Long Range Transportation Plan

Potential Ballot Measure Framework, Assumptions, and Input

Board Agenda Item 17 – December 3, 2015

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Potential Ballot Measure Framework

- Transforming transportation will include projects in all sub-regions of Los Angeles County
- Approximately half of the plan will include capital improvement projects
- Evaluating the major transit and highway projects will occur through established Performance Metrics
- The proposed Performance Metrics reflect feedback from Board Members and regional stakeholders

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Potential Ballot Measure Assumptions

- The project evaluation process is guided by some assumptions:
  - Augment the current tax
  - Replace the current tax when it expires
  - Extend the sunset year

- These assumptions would generate an estimated $120 billion (YOE) through 2057
  - Roughly $60 billion for capital projects
  - Roughly $60 billion for local investments, operations, etc.

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Project Evaluation Process

- The evaluation process will be the foundation for developing the Expenditure Plan
- This process provides an opportunity to potentially accelerate some Measure R projects while keeping other existing projects on their current schedule
  - All regional projects, including unbuilt Measure R projects, will be evaluated to provide the Board with a comparative assessment across the County

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Recommendation

- APPROVE the 2017 Long Range Transportation Plan Update Proposed Performance Metrics Framework to be used in analyzing all proposed major transit and highway projects (including Measure R projects not yet under construction) in order to develop a Potential Ballot Measure Expenditure Plan

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Proposed Performance Metrics Themes & Weights

- **Mobility: Relieve Congestion** — **45.0%**
  - Improve travel times and reliability; increase active transportation
- **Accessibility: Provide Access** — **17.5%**
  - Increase service to the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities; increase those served by Metro; improve first-last mile
- **Economy: Grow Economic Benefits** — **12.5%**
  - Create jobs; increase goods movement; invest in disadvantaged communities
- **Safety: Improve Safety** — **12.5%**
  - Enhance personal and public safety; reduce incidents
- **Sustainability and Quality of Life: Enhance Quality of Life** — **12.5%**
  - Reduce greenhouse gases; improve air quality; positively impact public health

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Draft Proposed Performance Metrics Framework

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	• Relieve ~~Ease~~ congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • Address operating & life cycle costs • Extend life of facility & equipment	• Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Annual hours of delay savings/mile • Improve roadway condition rating • Reduced portion of transit assets past useful life	~~35%~~ 45%	• Increased person throughput • Reduced person hours of delay [2]	• Increased transit ridership • Increased person throughput • Improved ~~system~~ travel time reliability • Improved service frequency
Economy	• Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities	• Improved linkages to major employment/activity centers[1] • Increased number of jobs • Improved REMI Model economic benefit results • Vehicle hours of delay for trucks • Dollars invested in transportation projects in disadvantaged communities	~~15%~~ 12.5%	• Reduced truck vehicle hours of delay [2] • Improved job access • Dollars invested in transportation projects in disadvantaged communities	• Increased transit oriented development • Improved job access • Dollars invested in transportation projects in disadvantaged communities

[1] Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

[2] Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

Draft Proposed Performance Metrics Framework (continued)

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	• Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • Utilize technology	• Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • Increased access to parks and open space areas	~~20%~~ 17.5%	• Increased number of disadvantaged population served • Improved access or system connectivity • Increased access to parks and open space areas • See note 3	• Increased number of ~~households~~ population served by frequent transit • Increased number of transit dependent households served • Improved system connectivity • Increased access to parks and open space areas • See note 3
Safety	• Reduce incidents • Improve personal safety	• Fatalities by mode • Injuries by mode • Fatalities per capita	~~15%~~ 12.5%	• High fatal and severe injury collision area addressed • Reduced safety conflicts	• Improved transit system safety • High collision area addressed [4]

[3] Metro considered measuring "increased network connectivity for walking and biking" and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

[4] The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

Draft Proposed Performance Metrics Framework (continued)

Theme	Goals and Objectives	System Performance Measures	Wt. (%)	Highway Project Performance Measures	Transit Project Performance Measures
Sustainability & Quality of Life	Improve environmental quality • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact Improve public health Improve quality of life • Improve access to parks and recreation • Reduce noise impacts	Improve environmental quality • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas Improve public health • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips Improve quality of life • ~~Increased access to parks and open space areas~~	~~15%~~ 12.5%	Reduced impact on environment • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas Improved public health • Support for active transportation • ~~Improved access to healthcare facilities~~ Improve quality of life • Reduced noise impacts • ~~Improved access to parks and open space~~	Reduced impact on environment • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas Improved public health • Support for active transportation • ~~Improved access to healthcare facilities~~ Improve quality of life • Reduced noise impacts • ~~Improved access to parks and open space~~

Framework Timeline

- **Board Action on Framework** – December 2015
- **Performance Metrics and Financial Modeling** – December 2015-March 2016
- **Recommended Expenditure Plan Presentation to Board** – March 2016
- **Public Comment** – March-June 2016
- **Board Action on Ordinance and Expenditure Plan** – June 2016

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Thank you
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