Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2018-0308, **File Type:** Plan **Agenda Number:** 16.

PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018

SUBJECT: ADOPTION OF REVISED METRO SUBREGIONAL PLANNING AREA BOUNDARIES FOR THE LONG RANGE TRANSPORTATION PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the use of the Subregional Boundaries from the Measure M Ordinance as the Metro Subregional Planning Area Boundaries for the Long Range Transportation Plan (LRTP) Update to include the following exceptions:

A. Changes to Metro Subregional Planning Area Boundaries for the LRTP Update will not affect previous or future Measure R funding allocations; and

B. Regional facilities will continue to be separate for funding purposes, but will be displayed within the Metro Subregional Planning Area Boundaries for LRTP Update data purposes, including travel demand modeling and census-based population data.

ISSUE

There have been two significant changes to the subregional planning area boundaries since the 2009 LRTP adoption (original boundaries included in Attachment A). During the Measure M development process, cities were asked to identify the subregion in which they wanted to participate for Multi-year Subregional Program (MSP) funding purposes. As a result, two cities, formerly of the San Gabriel Valley subregion, shifted to Arroyo Verdugo subregion. Additionally, regional facilities, such as airports and ports were removed from subregions to isolate the funding needs of these facilities that have regional significance. Staff recommends formalizing the use of the Measure M subregional boundaries for the LRTP Update (as depicted in Attachment B), as this change had not been formally adopted for LRTP purposes.

DISCUSSION

In previous LRTPs, subregional planning areas have been established for plan analysis purposes. These subregions are not intended or required to coincide with any specific subregional agency boundaries. As such, they have always varied from the subregional

boundaries used by the Southern California Association of Governments (SCAG) because of differences in how SCAG and Metro conduct transportation planning analyses.

In January 2015, the Board approved an item that assigned major airports and seaports (including LAX, Long Beach Airport, Burbank Bob Hope Airport, Palmdale Regional Airport, and the Ports of Los Angeles and Long Beach), and Los Angeles Union Station into a Regional Facilities Planning Area. This was because airport and port facilities projects are "regional" in nature and are not the responsibility of any specific subregion; improvements to these regional facilities benefit the entire county.

During the Measure M development process, cities were able to select which subregions they wanted to participate in as part of the MSP funding. As a result, two cities (Pasadena and South Pasadena) formerly of the San Gabriel Valley subregion opted to participate in the Arroyo Verdugo subregion (as depicted in Attachment C). Because Measure M MSP funds are programmed to the Measure M subregions, aligning those boundaries and LRTP subregional boundaries together allows administrative consistency between the MSP funding framework and the LRTP analytical framework, which facilitates understanding and comparison. While the Measure R Ordinance also programmed funds to Arroyo Verdugo subregion, this action will not change the cities eligible to share in any Measure R subregional funds.

DETERMINATION OF SAFETY IMPACT

This Board action will have no adverse impact on safety standards for Metro because it is an administrative change.

FINANCIAL IMPACT

There is no financial impact based on this action, as the boundary changes will not result in additional project cost increases. There is also no impact to the FY 19 budget.

ALTERNATIVES CONSIDERED

Metro could retain the existing subregions for the LRTP Update, although this could result in a potentially confusing inconsistency by having two sets of subregional boundaries.

NEXT STEPS

Upon Board approval, staff will proceed in developing the LRTP Update utilizing the new subregional boundaries.

ATTACHMENTS

Attachment A - Subregional Boundaries from 2009 Long Range Transportation Plan
Attachment B - Proposed updated LRTP Subregional Boundaries
Attachment C - Locations of Subregional Boundary Changes

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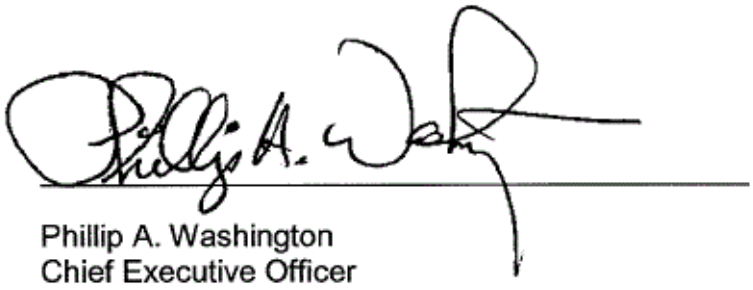

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