

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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## MEETING OF THE

# REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

**Wednesday, January 28, 2015**

**10:00 a.m. – 12:00 p.m.**

## **SCAG Los Angeles Main Office**

818 W. 7th Street, 12th Floor,  
Policy Committee Room A  
Los Angeles, California 90017  
(213) 236-1800

***Teleconferencing Available:***

**Please RSVP with Ed Rodriguez at [Rodrigu@scag.ca.gov](mailto:Rodrigu@scag.ca.gov)  
24 hours in advance.**

***Videoconferencing Available:***

### **Orange SCAG Office**

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950 County Square Dr, Ste 101 Ventura, CA 93003

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1405 North Imperial Ave., Suite 1 , CA 92243

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Matt Gleason at (213) 236-1832 or [gleason@scag.ca.gov](mailto:gleason@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

# REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA January 28, 2015

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*The Regional Transit Technical Advisory Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.*      **TIME**    **PG#**

**1.0**    **CALL TO ORDER**

*(Wayne Wassell, Metro, Regional Transit TAC Chair)*

**2.0**    **PUBLIC COMMENT PERIOD** - Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Regional Transit Technical Advisory Committee, must fill out and present a speaker's card to the assistant prior to speaking. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

**3.0**    **CONSENT CALENDAR**

3.1    Approval Items

3.1.1    Minutes of the October 28, 2014 Regional Transit TAC Meeting      5      1

# TRANSIT TECHNICAL ADVISORY COMMITTEE

## AGENDA

### January 28, 2015

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#### 4.0 INFORMATION ITEMS

- |     |   |    |
|-----|---|----|
| 4.1 | <u>2014 Clean Cities Stakeholder Survey</u><br><i>(Marco Anderson, SCAG Staff)</i>  | 15 |
| 4.2 | <u>2016-2040 Regional Transportation Plan / Sustainable<br/>(RTP/SCS) Communities Strategy Schedule Update</u><br><i>(Courtney Aguirre, SCAG Staff)</i> | 10 |
| 4.3 | <u>2015 Regional Transit TAC Look Ahead</u><br><i>(Philip Law, Manager, SCAG Transit/Rail Department)</i>   | 10 |
| 4.4 | <u>Overview of 2012-2035 RTP/SCS Passenger Rail Element</u><br><i>(Steve Fox, SCAG Staff)</i>   | 25 |
| 4.5 | <u>Overview of 2012-2035 RTP/SCS Transit Element</u><br><i>(Matt Gleason, SCAG Staff)</i>   | 20 |
| 4.6 | <u>2016-2040 RTP/SCS High-Quality Transit Corridor (HQTC)<br/>and Major Transit Stop Methodology</u><br><i>(Steve Fox, SCAG Staff)</i>                  | 20 |

#### 5.0 STAFF UPDATE

- |     |  |    |
|-----|--|----|
| 5.1 | <u>FY 2011-12 Transit System Performance Report</u><br><i>(Matt Gleason, SCAG Staff)</i> | 10 |
|-----|--|----|

#### ADJOURNMENT

*The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for April 29, 2015.*

\* Attachment under separate cover

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Regional Transit Technical Advisory Committee (RTTAC)  
of the  
Southern California Association of Governments

October 29, 2014

*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE (RTTAC). AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Regional Transit Technical Advisory Committee held its meeting at SCAG's Downtown Los Angeles Office. The meeting was called to order by Wayne Wassell, Chair.

**Members Present:**

Wayne A. Wassell (Chair)	MTA
Tham Nguyen	MTA
Austin Lee	Foothill Transit
Roderick Diaz	Metrolink
Shirley Hsiao	Long Beach Transit

**Video Conference:**

Vic Kamhi	Ventura County Transportation Commission
Amy Ahdi	Ventura County Transportation Commission
Gary Hewitt	Orange County Transportation Commission
Jeremiah Bryant	Omnitrans
Dietter Aragon	Antelope Valley Transportation Authority
David Salgado	Imperial County Transportation Authority

**Teleconference**

Diana Chang	Culver City Transit
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**SCAG Staff:**

Philip Law	Tomás Oliva
Matthew Gleason	Joseph Briglio
Stephen Fox	
Arnold San Miguel	

**1.0 CALL TO ORDER**

Wayne Wassell, Chair, called the meeting to order at 10:09 a.m.

**2.0 PUBLIC COMMENT PERIOD**

No member of the public requested to make a comment.

### **3.0 CONSENT CALENDAR**

#### **3.1 Approval Items**

##### **3.1.1 Minutes of the July 30, 2014 Regional Transit TAC Meeting**

The Consent Calendar was approved by consensus.

### **4.0 INFORMATION ITEMS**

#### **4.1 Metrolink Strategic Plan**

Roderick Diaz, Metrolink, reported on Metrolink's Strategic Plan. Mr. Diaz noted since November 2013 Metrolink has undertaken a strategic planning process much of which focusses on internal organizational and institutional strengthening. This focuses on ridership, building reliability and state of good repair. It was noted Metrolink started in 1992 with three (3) service lines and added additional lines in the following years. However, the system remains largely unchanged since 1995. Current planning is investigating growing service along existing lines. Mr. Diaz noted service levels differ between rail lines and since most lines are single track there are capacity constraints in the network. For example, the San Bernardino line is at capacity.

Additionally, there has been a funding shift with most funding now coming from member agencies. In recent years there has been a need to focus on system wide investments such as rolling stock, positive train control and the acquisition of new locomotives. Network investments have largely been led by member agencies such as RCTC leading the Perris Valley Line extension and OCTA's Metrolink Service Expansion Program. Mr. Diaz noted the member agencies own the rights-of-way and Metrolink owns the infrastructure on the ROW.

Mr. Diaz stated a survey has been completed regarding suggested Metrolink improvements. Respondents noted they are interested in more frequent service and connectivity. Additionally there was an interest in improving service to existing lines such as Orange County as well as increased service to areas not currently served such as Santa Monica and Palm Springs. Further, 51% of riders connect using another form of transit and future strategic initiatives include developing partnerships with bus service providers. As well, there is a need to further develop parking as well as strategic partnerships throughout the region.

Gary Hewitt, OCTA, asked about a limited stop strategy. Mr. Diaz responded that the single track format makes it difficult to allow trains to pass in a limited stop format.

#### **4.2 Long Beach Transit's Regional Transit Center Feasibility Analysis**

Shirley Hsiao, Long Beach Transit, reported on Long Beach Transit's Regional Transit Center Feasibility Analysis. Ms. Hsiao stated Long Beach Transit is one of Los Angeles County's largest transit providers. In addition to providing service to Long Beach, Lakewood and Signal Hill service is provided to nine (9) adjacent

cities covering 98 square miles. Service includes not only fixed route service but also Dial-A-Lift Paratransit Service and water taxi service in warm months. There are greater than 28 million annual boarding representing a 7% transit mode split and the agency operates under an \$85 million annual budget.

Ms. Hsiao noted the purpose of the East Transit Center Feasibility Study is to identify a new anchor location to improve regional transit connectivity including connections with Metro and OCTA. A comprehensive analysis of all potential transit center locations seeks to identify the most feasible site based on cost efficiency, a network perspective and the Transit Oriented Development process. It was noted 13 potential sites have been identified by the Technical Advisory Committee and six of those sites have completed level one analysis. Level two analysis seeks to identify three (3) potential sites for more detailed impact analysis. The goal is to identify the optimal site for a recommendation for the next action plan to be issued in summer or early Fall 2015.

#### 4.3 Metro's Draft Complete Streets Policy

Tham Nguyen, Metro, reported on Metro's Draft Complete Streets Policy. Ms. Nguyen noted the Metro Board of Directors recently approved the complete streets strategy. A complete streets policy seeks to produce a comprehensive and integrated transportation network that is safe, comfortable and convenient. Ms. Nguyen stated that a complete street should serve all users and modes, that it is context sensitive so not all complete streets will look the same and that there is coordination within organizations and partner agencies as Metro does not control the local roadways.

Additionally, Metro seeks to leverage capital grant programs to encourage agencies to coordinate complete streets implementation with routine roadway maintenance, street repaving and retrofits. Further initiatives include streamlining the application process as well as seeking a commitment from partner agencies to adopt a complete streets policy by January 1, 2017. Ms. Nguyen noted next steps include assisting jurisdictions in developing and adopting local complete streets policies by providing resources and templates. Additional steps include providing complete streets training and developing performance metrics and benchmarks.

#### 4.4 Draft FY 2011-12 Transit System Performance Report, Response to Comments

Matt Gleason, SCAG staff, presented a response to comments to the Draft FY 2011-12 Transit System Performance Report. Mr. Gleason reviewed the data analysis that was requested by the committee at the July 30, 2014 meeting. Mr. Gleason noted if there are additional comments they can be submitted by the end of the week.

#### 4.5 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) High-Quality Transit Corridor (HQTC) and Major Transit Stop Methodology

Stephen Fox, SCAG staff, provided an update on High-Quality Transit Corridor and Major Transit Stop Methodology. Mr. Fox noted the committee first discussed the elements of SB 375 and SB 743 in July 2014 and has since reached consensus on multiple route corridors, route alignment buffering and major transfer stop definitions. The committee further discussed the definition of peak periods and bus transfer zones. Subsequent steps include finalizing the methodology and working with transit and commission partners on the 2016 RTP/SCS HQTC and major transit stop mapping. Tables indicating 15-minute or better frequency for the 2012 base year will be prepared and shared with transit operators to accurately inventory transit services that are eligible candidates. SCAG will then produce a final draft for review. This will be followed by a 30-45 day comment period.

### **STAFF UPDATE**

#### 5.1 Regional Rail and Transit Update

Stephen Fox, SCAG staff, provided an update on regional transit developments. Mr. Fox noted San Bernardino's sbX rapid bus began service in April 2014. Also, construction continues on the San Bernardino Transit Center which will accommodate local transit services as well as Metrolink and Redlands Rail. Additional activity includes EIR approval and a locally-preferred alignment for the Santa Ana/Garden Grove Fixed Guideway. Other projects in process include Metrolink's Perris Valley line and Metro's Southern California Regional Interconnector Project which will increase rail capacity at Union Station and benefit the regional rail network.

#### 5.2 Transit Agency Representation on MPO Boards

Philip Law, SCAG staff, reported on transit agency representation on MPO boards. Mr. Law noted MAP 21 requires that a representative from public transit agencies be members of their respective MPO boards. Mr. Law noted in September 2014 SCAG's Regional Council adopted a resolution to add a new member which would serve as the public transit agency representative. The first representative will be from Metro and membership would rotate among the 6 counties, each representative serving a two-years term.

### **ADJOURNMENT**

The meeting adjourned at 11:48 a.m. The next meeting of the Regional Transit Technical Advisory Committee is January 28, 2015.

# REPORT

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**DATE:** January, 28 2015

**TO:** Regional Transit Technical Advisory Committee

**FROM:** Marco Anderson, Senior Regional Planner, SCAG Clean Cities Coordinator, [anderson@scag.ca.gov](mailto:anderson@scag.ca.gov), (213) 236-1879

**SUBJECT:** 2014 SCAG Clean Cities Coalition Update & Survey

**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*The Clean Cities Program, established by the U.S. Department of Energy and administrated directly by SCAG since 2010, is designated to support locally-based and government partnership efforts to expand the use of vehicles operating on alternative fuels in the SCAG region. SCAG staff will provide an annual update to the Regional Transit Technical Advisory Committee in regard to the Coalition's recent efforts.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**BACKGROUND:**

The Clean Cities Program was established by the U.S. Department of Energy (DOE) and designated to support locally based government/industry partnerships in the expanded use of vehicles operating on alternative fuels. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reductions of petroleum consumption. Clean Cities carries out this mission through a network of coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

In 2010, the Regional Council directed SCAG staff to assume the lead administrative role of the Southern California Clean Cities Program. The SCAG (or Southern California) Clean Cities Coalition coordinates the activities of both private and public sector proponents of alternative fuel vehicles (AFVs) by providing a forum to discover commonalties, collaborate on public policy, investigate opportunities for joint projects, leverage scarce resources and cooperate on promoting the benefits of AFVs throughout the region.

**2013 ANNUAL REPORT (Stakeholder Survey) UPDATE:**

As part of its reporting to the DOE, the SCAG Clean Cities Coalition conducts a survey of its stakeholders each year in order to gauge the use of alternative fuels in the region. SCAG received nearly 30 responses from SCAG member cities, local jurisdictions, transit operators and private fleets. The regional survey accounted for 8,519,119 of Gasoline Gallon Equivalents (GGE) displaced.

**2014 ANNUAL REPORT (Stakeholder Survey) UPDATE:**

SCAG is gearing up to conduct the survey to capture 2014 results. DOE clean cities coalitions are being

# REPORT

provided with better tools to capture results from vehicle acquisitions, new station installations, ongoing driver training, and Vehicle Miles Traveled (VMT) reduction efforts.

## **PROJECT UPDATE(S):**

In coordination with other regional stakeholders and Clean Cities Coalitions, the SCAG Clean Cities program has been working on revamping its stakeholder outreach and participation. Recent project accomplishments include:

SCAG Clean Cities/e4 Advanced Transportation Center Partnership

- In 2013 and 2014 SCAG and the newly funded e4 Advanced Transportation Center (administered by the Los Angeles Economic Development Corporation (LAEDC)) partnered on four webinars to brief member cities on relevant DOE and California Energy Commission (CEC) grant opportunities.

Bay Area Air Quality Management District (AQMD)/South Coast AQMD Alternative Fuel Infrastructure Planning Grant

- This project collected and summarized best practices for implementation of Electric Vehicle, Hydrogen, Natural Gas, and Propane fueling infrastructure.

## **DOE RE-DESIGNATION UPDATE & NEXT STEPS:**

In October 2011, the SCAG Clean Cities program was re-designated by the DOE for another three year cycle. The SCAG Clean Cities will be up for re-designation in mid to late 2015. The DOE recommended the SCAG Clean Cities program consider pursuing the following measures:

- Continue outreach to all jurisdictions represented by SCAG to document as much petroleum displacement from alternative fuel use, idle reduction and other Clean Cities portfolio elements as possible, and to attract additional stakeholders to the coalition.
- Contact the National Renewable Energy Lab (NREL) about scheduling a webinar on Clean Cities tools for SCAG Board members, and to discuss how to integrate those tools with the SCAG Clean Cities website. Work with NREL to develop additional video features for Clean Cities TV that focus on some of SCAG Clean Cities' recent successes.
- Work closely with the other Clean Cities Coalitions in Southern California and the AQMD to develop a coordinated regional approach to meeting the national Clean Cities goals.

## **FISCAL IMPACT:**

Project funding is accounted for in the FY 2014/15 budget under the following elements:  
267. SCG01241.03- Clean Cities Coalition Coordination

## **ATTACHMENT:**

Clean Cities Coalition update January 2015- Power point

# SCAG Clean Cities Coalition 2014 Annual Survey

Wednesday, January 28, 2015

Marco Anderson  
Sr. Regional Planner



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# SCAG Clean Cities Coalition

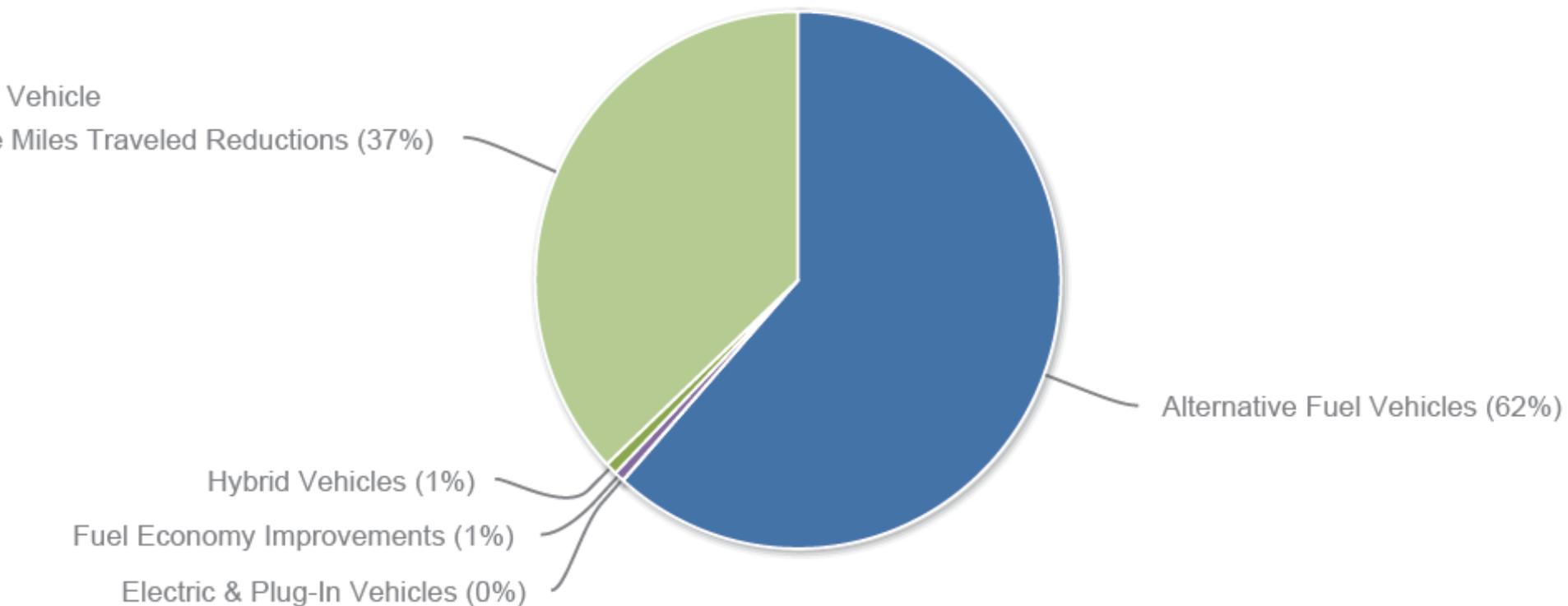
The SCAG (Southern California) Clean Cities Coalition includes parts of Los Angeles County, Orange, San Bernardino, Ventura and Imperial

- Originally designated in 1996
- Clean Cities is SCAG program component (since 2010)
- The Coalition reports to SCAG's Energy & Environment Policy Committee (EEC) & RTTAC
- 200 + stakeholders/ members
- Four other Coalitions located within SCAG region: LA City, Long Beach, Western Riverside, & Coachella Valley
- Coalition funded through US Dept of Energy (DOE) program contract and available California Energy Commission (CEC) Grant Funding



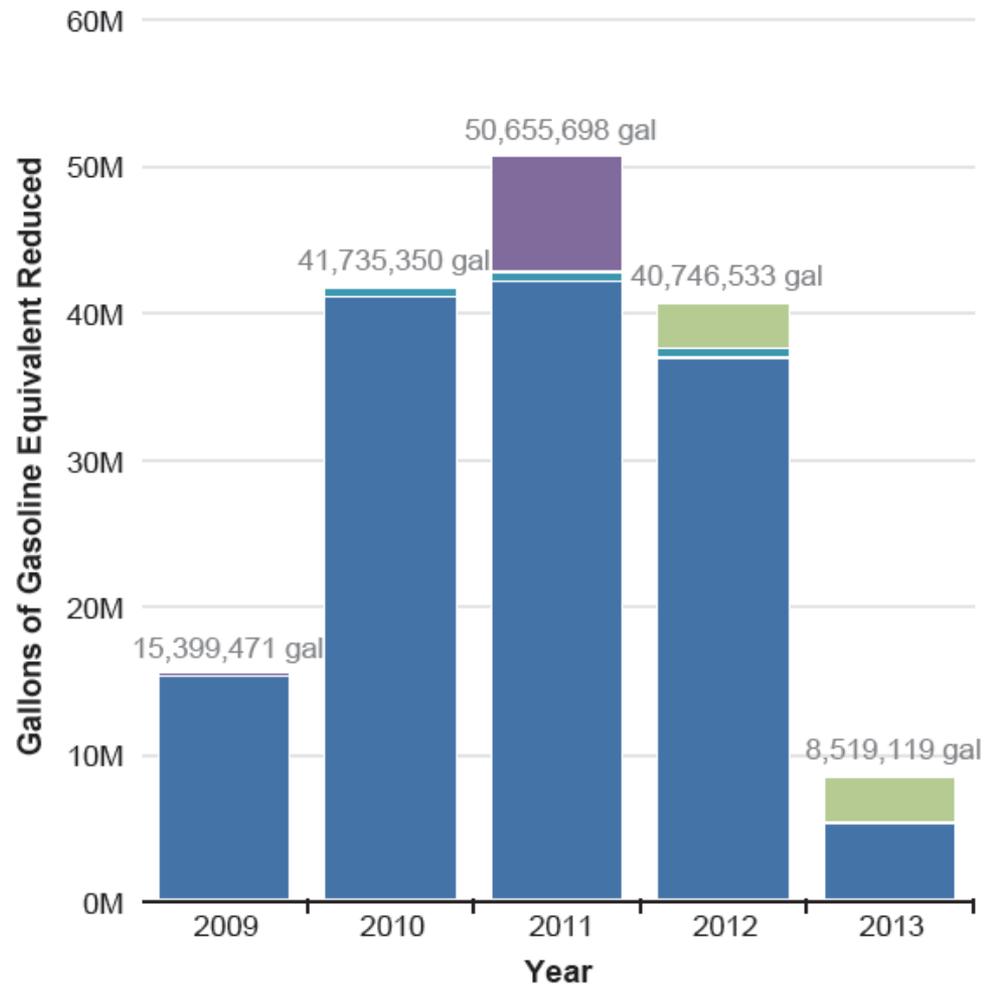
# 2013 Gallons of Gasoline Equivalent (GGe) Reductions

**2013 Gallons of Gasoline Equivalent Reduced**  
8,519,119 gallons



# Gallons of Gasoline Equivalent (GGe) Reductions

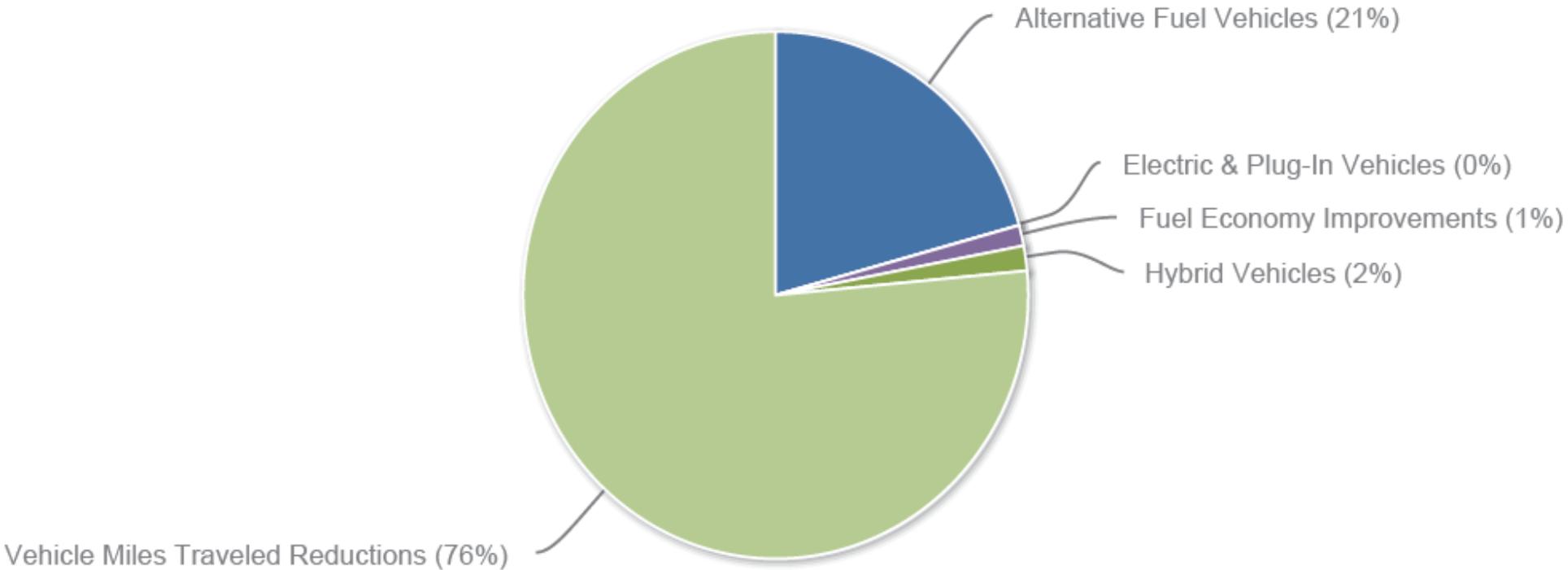
## Historical Gallons of Gasoline Equivalent Reduced



# 2013 Greenhouse Gas Emissions (GHG) Reductions

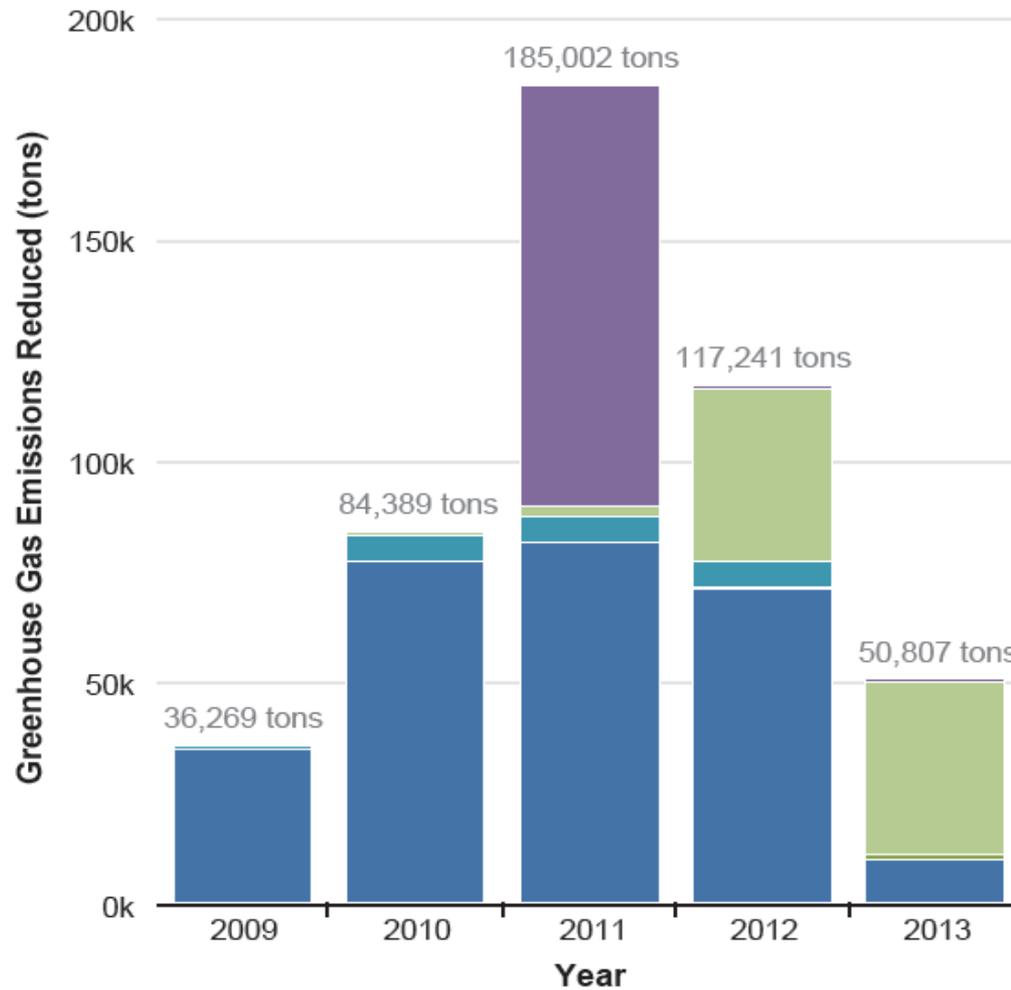
## 2013 Greenhouse Gas Emissions Reduced

50,807 tons



# Greenhouse Gas Emissions (GHG) Reductions

## Historical Greenhouse Gas Emissions Reduced



# Next Steps

- 2014 Survey – Solicitation begins February 2015 Survey Complete March 2015
- Upcoming Coalition Activities
  - Managing Mixed Fuel Fleets Webinar (Feb. 12)
  - Renewable Natural Gas Briefings
- One-on-One Stakeholder Interviews
  - Funding opportunities
  - Information distribution
  - Additional input?
  - Questions?

For more information:  
Marco Anderson  
Sr. Regional Planner  
[anderson@scag.ca.gov](mailto:anderson@scag.ca.gov)



**DRAFT Critical Technical, Joint Policy Committees, Policy Committees, and  
Regional Council Meetings for the Development of the 2016 RTP/SCS  
Updated 12.04.14**

January- March 2015	<b>Technical Working Group</b> Review 2012 RTP/SCS Implementation Progress Report. Provide input on draft Baseline Scenarios, approaches to draft Program Environmental Impact Report, emerging themes, and performance measures.
February/ March 2015	<b>Joint Policy Committee Meeting - INFORMATION</b> Review 2012 RTP/SCS Implementation Progress Report. Discuss Framework for the development of the draft 2016 RTP/SCS and approaches to draft Program Environmental Impact Report.
March 2015	<b>Stakeholder Briefings</b> Share and solicit feedback on draft Scenarios and other relevant topic areas.
March/ April 2015	<b>Individual Policy Committees - INFORMATION</b> Review and provide feedback on relevant topic areas.
April 2015	<b>Technical Working Group</b> Review Scenarios and Framework for SB 375 Workshops.
May 2015	<b>General Assembly</b> Kick off workshop to review and comment on proposed draft 2016 RTP/SCS Scenarios to be used for the SB 375 Workshops.
May/June 2015	<b>Technical Working Group</b> Review 2016 RTP/SCS Alternative Scenarios feedback from General Assembly Workshop and public outreach.
May - July 2015	Public Outreach/Workshops (required by SB 375)
June/July 2015	<b>Joint Policy Committee Meeting - INFORMATION</b> Review input/feedback received through the public workshops and seek policy guidance for incorporating/integrating input/feedback into draft 2016 RTP/SCS.
August 2015	<b>Technical Working Group</b> Review and comment on draft 2016 RTP/SCS and draft Program Environmental Impact Report.
September 2015	<b>Joint Policy Committee Meeting - INFORMATION</b> Review and comment on draft 2016 RTP/SCS and draft Program Environmental Impact Report.
October 2015	<b>Regional Council Meeting- ACTION</b> Approve release of draft 2016 RTP/SCS and draft Program Environmental Impact Report.
October 2015 - February 2016	Public Outreach and Comment Period (Oct. - Dec.) Responses to public comments prepared (Jan. - Feb.)
February 2016	<b>Technical Working Group</b> Review 2016 RTP/SCS and Proposed Final Program Environmental Impact Report.
March 2016	<b>Individual Policy Committees - ACTION</b> Review Proposed Final Program Environmental Impact Report. Recommend adoption of 2016 RTP/SCS.
March 2016	<b>Joint Policy Committee Meeting - ACTION</b> Review Proposed Final Program Environmental Impact Report. Recommend adoption of 2016 RTP/SCS.
April 2016	<b>Regional Council - ACTION</b> Certification of Proposed Final Program Environmental Impact Report. Adoption of 2016 RTP/SCS.
June 2016	<b>FHWA/FTA certifies conformity on 2016 RTP/SCS.</b> <b>CARB evaluates and approves SCAG's proposed GHG targets.</b>

Notes:

\* Schedule subject to change as needed and appropriate.

\* Acronyms include (in order of appearance): Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Air Resources Board (CARB), Southern California Association of Governments (SCAG), and Greenhouse Gases (GHG).

# REPORT

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**DATE:** January 28, 2015

**TO:** Regional Transit Technical Advisory Committee (RTTAC)

**FROM:** Philip Law, Manager of Transit/Rail, 213-236-1841, law@scag.ca.gov

**SUBJECT:** RTTAC 2015 Agenda Outlook

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## **EXECUTIVE SUMMARY:**

*The RTTAC meets quarterly to provide a forum for regional transit operators to participate in the metropolitan transportation planning and programming process, and in particular the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG is currently developing the 2016 RTP/SCS and expects to release the Draft in October 2015 for public review and comment. Staff will seek input from the RTTAC on the transit and rail elements of the RTP/SCS update, in accordance with the meeting outlook provided in this report.*

## **BACKGROUND:**

In 2007, SCAG executed several Memoranda of Understanding with transit operators in the SCAG region pursuant to federal requirements for metropolitan planning and programming in 23 CFR 450 Part C. These agreements describe the roles and responsibilities of SCAG, the County Transportation Commissions, and the respective transit operators, specifically including provisions for the cooperative development of the RTP. This coordination is carried out through regular meetings of the RTTAC, which serves as the forum for regional transit operators to participate in the process. Staff will seek input from the RTTAC on the transit and rail elements of the RTP/SCS update, in accordance with the meeting outlook provided below.

### **January 28, 2015**

- 2016 RTP/SCS Development Schedule
- Overview of Adopted 2012 RTP/SCS Transit and Rail Projects, Strategies, and Performance
- Look-Ahead to 2016 RTP/SCS Transit and Rail Elements
- High Quality Transit Corridor (HQTC) and Major Transit Stop Feedback From Operators

### **April 29, 2015**

- Review Scenarios and Framework for SB-375 Public Workshops
- Continue Discussion of 2016 RTP/SCS Transit and Rail Projects, Strategies, and Performance
- Transit and Rail Operations & Maintenance Cost Assumptions (System Preservation)
- Transit Performance Data Standards

### **July 29, 2015**

- Review Feedback from SB-375 Public Workshops
- Continue Discussion of 2016 RTP/SCS Transit and Rail Projects, Strategies, and Performance

### **October 28, 2015 (tentative)**

- Discuss Draft 2016 RTP/SCS

# Overview of 2012-2035 RTP/SCS Passenger Rail Element

Regional Transit Technical  
Advisory Committee

January 28, 2015

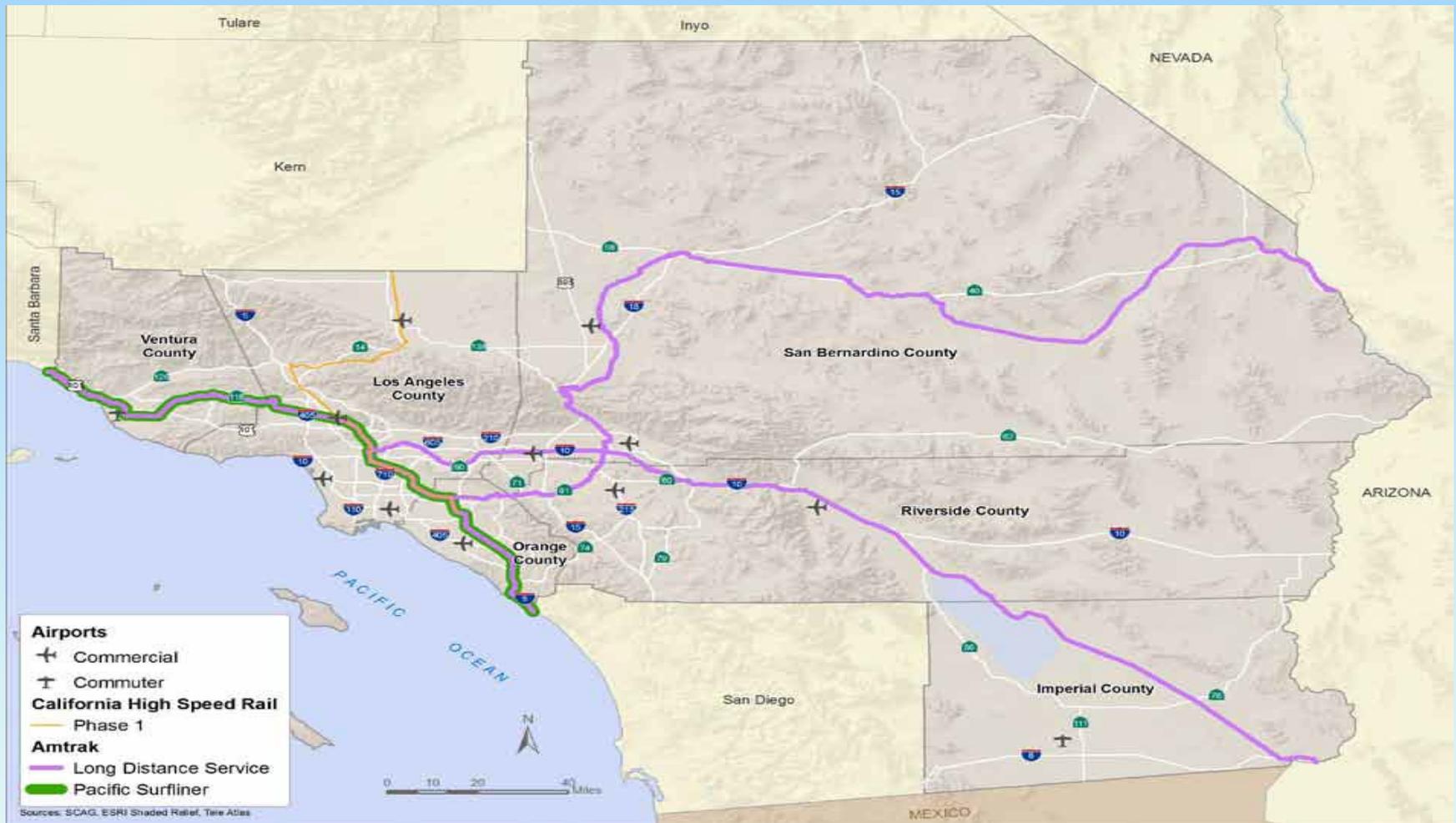


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# State of Existing Passenger Rail

- Overview and description of existing passenger rail—Amtrak and Metrolink
  - History
  - Operating characteristics
  - Markets
  - Performance statistics
  - Challenges
- LOSSAN Rail Corridor local control effort in the works

# Amtrak and CA High-Speed Train





# Projects in Development

- Metrolink Service Expansion Program (MSEP) in O.C. between Fullerton and Laguna Niguel
- Orange County Grade Crossing Safety Improvement (OCX) program
- Antelope Valley Line Infrastructure Improvement Strategic Plan
- Other L.A. County grade seps and double tracking
- Perris Valley Line
- Downtown San Bernardino Metrolink Station and Redlands Rail
- California High-Speed Train
- LOSSAN Strategic Implementation Plan

# California High-Speed Train

- Overview of CA HST developments
- Advent of “Blended” system at the bookends
- Execution of Southern California MOU that programs \$1 billion in HST funding for Pacific Surfliner and Metrolink improvements
- Significant 2012 Business Plan was still in draft phase
- Significant funding gaps, lawsuits, and slow progress

# Strategies and Recommendations

- Increase Ridership!
- Increase Speed!
- Increase Service Levels!
- Cooperative Fare Agreements and Media
- Cooperative Marketing

# Strategies and Recommendations

- Capital projects: double tracking, sidings, and grade seps for more and faster service and safety
- Upgrade segments to 110 mph, more express trips, and Metrolink to San Diego and Coaster to L.A.
- Transition LOSSAN to local control
- Fare cooperative agreements - e.g., fix Rail2Rail; Pacific Surfliner to Santa Barbara MTD
- Joint-Operator timetables

# High-Speed Rail Subcommittee

- High-Speed Rail Subcommittee formed to make informed project inclusion decisions for Constrained and Strategic Plans
- Due to large number of projects in planning phase - some competing
- Nine criteria developed for decision-making process
- Robust discussions, stakeholder lobbying, reversals of decisions

# Constrained Plan Projects

- CA High-Speed Train Phase 1
  - Burbank Airport 2022
  - L.A. Union Station 2029 and Anaheim TBD
- Pacific Surfliner – LOSSAN Corridor
  - Speed and service improvements
- Metrolink System
  - Speed and service improvements

# Strategic Plan Projects

- CA HST Phase 2
- XpressWest (DesertXpress)
- California/Nevada Super-Speed Train
- California/Nevada Super-Speed Train Anaheim to Ontario Initial Operating Segment
- Orangeline Northern Segment

# High-Speed Rail in SCAG Region

## SCAG Inter-Regional High Speed Rail Proposals



# Passenger Rail Vision

- Metrolink – Great potential to double ridership with added service, restructured fares, and increased speeds
- Now average speed just 40 mph
- Capital improvements to rail network will benefit all three rail markets - now, and in the future
- Establishment of reasonable number of express trips for Metrolink and Pacific Surfliner

# Passenger Rail Vision

- Rail connection to Ontario International Airport
- BRT network connecting to rail
- Greater TOD around rail stations
- Implementation of first mile/last mile policies and facilities around Metrolink stations
- Establish Coachella Valley Rail service

# 2012 RTP/SCS Implementation and Progress to Date

- Local control of LOSSAN JPA completed
- Incremental capital improvement progress on LOSSAN and Metrolink corridors
- LOSSAN Corridor joint timetable
- Metrolink Perris Valley Line and downtown San Bernardino Station
- Coachella Valley Service Development Plan
- CA HST construction underway in Central Valley
- CA HST receives dedicated, yearly Cap and Trade funding – speeding implementation to SoCal
- CA HST progress on Southern California segments

# State of Existing Passenger Rail - 2014

- Pacific Surfliner ridership up 71% from 2000 to 2014; however down 5.4% since FFY 08 due to recession
- OTP for FFY 2014 low at 78% - needs improvement
- Farebox Recovery FFY 2012 57.6%
- Metrolink 42,400 daily boardings in FY 2014
- FY 2014 down 2.0% from FY 2008 due to recession
- Farebox recovery at 44% in FY 2014
- Up from 37% in FY 2002
- Cost per pax mile 20% lower than peer median

# 2016 RTP/SCS Passenger Rail Element Components

- Introduction and Overview
- Rail in the SCAG Region – Existing Conditions
- Rail in the SCAG Region – Future Conditions
- The State of the System
- 2012 RTP/SCS Implementation and Progress
- Needs Assessment
- Rail and Sustainability
- Rail and Land Use

# 2016 RTP/SCS Passenger Rail Element Components

- Climate Change Adaptation and Resilience
- Constrained Plan Projects
- Strategic Plan Projects
- Regional Passenger Rail Recommendations and Vision

# 2016 RTP/SCS Passenger Rail Element

- Rail in the SCAG Region – Existing Conditions
  - Current services – Amtrak, Metrolink and freight
  - Current and recently completed planning efforts
  - New LOSSAN JPA
- Rail in the SCAG Region – Future Conditions
  - High-Speed Rail and Blended Operations
  - Amtrak and Metrolink capital improvements and growth
  - Future planning efforts

# 2016 RTP/SCS Passenger Rail Element

## ■ Needs Assessment

- Future ridership demand and potential
- Unserved markets, e.g. Coachella Valley and HDC
- Capacity Constraints – Single track operations, freight/shared use agreements
- Additional service and more express service
- Progress in constructing Southern California MOU projects
- Transit connectivity and fare agreements
- Improving airport ground access
- Obtaining increased and dedicated funding streams

# 2016 RTP/SCS Passenger Rail Element

- Rail, Sustainability and Land Use
  - Detail and quantify economic benefits, congestion relief, air pollution emissions, and GHG reductions in SCAG region
  - Discussion on current and future rail/TOD station area planning efforts
  - Identification of station areas for targeted TOD growth
  - Role of rail in climate change adaptation and resilience

# 2016 Passenger Rail Recommendations and Themes (Vision)

- Metrolink and Amtrak average speed just 40 mph and 46 mph respectively
- Great potential to increase ridership with added service, increased speeds, improved OTP and restructured fares
- Construct Southern California MOU, Metrolink Strategic Assessment and LOSSAN Strategic Implementation Plan projects
- Implement Metrolink and Amtrak express trips
- Metrolink to San Diego and Coaster to L.A.

# 2016 Passenger Rail Recommendations and Themes (Vision)

- Improve rail/airport connectivity
- Implement BRT network connecting to rail network
- Greater TOD around rail stations
- Implementation of first mile/last mile policies and facilities around rail stations
- Establish Coachella Valley rail service
- Establish High-Desert Corridor rail service

# 2016 Passenger Rail Recommendations and Themes (Vision)

- Secure increased and dedicated funding streams for capital projects: double tracking, sidings, and grade seps for more and faster service and safety
- Bring CA High-Speed Train to Southern California and accelerate blended service
- Implement fare cooperative agreements - e.g., fix Rail2Rail; Pacific Surfliner to Santa Barbara MTD

# Thank You

Steve Fox, Senior Regional Planner  
[fox@scag.ca.gov](mailto:fox@scag.ca.gov)



# REPORT

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**DATE:** January 28, 2015

**TO:** Regional Transit Technical Advisory Committee (RTTAC)

**FROM:** Matt Gleason, Senior Regional Planner, 213-236-1832, [gleason@scag.ca.gov](mailto:gleason@scag.ca.gov)

**SUBJECT:** Overview of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Transit Element

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## ***EXECUTIVE SUMMARY:***

**As the designated Metropolitan Planning Organization for the six county area comprising Ventura, San Bernardino, Riverside, Orange, Los Angeles, and Imperial counties, SCAG is responsible for producing and updating the long range regional transportation plan on a quadrennial basis. Staff are currently developing the draft 2016-2040 RTP/SCS, which is scheduled for release in October 2015. Staff will provide the RTTAC with a review of the transit element of the 2012-2035 RTP/SCS.**

## **BACKGROUND:**

### **REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)**

Pursuant to 49 U.S.C. 5303 (d)(1), SCAG, as the designated Metropolitan Planning Organization (MPO) for the Metropolitan Planning Area consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, is responsible for producing a long-range regional transportation plan; as the SCAG region includes designated Non-Attainment Areas under 42 U.S.C. 7401 et seq., that plan must be updated every four years (in accordance with 49 U.S.C. 5303 (i)(1)(B)(i)). The statute outlines that an MPO must have a “continuing, cooperative and comprehensive” transportation planning process that results in plans and programs consistent with the comprehensively planned development of its corresponding urbanized area.

In addition, the Sustainable Communities and Climate Protection Act (SB 375, Steinberg) requires the development of regional targets for greenhouse gas emissions reductions in long-range regional planning for land use, housing and transportation. The legislation requires SCAG to develop an SCS for the region in conjunction with the development of the RTP. The development of the RTP/SCS depends on meaningful collaboration with local governments and stakeholders. SCAG develops the RTP/SCS by partnering with subregions, counties, cities, CTCs and other local and regional stakeholders through an interactive and bottom-up process. The statute also requires SCAG to identify bus transit corridors with headways of fifteen minutes or less in the peak period, and rail station areas as “high quality transit.”

On April 4, 2012, SCAG’s Regional Council adopted the 2012-2035 RTP/SCS: Towards a Sustainable Future. The 2012-2035 RTP/SCS was the first plan adopted under the SB 375 regulatory regime, with the goal of integrating land use with transportation strategies and investments to achieve VMT reductions.

# REPORT

## DISCUSSION

Staff have identified key issues from the transit element of the 2012–2035 RTP/SCS to review with the RTTAC, in advance of the 2016-2040 RTP/SCS. This work is part of an ongoing, agency-wide effort to review the 2012-2035 RTP/SCS and track progress toward plan implementation. A broader presentation on the overall 2012-2035 RTP/SCS will be discussed at the Joint Meeting of SCAG’s Regional Council and Policy Committees on February 5, 2014.

The transit element issues selected for review with the RTTAC include:

1. Projects, investments, and strategies included
2. Findings of base year system performance
3. Findings of plan performance
4. Implementation progress
5. Emerging transit issues for the 2016-2040 RTP/SCS

## INVESTMENTS AND STRATEGIES IN THE 2012-2035 RTP/SCS

The 2012-2035 RTP/SCS identified \$53.6 billion in transit capital projects, in addition to \$139.3 billion in operations and maintenance expenditures. This included 27 major transit capital projects, operational enhancements, and a commitment to reaching a state of good repair within the life of the plan, assuming the adoption of revenues from a mileage based user fee.

Operations and Maintenance Investments in the 2012 RTP/SCS	
Category	Operations and Maintenance Expenditures in Nominal Billions
Los Angeles	\$86.7
Orange	\$17.1
Region-Wide State of Good Repair	\$15
Metrolink	\$8.5
Riverside	\$5.3
San Bernardino	\$5.1
Ventura	\$1.4
Imperial	\$.005*
	*Based on 2011 FTIP

Capital Investments in the 2012 RTP/SCS	
Mode	Total Investment in Nominal Billions
BRT	\$4.6
Bus	\$20.9
Commuter Rail	\$3.9
Light Rail	\$13.1
Heavy Rail	\$11.1

# REPORT

## 2012 RTP/SCS IMPLEMENTATION PROGRESS

Staff have been identifying activities that constitute implementation of the 2012-2035 RTP/SCS. These include looking at trends in transit service provided and consumed, projects initiated, projects completed, and services initiated.

2012-2035 RTP/SCS Transit Element Implementation Matrix		
Status	Project Name	Completion Year
Projects Completed	The Yucaipa Transit Center (Omnitrans)	2010
	Metro Orange Line Extension	2012
	Metro Expo Line	2012
	The Brawley Transit Center (ICTC)	2013
	Fullerton Metrolink parking structure station (OCTA)	2013
	Omnitrans SBX	2014
	ARTIC	2014
	Perris Valley Line (RCTC)	2015
	SunLine Transit Administrative Facility	2015
Projects Initiated	Crenshaw LAX Corridor	2019
	Regional Connector	2020
	San Bernardino Transit Center	2015
	Foothill Gold Line 2a	2016
	Metro Expo Line Phase 2	2016
	Placentia Metrolink Station (OCTA)	2017
	OC Bridges Grade Separations (OCTA)	2018
	San Bernardino Metrolink Station (SANBAG)	2016
Services Initiated	Metro Silver Line	--
	Imperial Valley Transit Gold Line	--
	OCTA Metrolink Service Expansion Project	--
	Metro Valley Westside Express	--
	Gold Coast Transit District	--
	Heritage Valley Service	--
	Anaheim Service Expansion	--
	VVTA Barstow Service	--

## BASE YEAR AND PLAN PERFORMANCE

Staff have reviewed base year and plan performance, highlighting changes to transit service consumption, by mode. Performance measures are summarized in the attached PowerPoint presentation.

# REPORT

## **EMERGING ISSUES FOR 2016-2040 RTP/SCS TRANSIT ANALYSIS**

Staff have also begun to explore emerging issues for the transit mode since the adoption of the 2012-2035 RTP/SCS. These have included: Technology, First Mile/ Last Mile Connectivity, Emergency Preparedness, Poverty, and Stagnating per capita demand.

### Technology

In 2014 staff assessed the impact of technology and innovation on travel behavior, mobility, and greenhouse gas emissions reductions as a result of subsequent VMT reductions. A wide variety of new technologies were identified and assessed, including Intelligent Transportation Systems Applications for Transit, Transportation Network Companies, alternative fuels, and other strategies.

### First Mile/Last Mile Connectivity

Active transportation staff at SCAG have led the way pursuing active transportation studies in partnership with three county transportation commissions since the original Maximizing Mobility Study in 2009.

### Emergency Preparedness

SCAG's High Speed Rail and Transit Subcommittee recommended a continued focus emergency preparedness for the region's transit system. Metro and fourteen other agencies have been leading the way through the Transit Mutual Assistance Compact. In addition, SCAG staff received a grant to study transit sector adaptations to climate change.

### Poverty

As a regional council of governments, SCAG has a successful record of bringing together businesses, government agencies, stakeholders and elected leaders and working collaboratively to identify solutions for emerging issues in the region. Through meetings and convenings, SCAG has developed with its partners:

- The Southern California Economic Recovery & Job Creation Strategy, identifying the region's strongest economic clusters and strategies to expand potential for job growth
- A Regional Action Plan on Poverty, pinpointing opportunities to grow jobs and improve access to jobs through education and workforce development initiatives

In developing these plans, a consistent theme has been the importance of improving mobility and increasing mobility choices through the implementation of its 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Staff will work with the RTTAC to identify ways to implement these goals through the transit modal elements of the 2016 RTP/SCS.

### Per Capita Demand

Lastly, one of the key findings of the FY2011-12 Transit Sys Performance Report was stagnation in per capita transit trips. Staff will continue to work with the RTTAC to further study the issue.

## **NEXT STEPS**

Staff will continue to update the RTTAC on 2016-2040 RTP/SCS work efforts through the release of the draft in October 2015.

### **Attachment A: PowerPoint Presentation**

# Overview of the 2012 RTP/SCS *Transit Element*

*Regional Transit Technical Advisory Committee*  
Southern California Association of Governments

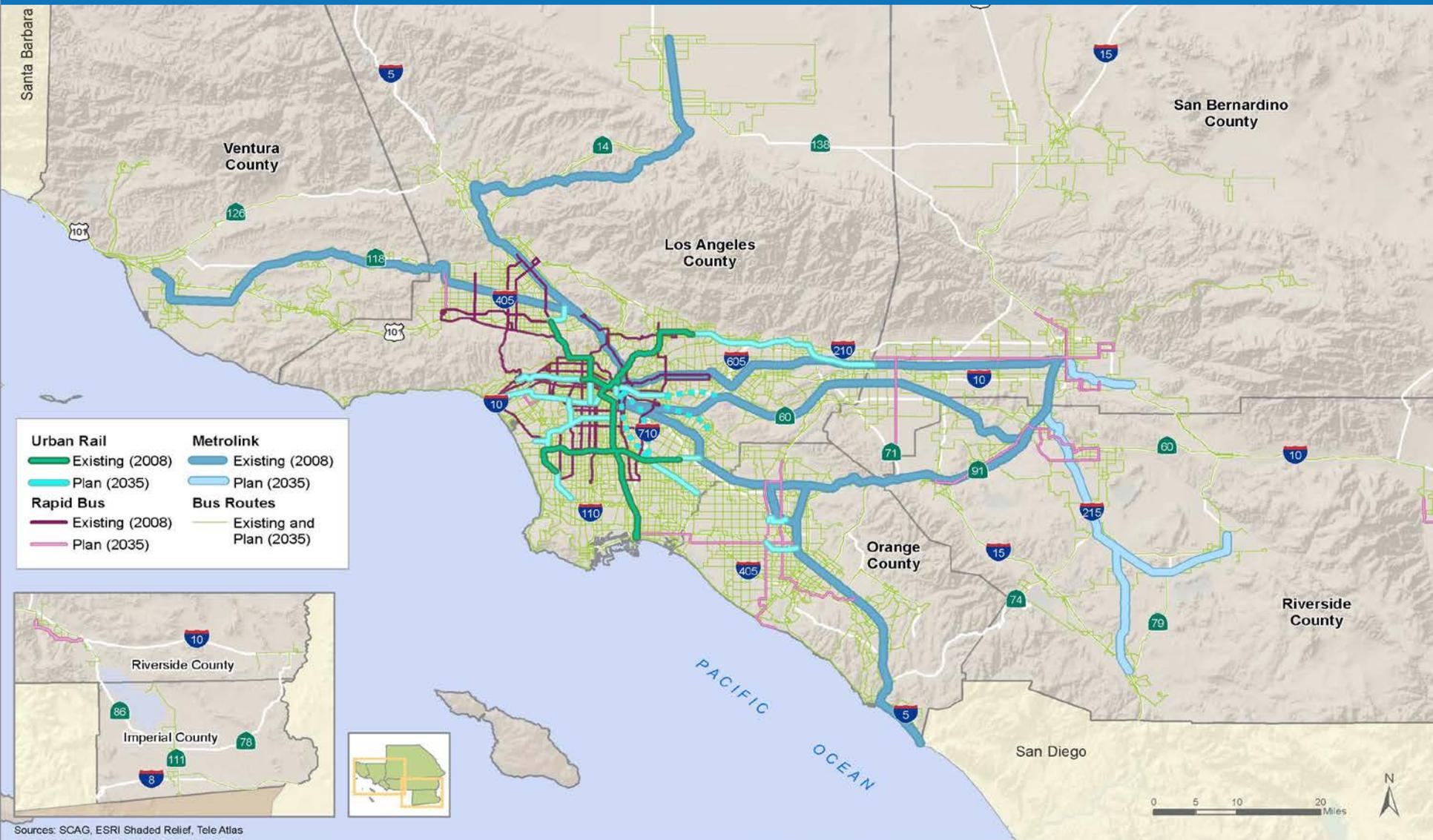
January 28, 2015  
Matt Gleason



SOUTHERN CALIFORNIA  
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# Plan Projects

# 2035 Plan Transit Network



Sources: SCAG, ESRI Shaded Relief, Tele Atlas

# 2012 RTP Operations Investments, 2012-2035

## Total by County in Billions

Los Angeles	\$86.7
Orange	\$17.1
Region-wide SOGR	\$15
Metrolink	\$8.5
Riverside	\$5.3
San Bernardino	\$5.1
Ventura	\$1.4
Imperial	\$.005*

# 2012 RTP Capital Investments

## Transit and Passenger Rail

Mode	Total Investment in Nominal Billions
BRT	\$4.6
Bus	\$20.9
Commuter Rail	\$3.9
Light Rail	\$13.1
Heavy Rail	\$11.1
High Speed Rail	\$47.7

# 2012 RTP Major Transit Capital Projects

<b>Exposition Transit Corridor-Phase 2 to Santa Monica</b>	<b>South Bay Green Line Extension</b>
<b>Regional Connector Transit Corridor</b>	<b>Santa Ana/Garden Grove Fixed Guideway</b>
<b>Crenshaw/LAX Transit Corridor</b>	<b>San Fernando Valley (East) North/South Transitways</b>
<b>Eastside Transit Corridor-Phase 2</b>	<b>Orange Line Canoga Extension</b>
<b>Gold Line Extension to Glendora (2a)</b>	<b>West Santa Ana Branch Corridor</b>
<b>Green Line LAX Extension</b>	<b>Westside Subway Extension (to Westwood)</b>
<b>Redlands Passenger Rail Project</b>	<b>Omnitrans E Street BRT (sbX)</b>
<b>OCTA Bravo BRT Program</b>	<b>Perris Valley Line, OCTA MSEP, ARTIC</b>
<b>Fixed Guideway Gap Closures</b>	<b>Anaheim Rapid Connection</b>

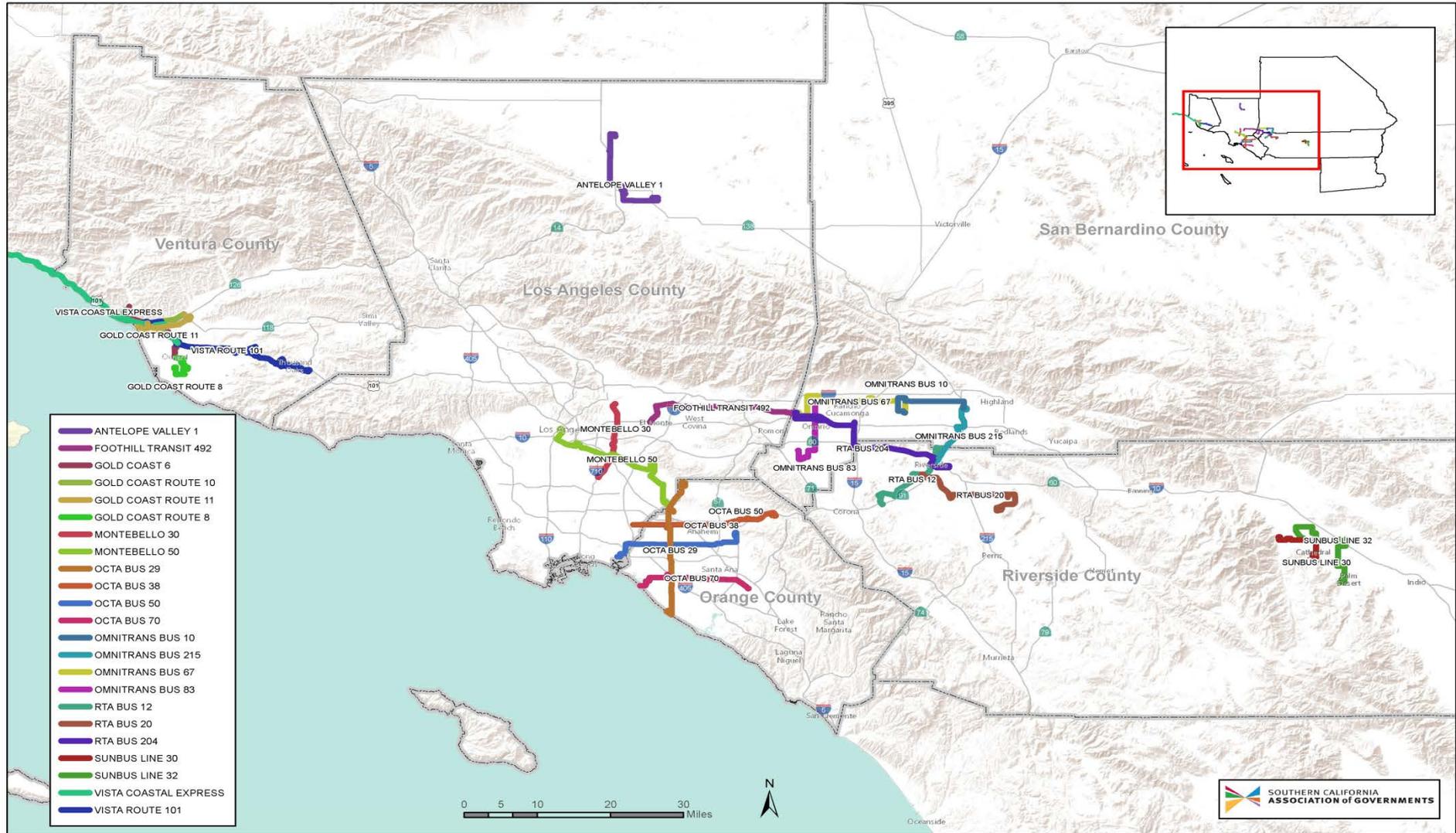
**Sepulveda Pass Transit Corridor (funded outside the planning horizon of the 2012 RTP)**

# Plan Strategies

# Planned Operational Strategies

- **Increase service in productive corridors:**
  - Increase frequency and span-of-service on corridors starting in 2020
  - Apply to TOD/TPPs and corridors with current low frequencies (45-to 60-minute frequencies)
  - 68 new vehicles
  - Capital cost \$35.7 million
  - Yearly service cost \$61.7 million
  
- **10% ZEV Fleet by 2020 - \$78,289,000**

# Corridors with Increased Frequency



# Recommended Operational Strategies

- **Implement Regional and Inter-County Fare Agreements and Media.**
- **Implement new BRT and limited-stop bus service.**
- **Implement increased frequencies in targeted corridors.**
- **Implement and Expand Transit Priority Systems. Transit priority systems include traffic signal priority, queue jumpers and bus lanes.**

# Recommended Access Strategies

- Expanding and improving real-time passenger information systems.
- Implementing new point-to-point express bus service in key corridors in the region's HOV and HOT lane network.
- Increasing bicycle carrying capacity on bus and rail vehicles.
- First Mile/Last Mile strategies
- Expansion of Local Circulators.

# Base Year Performance

The Key Performance Indicator Exercise

# Transit Properties Included in 2012 RTP

## Transit Performance Analysis

<b>Antelope Valley Transit Authority</b>	<b>Beach Cities Transit</b>
<b>Culver CityBus</b>	<b>Foothill Transit</b>
<b>Gardena Municipal Bus Lines</b>	<b>Gold Coast Transit</b>
<b>Imperial Valley Transit</b>	<b>Long Beach Transit</b>
<b>Los Angeles Department of Transportation</b>	<b>Los Angeles County Metropolitan Transportation Authority (Metro)</b>
<b>Southern California Regional Rail Authority (Metrolink)</b>	<b>Montebello Bus Lines</b>
<b>Morongo Basin Transit Authority</b>	<b>Mountain Area Regional Transit Authority (MARTA)</b>
<b>Norwalk Transit District</b>	<b>Omnitrans</b>
<b>Orange County Transportation Authority</b>	<b>Riverside Transit Agency</b>
<b>Santa Clarita Transit</b>	<b>City of Santa Monica Big Blue Bus</b>
<b>Simi Valley Transit</b>	<b>SunLine Transit Agency</b>
<b>Torrance Transit</b>	<b>Ventura Intercity Service Transit Authority</b>
<b>Victor Valley Transit Authority</b>	

# Base Year Performance

## Key Findings from the KPI Exercise

- **747.3 Million base year trips\***
  - 20% growth in raw trips
  - Trend towards declining productivity – service supply growing faster than consumption (26% vs 20%)
  - Slow per capita trip growth
  - Bus trips 86% of all trips, but only growing at 1.6%.
  - Rail trips growing at 6-8%
- Declining farebox recovery: 32% to 27%
- Operations cost per Passenger Mile rising much faster than inflation
  - Bus 24%
  - Metro Rail 41%
  - Metrolink 48%

# Plan Performance

# Plan Performance: Access

## Total Tier 2 Travel Analysis Zones (TAZ) Served by Transit in 2035

	Tier 2 TAZs with more than 150 Residents or 50 Jobs per acre	Tier 2 TAZs with more than 50 Residents or Jobs per acre	Tier 2 TAZs with more than 30 Residents or Jobs per acre	Tier 2 TAZs with more than 15 Residents or Jobs per acre
Total 2035 Transit Network	<b>100%</b>	<b>100%</b>	<b>99.60%</b>	<b>99.37%</b>
Premium Transit Services	<b>88.83%</b>	<b>77.63%</b>	<b>67.30%</b>	<b>53.56%</b>
Rapid Transit Services	<b>63.69%</b>	<b>77.63%</b>	<b>41.52%</b>	<b>29.86%</b>

# Plan Performance:

## Annual Passenger Trips in Millions

	2008	2035 Plan
<b>Metro Rail</b>	<b>87</b>	<b>150</b>
<b>Commuter Rail</b>	<b>13</b>	<b>25</b>
<b>Bus</b>	<b>622</b>	<b>806</b>
<b>Total</b>	<b>722</b>	<b>981</b>

# Plan Performance:

## Annual Passenger Miles in Millions

	2008	2035 Plan
<b>Metro Rail</b>	<b>525</b>	<b>1,428</b>
<b>Commuter Rail</b>	<b>437</b>	<b>872</b>
<b>Bus</b>	<b>2,462</b>	<b>3,256</b>
<b>Total</b>	<b>3,423</b>	<b>5,556</b>

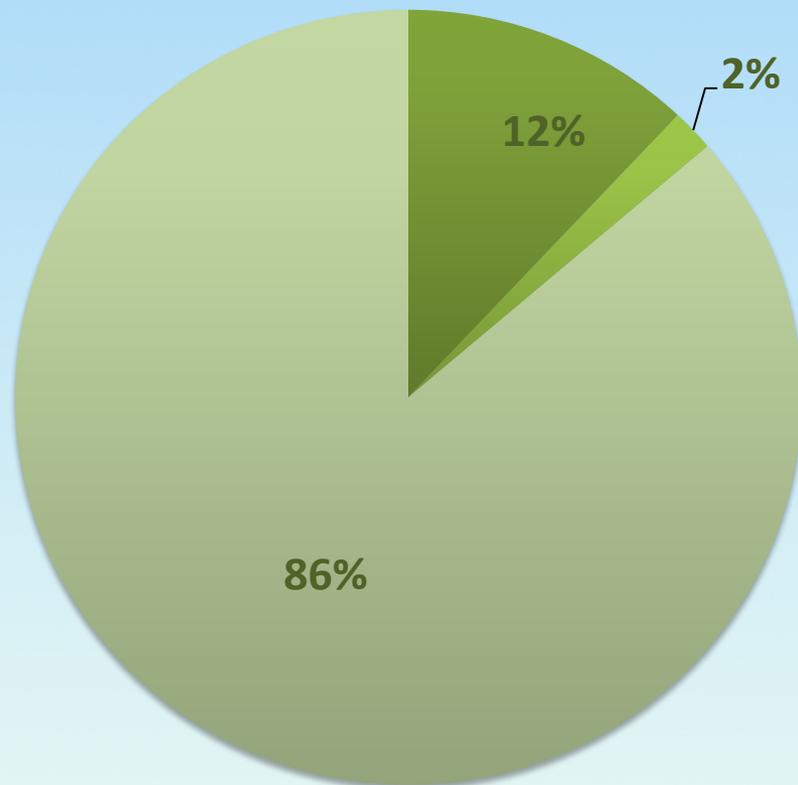
# Plan Performance:

## Per Capita Annual Transit Ridership

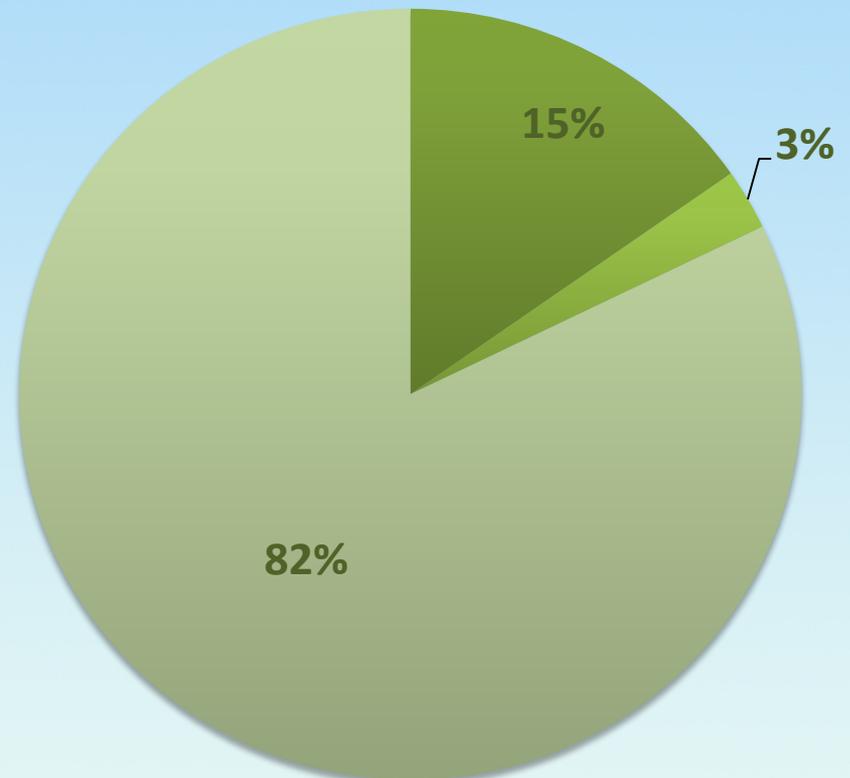
	<b>2008</b>	<b>2035 Plan</b>
<b>Metro Rail</b>	<b>5.15</b>	<b>8.91</b>
<b>Commuter Rail</b>	<b>0.75</b>	<b>1.49</b>
<b>Bus</b>	<b>36.98</b>	<b>47.90</b>
<b>Total</b>	<b>42.89</b>	<b>58.30</b>

# Transit Trip Mode Shares 2008 and 2035

Bus declines from 86% to 82% of all Passenger Trips



■ Metro Rail ■ Commuter Rail ■ Bus

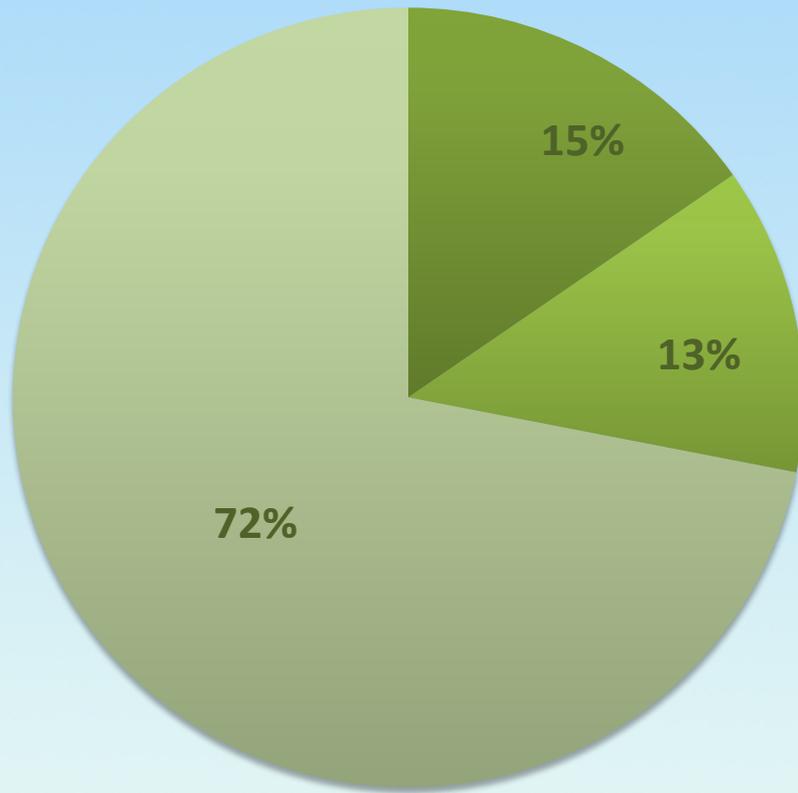


■ Metro Rail ■ Commuter Rail ■ Bus

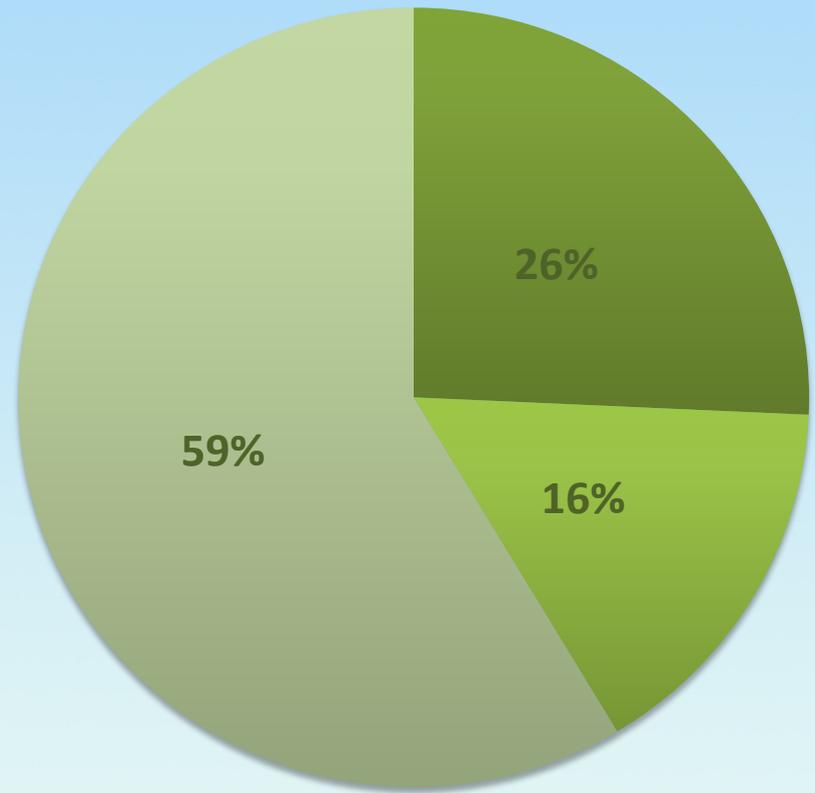
# Passenger Miles Mode Shares

## 2008 and 2035

- Bus declines from 72% to 59% of all Passenger Miles
- Average trip length steady for bus and commuter rail
- 59% increase for Metro Rail



■ Metro Rail ■ Commuter Rail ■ Bus



■ Metro Rail ■ Commuter Rail ■ Bus

# 2012 RTP Implementation

# 2012 RTP Implementation

## Projects Started or Completed Since 2008



### Projects Completed

- The Yucaipa Transit Center (Omnitrans) 2010
- Metro Orange Line Extension
- 2012
- Metro Expo Line 2012
- The Brawley Transit Center (ICTC) 2013
- Fullerton Metrolink parking structure station (OCTA) 2013
- Omnitrans SBX 2014
- ARTIC 2014
- Perris Valley Line (RCTC) 2015
- SunLine Transit Administrative Facility 2015



### Projects Initiated

- Crenshaw LAX Corridor 2019
- Regional Connector 2020
- San Bernardino Transit Center 2015
- Foothill Gold Line 2a 2016
- Metro Expo Line Phase 2 2016
- Placentia Metrolink Station (OCTA) 2017
- OC Bridges Grade Separations (OCTA) 2018
- San Bernardino Metrolink Station (SANBAG) 2016



### Services Initiated

- Metro Silver Line
- Imperial Valley Transit Gold Line
- OCTA Metrolink Service Expansion Project
- Metro Valley Westside Express
- Gold Coast Transit District
- Heritage Valley Service
- Anaheim Service Expansion
- VVTA Barstow Service

# Service Hours Trend

## NTD Annual and Monthly Reporting



# Per Capita Ridership

## NTD Annual and Monthly Reporting



# Annual Ridership

## NTD Annual and Monthly Reporting



# 2016 RTP Emerging Issues

## Technology

- SCAG is focused on the impacts of innovative fuels and information technologies on mobility and on transportation sector green house gas emissions
- An in-house assessment of these technologies was conducted in the summer of 2014
- Transit ITS strategies, TNCs, alternative fuels and other strategies were evaluated
- Regional implementation of Transit ITS strategies continues, though there have been setbacks

## First Mile/ Last Mile Connectivity

- SCAG has been involved in First Mile-Last Mile studies since 2007
- Four studies completed, in Orange, Los Angeles, and San Bernardino Counties

## Emergency Preparedness

- Metro and 14 other providers are entering into a Transit Mutual Assistance Compact
- SCAG is initiating a transit climate change adaptation assessment to build on existing Metro –led efforts

## Poverty

- The Southern California Economic Recovery & Job Creation Strategy identifies the region's strongest economic clusters and strategies to expand potential for job growth
- A Regional Action Plan on Poverty - opportunities to grow jobs and improve access to jobs
- A consistent theme has been the importance of improving mobility and increasing mobility choices through the implementation of its 2012-2035 RTP/SCS

## Stagnating per capita demand

- Key finding of the System Performance Report

# Questions?



For more information, please contact:

Matt Gleason, [gleason@scag.ca.gov](mailto:gleason@scag.ca.gov)

[www.scag.ca.gov/transit/](http://www.scag.ca.gov/transit/)



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# 2016-2040 RTP/SCS HQTC and Major Transit Stop Methodology

Regional Transit Technical  
Advisory Committee

January 28, 2015



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# High-Quality Transit Corridors and Major Transit Stops

- HQTC and Major Transit Stop methodology vetted through RTTAC and other large MPOs
- Draft 15-minute services sent to transit operators last month (identified by SCAG staff)
- Based on current 2014 schedules
- SCAG model peak 6:00 a.m. to 9:00 a.m.; 3:00 p.m. to 7:00 p.m.
- Can be flexible, e.g., OCTA

# High-Quality Transit Corridors and Major Transit Stops

- Asking for future 15-minute corridors as well as possible bus lane corridors
- 50 fixed-route operators contacted
- Responses back from about a half
- Draft maps also to be vetted with operators
- Future 15-minute service includes Foothill 280, 480's, 492; RTA 1R, 16; AVTA 1

# Thank You

Steve Fox, Senior Regional Planner  
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