



South Bay Cities Mobility Matrix

South Bay Cities Board of Directors
March 26, 2015



Metro

What is Mobility Matrix?

- Responds to February 2014 Board directive
 - › Bottoms-up, holistic countywide approach
 - › Allows subregions to guide set of projects/programs to be analyzed
- First step in updating the Long Range Transportation Plan
- Can be used as source for identification of subregional priorities
- High-level, Sketch Planning Analysis
- Consistent set of performance themes Countywide
 - › Subregions can customize evaluation criteria



Mobility Matrix

- Held meetings:
 - › 6 Project Development Team (PDT) meetings
 - Members selected by South Bay Cities
 - › Caltrans
 - › Adjacent Subregions
- Compiled Regional Facilities List
 - › Airports, Seaports, Union Station

Goals & Objectives

South Bay Cities Goal Statements

Metro Theme

Mobility

- Improve local (neighborhood) and regional mobility and access
- Manage system demand through multimodal strategies and technology
- Reduce vehicle miles traveled
- Improve travel reliability and reduce traffic conflicts

Sustainability

- Reduce serious injury accidents and fatalities
- Provide infrastructure and incentives to support low and zero emissions mobility modes
- Promote neighborhood-serving development, integrated with emerging technology and private sector services

Safety

- Advance innovative public and private sustainable transportation projects, programs, and strategies
- Improve quality of life

Economy

- Foster innovation and promote sustainable economic development and job growth
- Ensure transportation investments serve changing mobility and sustainability priorities

Accessibility

- Deliver projects efficiently and cost-effectively
- Improve goods movement efficiency
- Promote increased access and connectivity to all travel modes
- Provide access for aging and transit-dependent populations

State of Good Repair

- Maintain transportation facilities and assets in overall good condition
- Extend useful life of transportation facility or equipment

Projects & Programs

- 377 identified:
 - › Responses to requests from Directors Antonovich and Dubois
 - › Countywide planning documents
 - › Local jurisdictions/stakeholder interviews and input
 - › PDT Meetings
- Grouped into programs
 - › Ease of analysis and reporting

Mobility Matrix Program	Total Projects
Highway/Arterial Operational Improvement Program	67
Freeway Operational Improvement Program	40
Managed Lanes - HOV Lanes/ Express Lanes	7
Freeway Capacity Expansion Improvements	4
ITS/ Communications with Motorists Program	15
Local Streets State of Good Repair	33
Bikeways Program	54
Pedestrian Program	15
Complete Streets/ Slow Speed Lanes Program	9
Transportation Management Systems (Traffic Operations Centers, Traffic Signals, Emergency Management)	42
Goods Movement	5
Grade Separation and Crossing Projects	16
Paratransit (Dial-a-Ride, Senior/Disabled)	1
Metro/ Municipal Transit Capacity Expansion	22
Metro/ Municipal Transit Incremental Operational Costs from Capacity Expansion	6
Metro/ Municipal Transit Maintenance and Rehab	7
Transit Centers/ Park and Ride	12
Car Sharing/ Ridesharing/ Telecommuting/ Vanpool Programs	2
Sustainability South Bay Plan (Neighborhood-Oriented Development, 1st/Last Mile)	11
Vehicle Conversion (Electric Vehicle, Slow Speed Vehicle)	5
Transportation Enhancement/ Beautification Programs	4

Findings

- Anticipated growth in next 10 years:
 - › Trips: 181,000 (3.4 percent)
 - › Through Trips: 22,000 (8 percent)
- Areas of anticipated job growth:
 - › Most in City of Los Angeles areas, followed by Manhattan Beach
- Areas of anticipated population growth:
 - › Most in City of Los Angeles areas, followed by unincorporated, then Carson

Findings

- South Bay Modal Comparison to Countywide:
 - › More drive alone (76.1% vs 72.4%)
 - › Fewer carpools (10.3% vs 10.5%)
 - › Less use transit: (5.5% to 7.4%)
- Trips within South Bay Cities:
 - › About 65% of trips begin AND end in the South Bay Cities
 - › Average vehicle trip time within South Bay Cities is less than seven minutes








Projects/Programs

- Reduce traffic congestion and improve local and regional mobility
 - › Roadway widening and operational improvements, rail and bus service expansions
- Link transportation, land use, and economic development and foster innovation
 - › Sustainability plans and programs, goods movement projects, car and bicycle sharing programs, first/last mile improvements, complete streets
- Improve subregional active transportation options
- Support the priority of maintaining transportation facilities and equipment in a state of good repair



Performance Analysis

- Evaluated based on potential contribution to subregional goals and objectives

To Achieve the following score in a single theme:	Project must meet the corresponding criterion:
 HIGH BENEFIT	Significantly benefits one or more theme goals or metrics on a <u>subregional</u> scale
 MEDIUM BENEFIT	Significantly benefits one or more theme goals or metrics on a <u>corridor or activity center</u> scale
 LOW BENEFIT	Addresses one or more theme goals or metrics on a <u>limited/localized scale</u> (e.g., at a single intersection)
 NEUTRAL BENEFIT	Has no cumulative positive or negative impact on theme goals or metrics
 NEGATIVE IMPACT	Results in cumulative negative impact on one or more theme goals or metrics

Categorization

- All projects categorized:
 - › Short-Term (0-10 years)
 - › Mid-Term (11-20 years)
 - › Long-Term (20+ years)
- Based on:
 - › Project Readiness
 - › Project Need (current or future)
 - › Project Funding/Phasing

Cost Estimating

- Contacted PDT members for available costs
- If not available, applied high-level unit costs
 - › Does not include right-of-way, vehicles, operation and maintenance and financing cost
- Where possible, projects aggregated into programs

377 projects/programs totaling \$12.0 to \$16.5+ billion (2015 \$)

Final Report

- Introduction
- Subregional Overview (Existing Conditions)
- Goals & Objectives
- Subregional Mobility Matrix (Evaluations)
- Next Steps (Costs & Categorizations)
 - Transition to ballot measure/LRTP update
- Appendices
 - Meetings
 - Methodologies
 - Project Detail Matrix
 - Full Baseline Conditions Report
- Accepted at
 - SBCCOG Steering Committee on March 9th
 - SBCCOG IWG on March 18th

Next Steps

- April 15, 2015 – Metro Planning and Programming Committee receives
- Transition to ballot measure/LRTP update

Funding Development Process

Mobility Matrix	Potential Ballot Measure	LRTP
Core process work: <ul style="list-style-type: none"> • Subregional Needs and Goals • Project Performance Analysis • Project Cost Estimation 	Pre-Development Work	Update 2009 Finance Plan and Travel Demand Baseline
Post Mobility Matrix Follow-up	Core process work: <ul style="list-style-type: none"> • Geographic Equity Determination • Polling and Project/Program Prioritization • Companion Revenue Assumptions 	Integrate Ballot Measure with LRTP Finance Plan: <ul style="list-style-type: none"> • Project/Program Categories, Funding Percentages, and Lists • Project Schedules • Expenditure Plan Performance Analysis
	Post Ballot Measure Follow-up	Core process work: <ul style="list-style-type: none"> • Post Ballot Measure Consensus Planning