

# ***Aldaron, Inc.***

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*Public Policy Advisors to Industry and Government*

8/3/2010

## **MEMORANDUM**

TO: Jacki Bacharach  
FROM: Don Camph  
RE: Activities Summary, July, 2010

### **Measure R Highway Program**

The kickoff meeting for the South Bay Measure R Highway program with the consulting team was held July 13, 2010. It was a very productive, with the Iteris team providing 30-, 60- and 120-day look-aheads at to activities and deliverables.

A follow-up meeting was held on July 23, 2010 to prepare for the presentation to the Infrastructure Working Group on July 28, 2010.

Representatives from the Iteris team were present at the Infrastructure Working Group to present an overview of the Measure R program to cities in attendance and to discuss project evaluation criteria and the preliminary project list. The meeting was very well attended, with roughly 40 people in attendance.

### **On-Going Studies**

During the month I continued to monitor a two studies of interest. These studies are:

- I-405 Corridor Study (SCAG/Caltrans). This effort nearing completion. A variety of alternative “investment scenarios” are being tested for comparative cost-effectiveness with respect to a set of performance metrics. It is anticipated that the results of this analysis will provide an important input to the Measure R project prioritization process.
- La Cienega Boulevard Corridor Improvement Project Study: Community Input Meetings were held June 16 & July 1, 2010. It is expected that the study will be complete in the near future.

We are awaiting final recommendation from these studies to include as input into the Measure R Highway Implementation Plan.

## L.A. Metro Blue Ribbon Committee

On July 6, 2010, the sixth and final meeting of L.A. Metro’s Blue Ribbon Committee was held, a “collaborative group of key stakeholders representing system users, local transit operators, and community and business interests.” The purpose of the meeting was to finalize the BRC’s policy recommendations to the Metro Board, and also to identify unresolved issues.

### **Summary of Recommendations**

- **Summary Position Statement:** Increased regional coordination and integration of service, and improved reliability are essential to having a seamless system that is convenient, intuitive and of high quality - and provides maximum benefit in light of scarce resources.
- **Service Priorities:** Service should be focused first in high-density areas and be scaled to fit the overall density and passenger demand in the service area.
- **Service Design:** The network should be coordinated and designed to be simple and intuitive to increase trip making by existing riders and attract new riders.
- **Service Attributes:** The system should provide high quality service to better serve existing riders and attract new riders. The focus should be on:
  - ✓ Reliability - "I can count on it";
  - ✓ Fast travel options;
  - ✓ Real-time, readily-available information; and,
  - ✓ Clean and safe transit vehicles, stops, and all transit facilities (e.g. Park and Ride, Transit Hubs, Rail Stations, etc.).
- **Governance:** L.A. Metro should serve as a facilitator to coordinate services among operators in the region.

A more detailed recounting of the Committee’s recommendations may be found at:

[http://www.metro.net/board/Items/2010/07\\_July/20100722RBMItem29.pdf](http://www.metro.net/board/Items/2010/07_July/20100722RBMItem29.pdf)

Over a period of six months, the Committee considered a wide variety of issues, ranging from system design and deployment strategies all the way down to passenger information, ease of use and bus stop amenities.

On July 22, the L.A. Metro Board adopted the Committee’s recommended Policy Guidance for Service Development.

## “30/10” Measure R Transit Program Acceleration Plan

We continued to monitor developments with respect to the 30/10 Plan and the associated Accelerated Highway Program effort. A “receive and file” staff memo to the Metro Planning and Programming Committee (which we attended, July 14, 2010) seemed to indicate that Metro

staff is planning to update the LRTP financial plan. Specifically, the memo states: “Staff is proposing to incorporate into the 2009 LRTP a supplement that identifies an accelerated financial plan to support the 30/10 Initiative and accelerated highway program adopted by the Board in April 2010. Subsequent discussions with Metro staff, however, revealed that, to meet impending FTA deadlines, the LRTP financial plan would be updated to reflect the 30/10 accelerating of transit projects. However, there does not appear to be the intent to update the plan to reflect accelerated highway projects any time soon.

### **Policy on Limiting Measure R Contribution to Regional Connector Project**

During the discussion of the previous item, Board member Katz made a motion to clarify that the Measure R contribution to the Regional Connector is capped at \$160 million (the Measure R Expenditure Plan shows a “minimum” of \$160 million of Measure R funds going to the Regional Connector). Although the members of the Committee indicated they would vote for the Katz amendment, because this was a “receive-and-file” item it will have to be brought back for action at a subsequent meeting.

If applied to all Measure R transit projects, this action may have an interesting implication for the proposed “Unified Cost Increase Process and Policy for Measure R Transit Projects Included in the 30/10 Initiative” as discussed in last month’s report. Specifically, if every project’s Measure R contribution is capped at the amount shown in the Measure R Expenditure Plan, then resolving cost overruns on one project in a subregion by taking funds away from another project in the same subregion, as set forth in the proposed policy, would necessarily be limited to non-Measure R funds. Since State and Federal funds are specific to a project and cannot be transferred to another project, at least not without the agreement of the funding entity, they would appear to be excluded. Using the same logic, cities’ contributions to a project would also be excluded from the transfer provision. So the universe of funds that might be transferred appears quite small, perhaps limited to Prop. C and A funds that might be assigned to a project.

The SBCCOG may wish to seek clarification on this matter.

### **Crenshaw/LAX LRT**

On July 21 I attended a meeting of the Technical Advisory Committee for the Crenshaw/LAX LRT project. Of particular interest was the location recommendation for the Inglewood Station (LaBrea and Florence). It was explained that, subject to further seismic investigation, the consultant is recommending the station be located east of La Brea in open cut (formerly elevated and west of LaBrea). They said it is for seismic reasons and to be more consistent with the City's redevelopment plans.

### **SBCCOG Steering Committee Meeting**

On July 12 I attended the monthly meeting of the SBCCOG Steering Committee.

### **Other Meetings of Note**

- Staff, Assemblymember Furutani: on July 16, SBCCOG Executive Director Bacharach and I met with Eric Guera, Capitol Director, and Brian Mineghino, Field Representative for Assemblymember Furutani to brief them on the South Bay Measure R Program, issues at the Artesia Transit Center, and other matters of interest to the SBCCOG.