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19

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2014**

SUBJECT: MOBILITY MATRICES

ACTION: APPROVE APPROACH AND ADDITIONAL STAFF

RECOMMENDATION

- A. Approve the holistic countywide approach for preparing Subregional Mobility Matrices which allows for consistency in developing criteria that will be used to identify and evaluate projects; and
- B. Authorize adding and hiring two Full Time Equivalent (FTEs) - one Transportation Planning Manager V and one Transportation Planning Manager IV in the FY 14 Countywide Planning and Development budget to manage this work effort.

ISSUE

At the October 24, 2013 meeting, the Board approved preparing Mobility Matrices for the San Gabriel Valley, San Fernando Valley and Westside subregions, allocating a maximum of \$500,000 for each study (Attachment A). At the December 5, 2013 meeting, the Board directed staff to develop a holistic countywide approach for preparing Subregional Mobility Matrices (Attachment B) and further directed that cities with membership in two Councils of Governments (COGs) would need to select one COG for this planning effort. These matrices would incorporate and update previous studies as has been done by the Gateway Cities and South Bay COGs and establish criteria for evaluating potential corridor improvements. The Mobility Matrices will not develop prioritized project lists, but will provide a tool for future prioritization. This report responds to the Board directive.

DISCUSSION

Background

The Gateway Cities and South Bay Cities Councils of Governments (COGs), using their Measure R Highway Operational Improvement funds, developed a Strategic Plan and a Measure R Highway Fund Implementation Plan, respectively, to identify their unmet subregional transportation needs. The Gateway Cities plan is a comprehensive plan covering all modes of transportation and is still under development. The South Bay

Cities COG Implementation Plan which is completed only addressed freeway and highway operational improvements.

In March 2013, the Board directed that the Highway Programs Department work with the North County Transportation Coalition (Coalition) to update their North County Combined Highway Plan. Since that time, staff has been working with the Coalition to develop the scope of work which is currently in the procurement phase. This Study will be multimodal and explore freeway, arterial roads, transit, and goods movement. Furthermore, it will assess ground access to Palmdale and Fox Field Airports. The North County mobility matrix will address the modes not covered by the North County Combined Highway Plan update. At the October Board meeting, the Board directed that the San Gabriel Valley, San Fernando Valley and Westside Cities COGs each receive a maximum of \$500,000 to develop subregional Mobility Matrices. At the December, 2013 Board meeting, staff was directed to return with a holistic approach for the remainder of the subregions.

Approach

The San Gabriel Valley COG has been working with the Highway Programs Department with assistance from Countywide Planning staff on the scope of work for their mobility matrix. The matrix will identify and utilize screening criteria to evaluate corridors (e.g., highway, arterial, rail, bicycle) that will in turn establish a framework to recommend potential transportation improvements along those corridors. In doing so, the consultant will identify baseline conditions, collect other data as needed and work with the subregions to develop the matrix and framework. With the potential for a sales tax ballot initiative, it is imperative that this exercise be completed so that sufficient countywide input can be obtained for the proposed sales tax. In order for work to commence in earnest in early FY 15, the consultants must be procured this fiscal year.

Since the San Gabriel Valley COG's scope of work is the furthest along, it will be released first to the Countywide Planning Bench and will be used as a model for the remainder of the subregional studies. To maximize staff resources, it is recommended that adjacent subregions be combined into one umbrella contract with separate technical advisory committees and deliverables for each subregion. This will allow consistency among the subregions with adjacent interests and needs. The County of Los Angeles, Southern California Association of Governments and California Department of Transportation as well as other regional agencies will be asked to participate in each study. Below are the recommended groupings:

- San Gabriel Valley COG
- South Bay Cities COG including the respective City of Los Angeles areas
- Central and Westside City of Los Angeles and Westside Cities COG
- San Fernando Valley and Las Virgenes/Malibu COGs
- North County Transportation Coalition

The Arroyo Verdugo Cities COG has three cities in the San Gabriel Valley COG (La Canada/Flintridge, Pasadena and South Pasadena) and two cities in the San Fernando Valley COG (Burbank and Glendale). For this reason, the Arroyo Verdugo Cities COG does not want a separate mobility matrix, but rather will be included as part of the San Gabriel Valley COG and San Fernando Valley COG. Further, since the South Bay Cities COG has completed a portion of the work, their mobility matrix will only cover the modes not yet studied. The North County Transportation Coalition has requested that their mobility matrix be considered as Phase 2 of their North County Multimodal Integrated Transportation Study.

On January 9 and 10, 2014, Countywide Planning staff discussed the approach with the COG Executive Directors and subregions' representatives. The COG Executive Directors and subregions' representatives agreed with the proposed approach. The final scope of work for the San Gabriel Valley COG's mobility matrix will be sent to each COG representative for their review.

DETERMINATION OF SAFETY IMPACT

The actions recommended in this report will not impact the safety of our employees or customers.

FINANCIAL IMPACT

Countywide Planning and Development has sufficient funds to cover FY 14 activities. Funds for the San Gabriel Valley and North County studies are included in the FY 14 budget in Cost Center 4710, Highway Programs. The San Gabriel Valley dollars will be transferred to Countywide Planning and Development. The Chief Planning Officer and the cost center manager will request the balance of the up to \$3.5 million necessary to complete this Board directed work in the FY 15 Countywide Planning and Development budget.

As this is unplanned FY 14 work, there is no staff available to complete this effort within the required time frame to meet the sales tax measure deadlines. Staff could be assigned on an ad-hoc basis; however, this will extend the time to complete the work. Board approval is required to add and hire one TPM V and one TPM IV who will be responsible for consultant procurement and working with the COGs to complete their mobility matrices.

Impact to Budget

There is no impact to the FY 14 budget. The Office of Management and Budget will make the fund assignment.

ALTERNATIVES CONSIDERED

The Board could elect to contract separately for each subregion's mobility matrix or have one contract for this work. Separate contracts for each subregion are not

recommended as it would reduce staff, cost and schedule efficiencies and consistency among the subregions including work products. Having one countywide contract is also not recommended as it would increase the time to procure the contractor. The combining of subregions as proposed into four groups provides the benefit of consolidation with the ability to look at commonalities on the issues. Further, the Board could elect not to authorize the two additional requested positions and their recruitment. This is also not recommended as it would extend the completion time frame for the mobility matrices beyond that which is necessary for input into the proposed sales tax. By combining subregions as outlined into single contracts, it will reduce the number of additional FTEs and contracts necessary to complete the work.

NEXT STEPS

With Board concurrence, staff will release the San Gabriel Valley COG Mobility Matrix scope of work to the Countywide Planning Bench and will continue working with the remainder of the COGs as outlined to finalize their scopes of work. Staff will coordinate with the Human Resources Department to recruit and hire the two FTEs.

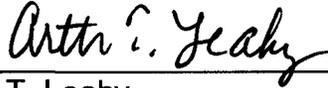
ATTACHMENTS

- A. October 2013 Item 70 – Revised Motion by Directors Fasana, Yaroslavsky and Antonovich
- B. November 2013 Item 24 – A Substitute Motion by Directors, Najarian, O'Connor and DuBois

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70. **APPROVED AS REVISED FASANA, MOLINA YAROSLAVSKY AND ANTONOVICH MOTION** that Metro allocate \$500,000 to develop a “Mobility Matrix” for the San Gabriel Valley sub-region. Non-Measure R funding for this work is available from the General Planning - Highways Department and is a fund type in their budget and is eligible for this work. With these funds Metro staff will work with the staff of the SGVCOG and their Transportation Technical Advisory Group, as well as a consultant yet to be selected to complete the following tasks over the next 6 – 8 months:

- A. identify and develop operational performance goals and objectives;
- B. use existing available data to assess existing baseline conditions and establish performance benchmarks; and
- C. establish vision and framework for short and long-term sub-regional transportation improvements.

WE FURTHER MOVE to instruct staff to work with the other subregions – Westside and San Fernando Valley Council of Governments – to determine their need and interest in conducting a Mobility Matrix study and allocate up to \$500,000 for each of the other two subregions.

November 20, 2013

Item No. 24

A Substitute Motion

By
Directors Najarian, O'Connor and DuBois

Instead of having all these piece-meal Mobility Matrices such as reflected in these past Motions for San Gabriel Valley, the North County, Westside, etc; as referred to in the "antecedent" Motion as presently agendized for this committee.

We, Therefore, Move that Metro Planning staff should return to the Board with a comprehensive and holistic countywide approach to the Mobility Matrix issue; incorporating and updating previous studies, such as has been done by Gateway and South Bay Cogs and obviate the ad hoc incremental approach being initiated by the various Board members .

