & 96 new heavy rail, light rail, and bus rapid transit stations. Projected to increase daily transit trips by 30%
 - > Operations and Maintenance: commitment to high quality of service that continues as system expands, maintain state of good repair, leave a legacy for future generations



- > External and internal factors present unprecedented risk to the plan
 - > Rising project costs, transit fiscal cliff, inflation, tariffs, shifting federal and state priorities, sales tax receipts – affects revenues, costs, and schedules
 - > Identifies mitigation strategies, major initiatives offering key decision points to the Board

Building on the 2020 LRTP

New Initiatives

(since 2020 LRTP)

- CX programs
- Safety initiatives
- Mega event planning

Successes

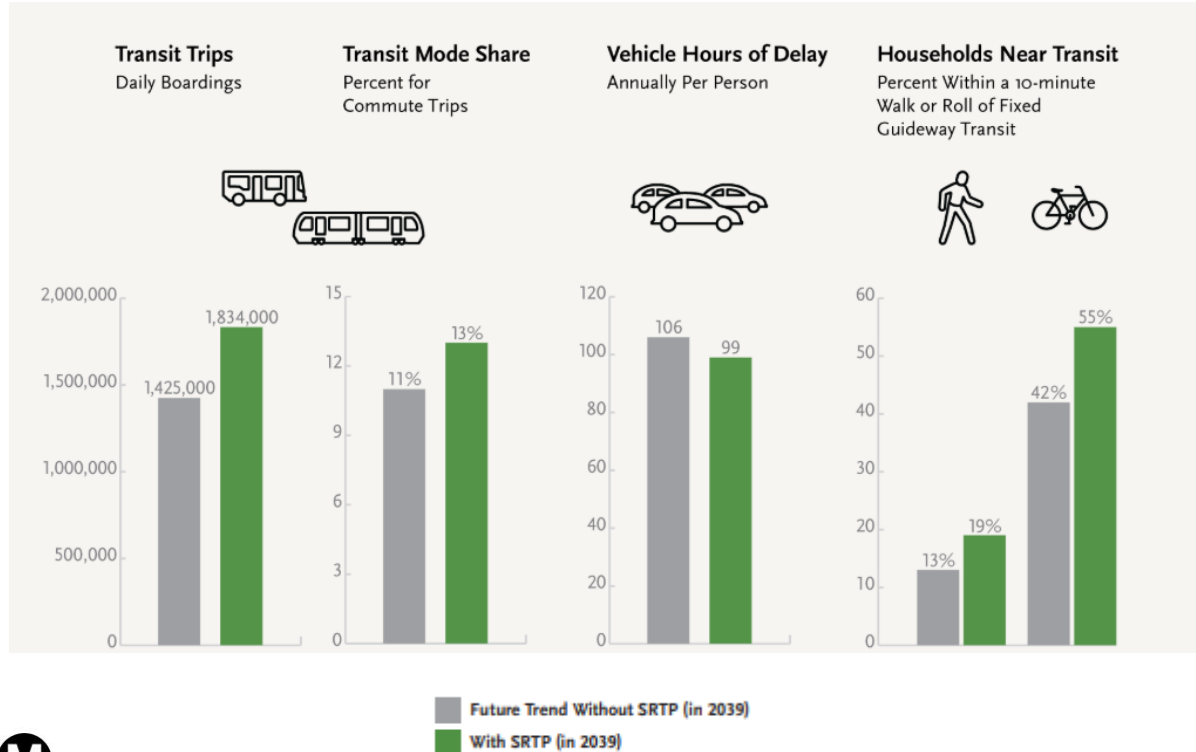
- Ridership recovery
- Project openings
- Customer satisfaction

Challenges

- Rising Cost of Construction
- Aging Transit Infrastructure
- Increasing Regulatory Requirements

S RTP Performance (2039 Horizon)

Mobility Indicators



Economic Indicators



Jobs* 1.74M

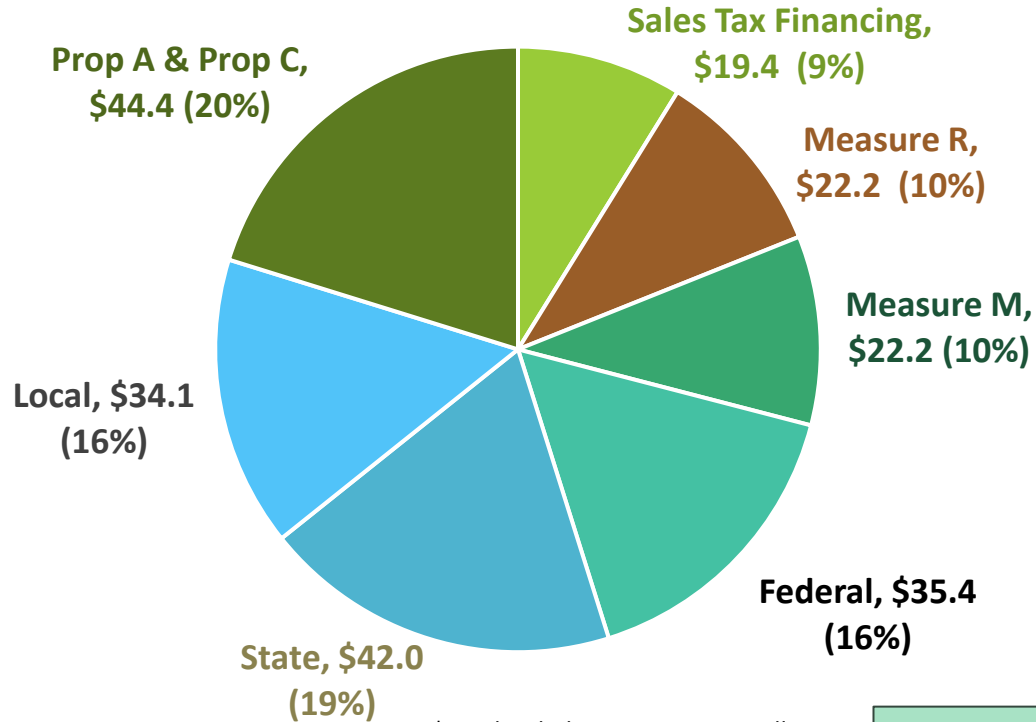
*Refers to job-years which is defined as one job for one year.



Gross Regional Product \$190B

S RTP Funding Sources

Countywide Sources (FY2025 - FY2039) in \$Billions



*Local includes ExpressLanes tolls, lease revenues, fares, and local agency contributions.

RISKS TO REVENUES

- Sales tax receipts
- Shifting federal and state priorities
- Inflation
- Tariffs
- Farebox recovery

As of Oct. 2024, Metro's projected S RTP funding sources total \$220 Billion over the 15-year timeframe



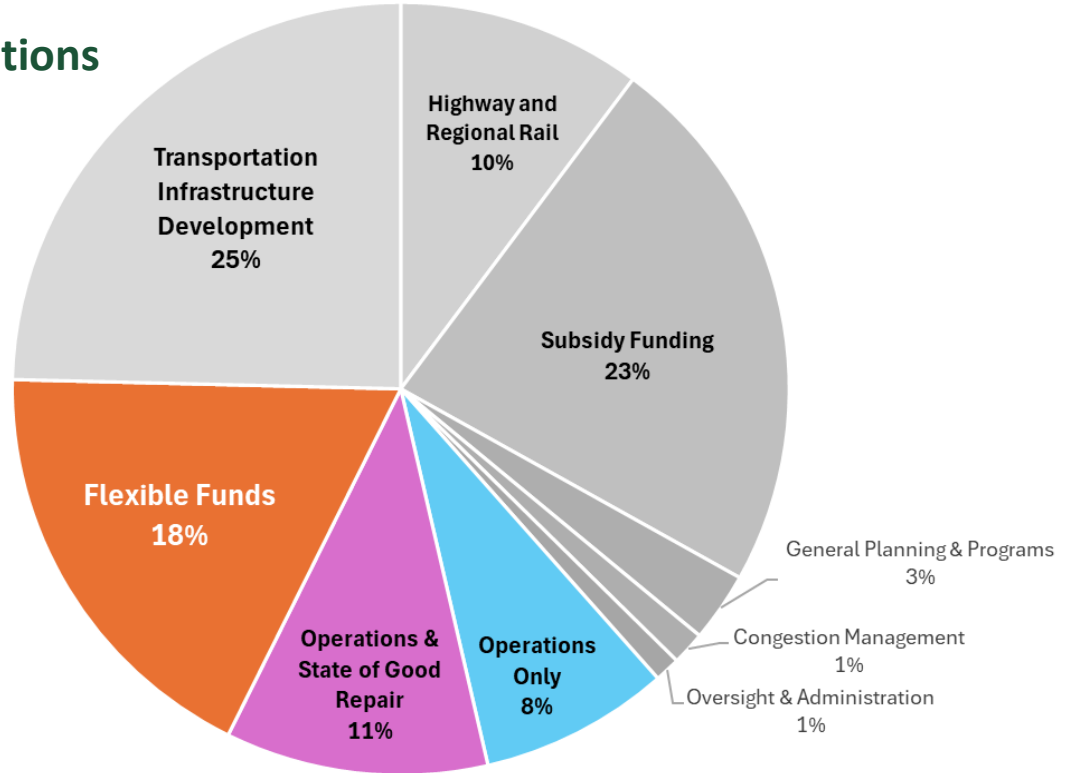
Operations Financial Risk: Eligibility of Funds (FY25)

- > 130 colors of funds
- < 15 sources are dedicated for operations

8% of FY25 Resources
Dedicated for Operations

91% of Flexible Funds
Used for Operations & State of Good Repair (SGR)

96% of Operations & SGR funds
Used for Operations & SGR



SRTP Transit, Highway, and Active Transportation Investment

Rail and Bus Transit Projects	Funding (\$M)
Metro Rail (A Line, D Line, E Line IOS, K Line, East SFV, C Line, Southeast Gateway LRT IOS, Sepulveda Transit Corr. TBD)	\$33,815
Bus Transit (North SFV, NoHo to Pasadena, Vermont Transit Corridor, G Line Improvements)	\$1,712
Rail and Bus Transit Projects – TOTAL:	\$52,527

Other Transit Capital Projects	Funding (\$M)
Regional Rail (Metrolink)	\$970
Transit Improvements (State of Good Repair, Systemwide improvements, etc.)	\$10,710
Other Transit Capital Projects – TOTAL:	\$47,210

Highway Investment Projects	Funding (\$M)
ExpressLanes (I-105, I-10, I-405)	\$4,661
Highway Improvements (I-5, SR-57, SR-71, SR-138, SR-14, I-405, I-605) – 2016 estimate	\$4,600
Grade Separations (ACE, Rosecrans-Marquardt, Doran Street)	\$116
Multimodal (High Desert Corridor, 710 North, 710 South/LB-ELA)	\$2,091
Highway Investment – TOTAL:	\$11,468

Active Transportation	Funding (\$M)
LA River Path – San Fernando Valley	\$38
LA River Path – Central LA	\$408
<u>Programs:</u> Bike Share, First/Last Mile, Mobility Hubs, Metro Active Transport	\$3,026
Active Transportation Investments – TOTAL:	\$3,472



Upcoming Known Challenges to the SRTP

Southeast Gateway Line (Phase 1)

SRTP/2024 SRFA Funding: \$7.8B
Potential Cost: \$8.2 - \$9.5B (April 2025 APE)
Potential Costs not in SRTP: \$0.4 - \$1.7B

Highway/ExpressLanes Capital Program

SRTP/2024 SRFA Funding: \$11.47B
Issue: new state regulatory requirements to mitigate vehicle miles traveled (VMT)
Potential Costs not in SRTP: up to \$10.0B in additional mitigation costs

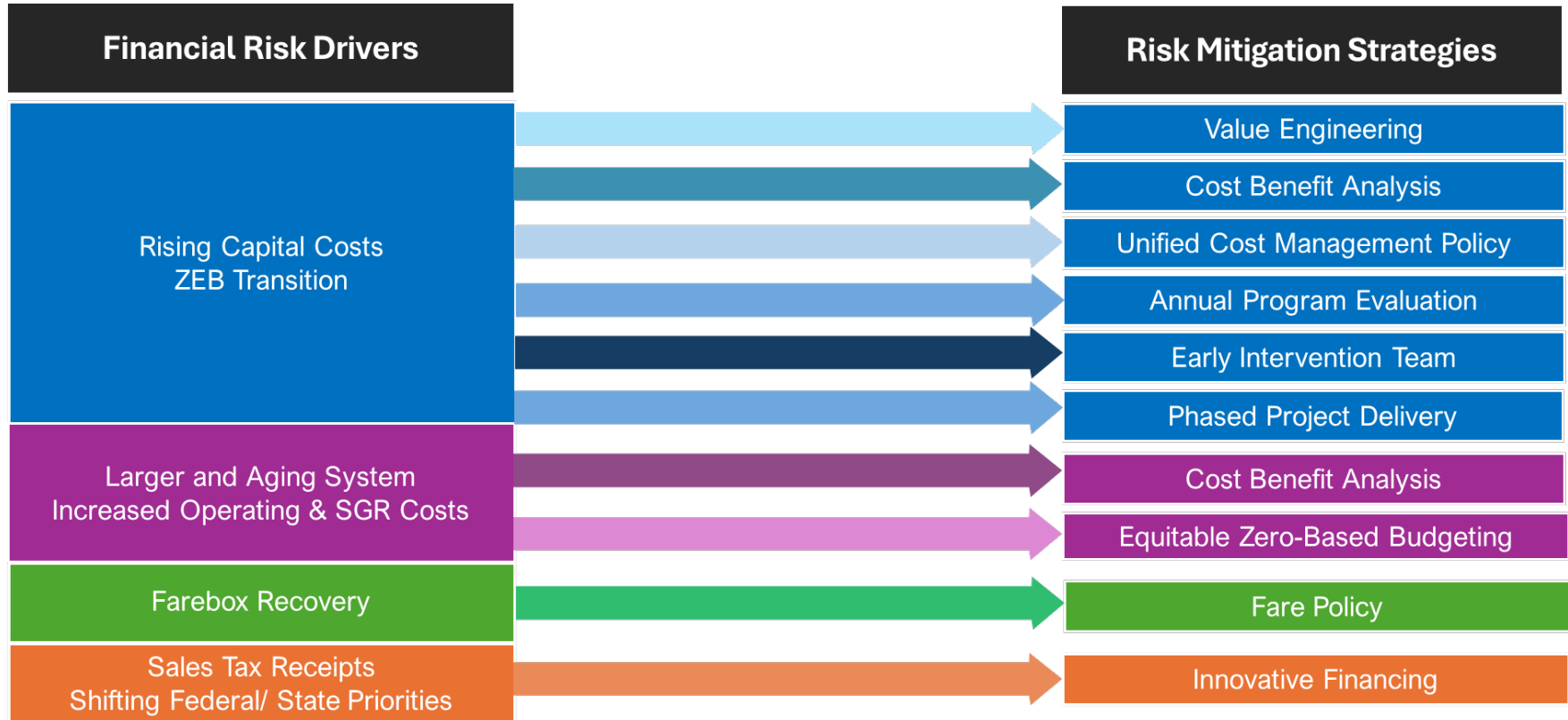
Sepulveda Transit Corridor

SRTP/2024 SRFA Funding: \$8.2B
Potential Cost Range of Alternatives:
\$15.4 - \$24.4B (\$2023, April 2025 APE)
Potential Costs not in SRTP: \$7.2 - \$16.2B

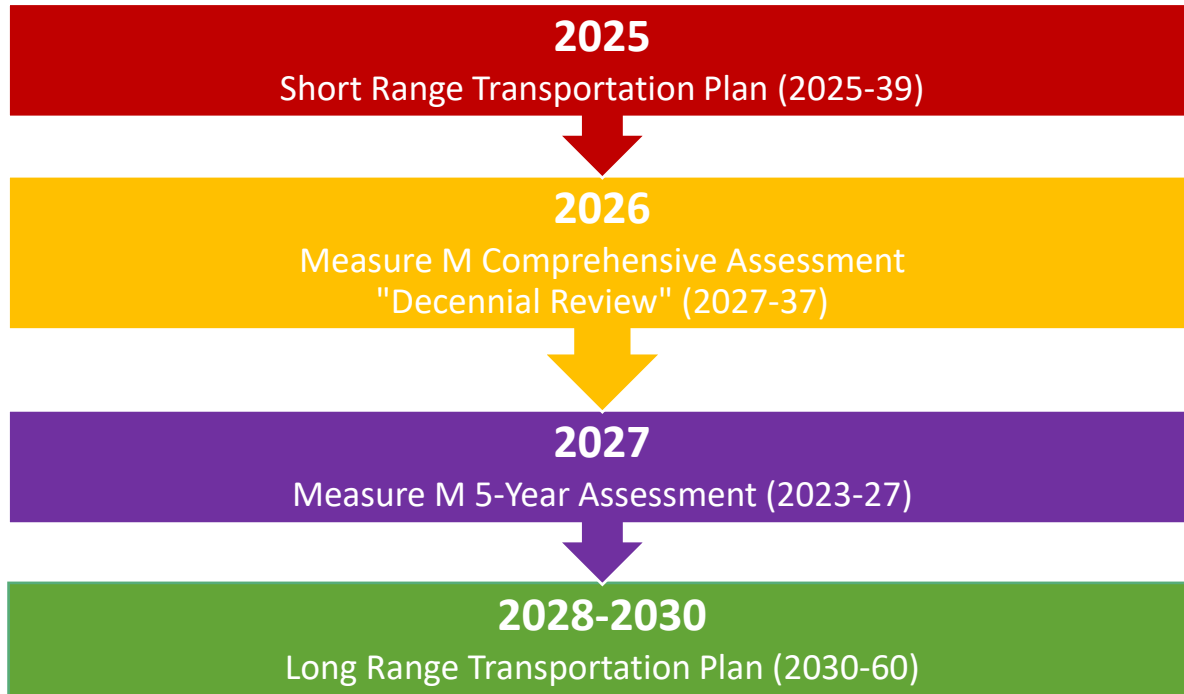
Rail Operations Center/ Bus Operations Center (ROC/BOC)

SRTP/2024 SRFA Funding: \$0
Potential Cost: \$985M - \$1.4B (April 2025 APE)
Potential Costs not in SRTP: \$985M - \$1.4B

Mitigating Financial Uncertainty in the SRTTP



Next Steps in Countywide Planning



ONGOING PUBLIC PARTICIPATION