

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers

President
Glen Becerra, Simi Valley

First Vice President
Greg Pettis, Cathedral City

Second Vice President
Carl Morehouse, San Buenaventura

Immediate Past President
Pam O'Connor, Santa Monica

**Executive/Administration
Committee Chair**

Glen Becerra, Simi Valley

Policy Committee Chairs

Community, Economic and
Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County
Transportation Commission

MEETING OF THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

**Wednesday, October 31, 2012
10:00 a.m. – 12:00 p.m.**

**SCAG Offices
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
24 hours in advance.**

Videoconferencing Available:
Orange SCAG Office **Ventura SCAG Office**
600 S. Main St, Ste. 906 Orange, CA 92863 950 County Square Dr, Ste 101 Ventura, CA 93003

Imperial SCAG Office **Riverside SCAG Office**
1224 W. State St, Ste. B El Centro, CA 92243 3403 10th Street, Suite 805 Riverside, CA 92501

San Bernardino SCAG Office
1170 W. 3rd St, Ste. 140 San Bernardino, CA 92410

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Steve Fox at (213) 236-1855 or Fox@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.

TRANSIT TECHNICAL ADVISORY COMMITTEE

AGENDA

October 31, 2012

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 June 20, 2012 Regional Transit TAC Meeting

 - 3.2 Receive & File
 - 3.2.1 MAP 21 Update

- 4.0 INFORMATION ITEMS**
 - 4.1 SCAG High Speed Rail & Transit Subcommittee Update
(Philip Law, SCAG Staff) 9

 - 4.2 2012 RTP / SCS Amendment #1
(Ryan Kuo, SCAG Staff) 15

 - 4.3 Transit Network Update Effort, Process and Initial Findings
(Matt Gleason, SCAG Staff) 17

 - 4.4 System Performance Report Update
(Matt Gleason, SCAG Staff) 28

 - 4.5 Regional Rail Update
(Steve Fox, SCAG Staff) 45

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA October 31, 2012

5.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, January 31, 2013, at the SCAG Los Angeles Office.

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

June 20, 2012

Minutes

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

The Regional Transit Technical Advisory Committee held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Linda Wright, Vice-Chair.

Members Present:

| | |
|------------------|---------------------------|
| Linda Wright | Caltrans |
| Wayne A. Wassell | MTA |
| Joyce Rooney | City of Redondo Beach |
| Gary Hewit | OCTA |
| Paul Casey | Santa Monica Big Blue Bus |

Tele Conference:

| | |
|----------------|------|
| Dietter Aragon | AVTA |
|----------------|------|

Video Conference:

| | |
|-----------------|-----------|
| Scott Bage | Omnitrans |
| Mayra Montejano | VCTC |
| David Salgado | ICTC |

SCAG Staff:

| | |
|-----------------|-------------|
| Steve Fox | Tomas Oliva |
| Matthew Gleason | Matt Horton |

1.0 CALL TO ORDER

Linda Wright, Vice-Chair, called the meeting to order at 10:10 a.m.

2.0 PUBLIC COMMENT PERIOD

There was no public comment.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the January 18, 2012 Regional Transit TAC Meeting

Motion was made (Wright) to approve the minutes. Motion was seconded (Rooney) and unanimously approved. Motion passed.

4.0 ACTION ITEMS

4.1 Election of Chair and Vice Chair

Wayne Wassell, MTA was nominated by Gary Hewitt, OCTA to serve as Chair of the Regional Transit Technical Advisory Committee.

5.0 INFORMATION ITEMS

5.1 Regional Rail Update

Steve Fox, SCAG staff, updated the committee on the following rail-related developments:

- LOSSAN Locally-Controlled Joint Powers Authority (JPA) - the LOSSAN Board unanimously approved developing a governance initiative for the LOSSAN Locally Controlled JPA, which would assume local control of the Amtrak Pacific Surfliner corridor between San Luis Obispo and San Diego. The goal is to improve speed, service and marketing coordination between the different operators on the line. Senate Bill 1225 (Padilla) was introduced and passed by the Senate and calls for the formation of the new locally-controlled Pacific Surfliner Intercity Rail Corridor JPA formation by June 2014.
- Southern California High-Speed Rail (HSR) Memorandum of Understanding (MOU) – the California High Speed Rail Authority has agreed to enter into a formal agreement with the Southern California transportation agencies and provide up to 1 billion in funding for current rail services. The Authority is also doing the same in Northern California with Cal Train and is working on an MOU with the Metropolitan Transportation Commission's (MTC) member agencies.
- California High-Speed Rail Authority 2012 Business Plan - the business plan has been reworked and received Board approved on April 12, 2012. It contains a new blended approach that incorporates existing passenger rail

services into the HSR project. Construction will begin at the southern end first from the Initial Construction Segment (ICS) in the San Joaquin Valley. Phase 2 is not addressed in the current business plan which is required to be updated every 2 years.

- Metrolink – Metrolink will implement several new services in the next month and will be raising fares to address rising operational costs. This summer Metrolink will add round-trip service between Riverside to Laguna Niguel and an additional train between Laguna Miguel and Fullerton. The agency is also adding 4 new weekend roundtrips from Los Angeles Union Station to Oceanside. Additionally, the 10-trip ticket has been discontinued and will be replaced with a 7 day ticket. Metrolink monthly ticket holders will also be able to ride the LAX Fly Away for free but only from Los Angeles Union Station.

5.2 Sustainable Urban Transportation and Integrated Land Use, Latest Practical Innovations from Sweden

Paul Casey, Santa Monica Big Blue Bus, provided a presentation on his learning's on sustainable city planning in Sweden. Mr. Casey was awarded the Swedish-American Bicentennial Fellowship which allowed him to travel to Sweden for a month to research how the Swedish have managed to dramatically increase the number of people walking, biking and taking public transportation.

5.3 Clean Cities Update

Matt Horton, SCAG staff, provided a brief update on the Clean Cities Coalitions program. The SCAG Clean Cities Coalition includes parts of Los Angeles County, Orange, San Bernardino, Ventura and Imperial. The Coalition is funded through the Department of Energy (DOE) and 3 ongoing American Recovery and Reinvestment Act (ARRA) projects grants.

As part of SCAG's reporting to the DOE, its major effort is directed towards quantifying the Gasoline Gallon Equivalents (GGE) displaced balances which is drawn from survey data provided by member cities, local jurisdictions, transit operators and private fleets. Mr. Horton thanked committee members for submitting their valuable input.

Mr. Horton provided the following project updates:

- SANBAG/Ryder Heavy Duty CNG Truck Replacement – the partnership with SANBAG and Ryder is scheduled to end in December with SCAG's role largely focused on outreach and marketing. Ryder has taken on approximately 111 CNG trucks and integrated them into their fleet and operating plan.
- Liquefied Natural Gas (LNG) Corridor Expansion and Natural Gas Truck Replacement – both of these projects are ongoing.

- Southern California Electric Vehicle Infrastructure Readiness Initiative – this new major effort and is a dual funded approach through the energy commission as well as the DOE. This project will be an expansion of SCAG’s PEV readiness planning.

6.0 ADJOURNMENT

The meeting adjourned at 11:12 a.m. The next meeting of the Regional Transit Technical Advisory Committee is to be determined.

MEMO

DATE: October 31, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov
Philip Law, Acting Manager of Transit & Rail Department, 213-236-1841, law@scag.ca.gov

SUBJECT: MAP 21 Overview

BACKGROUND

On July 6, 2012, President Obama signed into law a new two-year transportation authorization entitled “Moving Ahead for Progress in the 21st Century” (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 is a two-year program replacing SAFETEA-LU after its numerous extensions. It is effective October 1, 2012 through September 30, 2014. Significant highlights of MAP-21 include:

- consolidates the number of programs by two-thirds--from about 90 programs down to less than 30 in order to focus resources on key national goals and reduce duplicative programs;
- eliminates earmarks;
- expedites project delivery while protecting the environment;
- creates a new program called “America Fast Forward,” which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to fund \$750 million in FY 2013 and \$1 billion in FY 2014 (from \$133 million now); and
- consolidates previous SAFETEA-LU programs into a focused freight program to improve the movement of goods.

DISCUSSION

MAP-21 identifies seven national transportation goals. These are: (1) safety, (2) infrastructure condition, (3) congestion reduction, (4) system reliability, (5) freight movement and economic vitality, (6) environmental sustainability, and (7) reduced project delivery delays. The U.S. DOT, in consultation with state DOTs, MPOs and other stakeholders, will develop performance measures for these goals within 18 months.

MAP-21 includes several new themes and programs for transit, including safety, state of good repair, performance, and program efficiency. MAP-21 gives the Federal Transit Administration (FTA) significant new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements that align federal funding with key goals and tracks progress towards these goals. Notable new transit programs funded under MAP-21 are discussed below.

MEMO

State of Good Repair

MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and express bus service operating in high occupancy vehicle (HOV) lanes. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. The FTA, in consultation with state DOTs, MPOs and other stakeholders, will establish state of good repair standards. Projects must be included in a transit asset management plan (see next section) to receive funding. Authorized funding for this program is \$2.1 billion in FY 2013 and \$2.2 billion in FY 2014.

Asset Management

MAP-21 requires the FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, FTA must then develop performance measures under which all FTA grantees will be required to set targets. These performance measures must be developed by FTA by October, 2013, and subsequently all grant recipients must establish performance targets within the new performance measures’ framework 3 months after that. All FTA grantees and their subrecipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs). FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

Transit-Oriented Development Planning

MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation. MAP-21 authorizes \$10 million for FY 2013 and \$10 million for FY 2014.

Expanded Bus Operations Funding

MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Now, transit systems in urbanized areas over 200,000 can use their formula funding for operating expenses if they operate no more than 100 buses. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their “attributable share” of funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their “attributable share” of funding for operating expenses.

MEMO

Performance-Based Planning

MAP-21 requires MPOs and state DOTs to establish performance targets that address national performance measures issued by the U.S. DOT and based on the goals discussed above (e.g., safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management). TIPs must include a description of the anticipated progress toward achieving the targets brought about by implementing the TIP. Five years after enactment of MAP-21, the U.S. DOT will report to Congress on the effectiveness of this performance-based planning and assess the technical capacity of MPOs in smaller areas to undertake performance-based planning.

Transit Representation on MPO Boards

Within two years of MAP-21 enactment, MPOs in urbanized areas of greater than 200,000 residents must include transit officials on their policy boards within two years.

Safety

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. FTA will implement the new law in consultation with the transit community and the U.S. DOT Transit Rail Advisory Committee for Safety (TRACS), which has been working since September of 2010 to help guide this effort.

Under the new law, FTA must develop safety performance criteria for all modes of public transportation (rail, bus, etc.). FTA must also develop minimum safety performance standards for vehicles not regulated by other federal agencies. In addition, FTA must develop a public transportation safety certification training program for individuals involved in transit safety.

The new law requires all recipients of FTA funding to develop agency safety plans that include performance targets, strategies, and staff training. For rural recipients, the plan may be drafted by the State. For small urban systems, FTA must issue a rule designating which small urban systems may have their safety plans drafted by the state. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs.

MAP-21 includes new requirements for the State Safety Oversight (SSO) program, through which states with heavy rail, light rail, and streetcar systems must establish safety oversight for these transit systems. MAP-21 requires State Safety Oversight Agencies (SSOAs) to be legally and financially independent from the rail systems they oversee, and have the authority, staff training, and expertise to enforce federal and state safety laws. FTA must certify whether each SSO is adequate and meets the requirements. FTA will oversee implementation of the SSO programs and audit each SSO agency triennially. MAP-21 also grants FTA enforcement authority and permits FTA to issue directives, require more frequent oversight of transit systems, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

MEMO

High-Speed Rail

MAP-21 contains no funding for high-speed rail (HSR). In addition, the FY 13 House of Representatives Transportation Appropriations bill that passed in early July included an amendment by Representative Denham of the San Joaquin Valley that prohibits funds in MAP-21 from being used for the CA High-Speed Train project. Since MAP-21 contains no funding for HSR, this was largely a symbolic vote.

NEXT STEPS

Staff will monitor the MAP-21 rule making process and work with the state DOT and RTTAC members to set targets for the new performance measures. Staff will also provide regular updates to the RTTAC.

REPORT

DATE: October 31, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Matt Gleason, Associate Regional Planner, 213-236-1832, gleason@scag.ca.gov
Philip Law, Acting Manager of Transit & Rail Department, 213-236-1841, law@scag.ca.gov

SUBJECT: SCAG High Speed Rail & Transit Subcommittee

EXECUTIVE SUMMARY:

At the April 5, 2012 Regional Council meeting, the Regional Council (RC) unanimously approved a motion to form various subcommittees as part of the implementation strategy for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The six subcommittees will facilitate information exchange and policy development around their respective emphasis areas, identify regional priorities, and help facilitate the implementation of the 2012-2035 RTP/SCS.

DISCUSSION:

At the April 5, 2012 RC meeting, the RC unanimously approved a motion to form various subcommittees as part of the implementation strategy for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These subcommittees are:

1. Active Transportation
2. Goods Movement
3. High-Speed Rail and Transit
4. Public Health
5. Transportation Finance
6. Sustainability Subcommittee

The six subcommittees will facilitate information exchange and policy development around their respective emphasis areas, identify regional priorities, and help facilitate the implementation of the 2012-2035 RTP/SCS. Purview of the Subcommittees will not be restricted as they may consider other related tasks.

The High Speed Rail & Transit Subcommittee charter and workplan are attached. The Subcommittee is charged with providing leadership and strategic policy formulation for high-speed rail, commuter rail, and transit in the SCAG region; seeking and developing regional consensus on high-speed rail, commuter rail, and transit improvements in the SCAG region. identifying new sources of funding for commuter rail and transit in the SCAG region, and providing staff with direction, guidance and focus in the development of the 2016 RTP/SCS.

Structure and Membership

The HSRT Subcommittee will regularly report to the Transportation Committee (TC) for purposes of providing any related policy recommendations. The Subcommittee will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the TC's Chair and Vice Chair.

REPORT

SCAG Regional Council President Glen Becerra appointed members to the subcommittees at the September 6, 2012 meeting of the Regional Council, and the first High Speed Rail & Transit Subcommittee meeting occurred on October 5, 2012. Subcommittee membership is as follows:

Table 1: High Speed Rail & Transit Subcommittee Membership

| | | |
|--------------------|---------------------------------|--------------------|
| Los Angeles County | Hon. Mike Antonvich, Vice Chair | Los Angeles County |
| | Hon. Frank Quintero | City of Glendale |
| | Hon. Gene Murabito | City of Glendora |
| | Hon. Bruce Barrows, Alternate | City of Cerritos |
| | Hon. Steve Hofbauer, Alternate | City of Palmdale |
| | Hon. Jess Talamantes, Alternate | City of Burbank |
| Orange County | Hon. Leroy Mills | City of Cypress |
| Riverside County | Hon. Karen Spiegel, Chair | City of Corona |
| | Hon. Ron Roberts | City of Temecula |
| Ex-Officio | Nancy Pfeffer | Gateway Cities COG |

At its October 5 2012 meeting, the subcommittee was provided updates on regional rail matters, MAP-21, and Measure J in Los Angeles County. The next meeting of the HSR&T subcommittee will occur at 10:30AM on November 9, 2012, in SCAG’s Policy Room B. Videoconferencing will be available in SCAG’s regional offices.

ATTACHMENTS:

1. High Speed Rail and Transit Subcommittee Charter
2. High Speed Rail and Transit Subcommittee Agenda Outline

HIGH SPEED RAIL &
TRANSIT
SUBCOMMITTEE
CHARTER

High-Speed Rail and Transit (HSR&T) Subcommittee Charter

Background

The High-Speed Rail and Transit (HSR&T) Subcommittee is being formed at the direction of the Regional Council. The adoption of the 2012 RTP/SCS illustrated the complex planning, rapid developments, and need for comprehensive policy formulation and consensus for high-speed rail, commuter rail, and transit projects and initiatives in our region. Further, rail and transit's role in meeting SB 375 GHG reduction goals in an environment of fiscal constraint requires a regular and on-going policy formulation process for the development of the 2016 RTP/SCS.

Purpose

1. To provide leadership and strategic policy formulation for high-speed rail, commuter rail, and transit in the SCAG Region.
2. To seek and develop regional consensus on high-speed rail, commuter rail, and transit improvements in the SCAG Region.
3. To identify new sources of funding for commuter rail and transit in the SCAG Region.
4. To provide staff with direction, guidance and focus in the development of the 2016 RTP/SCS.

Structure

The HSRT Subcommittee will regularly report to the Transportation Committee (TC) for purposes of providing any related policy recommendations. The Subcommittee will also provide a report (written or verbal) to other Policy Committees periodically as necessary. The Subcommittee Chair will be appointed by the SCAG President based upon the recommendations from the TC's Chair and Vice Chair.

Meetings

Meetings of the Subcommittee are subject to the Brown Act. The Subcommittee will meet on a monthly basis if feasible or as needed at SCAG's office in Los Angeles. The Subcommittee members may participate in meetings via teleconference or videoconference, provided SCAG staff receives requests for such participation at least 48 hours prior to a scheduled Subcommittee meeting. A meeting quorum shall be established when there is attendance by a majority of the members of the Subcommittee. All Subcommittee members are expected to attend each meeting, to the extent feasible.

Membership

1. Open to all members of the Policy Committees, including members of the Policy Committees who are not on the Regional Council.
2. The Subcommittee will be comprised of up to one (1) member per county with an alternate per county, preferably from the same county if possible.
3. The respective Chair and Vice-Chair from the residing Policy Committee may serve on the Subcommittee in an ex-officio, non-voting capacity.
4. A representative from the private sector may serve on the Subcommittee in an ex-officio, non-voting capacity.

Duration of the Subcommittee

The Subcommittee will sunset at the end of six (6) months from the date of its commencement which is defined as when the Subcommittee holds its first meeting. Meetings of the Subcommittee shall begin in September 2012.

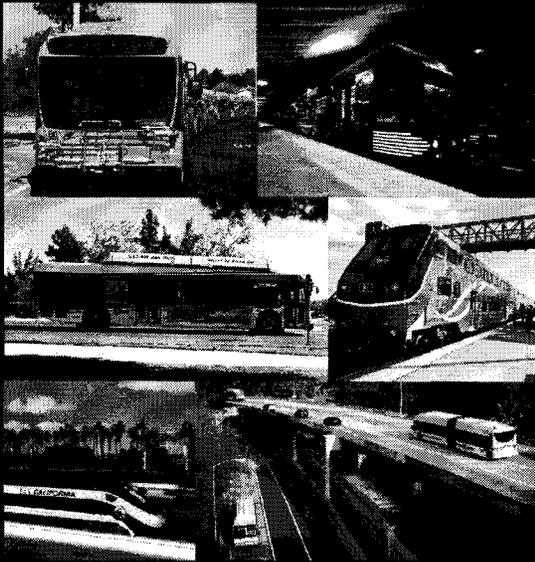
Deliverables

1. Road map for the development of the Passenger rail and Transit Element of the 2016 RTP;
2. Report on how to increase transit/rail trips and attract new riders;
3. Report on transit/rail best practices (in terms of ITS, service delivery, intermodal and interagency coordination, etc.); and
4. Report on broad policy framework related to HSRT for the 2016 RTP.

The Deliverables of the Subcommittee will be presented to the TC and the Regional Council for review and approval. Information regarding the work of the Subcommittee, including the Deliverables, will also be presented to the General Assembly as part of its annual meeting scheduled to occur in May 2013.

Staffing

Stephen Fox, Senior Regional Planner, will serve as the lead staff of the Subcommittee.



HIGH-SPEED RAIL AND TRANSIT (HSRT) SUBCOMMITTEE

Deliverables:

1. Action Plan for implementation of key strategies identified in the 2012-2035 RTP/SCS
2. Reports on transit/rail best practices and broad policy framework related to HSRT for the 2016 RTP/SCS
3. Road Map for the development of the passenger rail and transit element of the 2016 RTP/SCS

Meeting #1

Overview of Work Plan and Update on Rail/Transit Issues

Objective: Review current rail planning efforts, discuss recent and upcoming legislation and implications, and establish subcommittee work plan

- ◆ 2016 RTP/SCS development schedule; work plan for subcommittee and steps to achieve deliverables
- ◆ Regional rail update, including review of RTP blended approach to CA HSR
- ◆ Updates on MAP-21 and Measure R Extension

Action: Approve High-Speed Rail and Transit Subcommittee Work Plan

Potential Presenters: CA HSRA, LOSSAN, Metrolink, Metro, FTA, SCAG

Meeting #2

Southern California High-Speed Rail MOU

Objective: Initiate development of a coordinated regional vision for passenger rail service

- ◆ Southern California High-Speed Rail MOU
 - Presentation of projects and improvements, costs and benefits
 - MOU Working Group: Next Steps
- ◆ SCAG regional rail planning, coordination, and vision

Potential Presenters: county transportation commissions, Metrolink, SCAG

Meeting #3

Public Transit Best Practices and Issue Areas for 2016 RTP/SCS

Objective: Review best practices for public transit and identify key issues and policy areas for further evaluation as part of the development of the 2016 RTP/SCS

- ◆ Regional public transit update and future service plans
- ◆ Increasing transit ridership and attracting new riders
 - Presentation of nation-wide best practices (e.g. first-mile/last-mile, smart cards & e-tickets, inter-modal and inter-agency coordination)
 - Draft strategies and recommendations for further evaluation

Potential Presenters: SCAG, county transportation commissions, transit operators

Meeting #4

Transit-Oriented Development

Objective: Understand opportunities and constraints, and identify key strategies, for successful Transit Oriented Development (TOD) in a post redevelopment environment

- ◆ TOD / land use nexus
- ◆ Economic development and job creation
- ◆ Rail and transit planning at the city level in the post CRA environment

Potential Presenters: Roger Moliere/Metro and other county transportation commissions, cities, Center for Transit-Oriented Development, Cecilia Estolano/ELP

Meeting

Revenue Subcommittee Meeting

~~Meeting~~

~~Objective: Understand opportunities and constraints, and identify key strategies, for successful Transit Oriented Development (TOD) in a post redevelopment environment~~

- ◆ Trends, emerging tools, and opportunities for funding modal initiatives
- ◆ Funding high-speed rail
- ◆ Update on Express Travel Choices Study and emerging regional congestion pricing strategies

Potential Presenters: APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

Meeting #6

Wrap Up and 2016 RTP/SCS HSRT Framework

Objective: Identify key issues and policy areas for integration into the passenger rail and transit elements of the 2016 RTP/SCS

- ◆ Presentation of draft subcommittee deliverables
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

Action: Approve framework for development of passenger rail and transit elements of the 2016 RTP/SCS

Potential Presenters: SCAG

REPORT

DATE: October 31, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Naresh Amatya, Manager of Transportation Planning, 213-236-1885, amatya@scag.ca.gov
Ryan Kuo, Senior Regional Planner, 213-236-1813, kuo@scag.ca.gov
Margaret Lin, Associate Regional Planner, 213-236-1866, lin@scag.ca.gov

SUBJECT: Anticipated Amendment #1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE SUMMARY:

At its April 4, 2012 meeting, the Regional Council (RC) adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee (TC). In response to requests from several county transportation commissions (CTCs) to amend the 2012-2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule, staff anticipates beginning the process to amend the 2012-2035 RTP/SCS in mid-November 2012. Based on the time needed to conduct the transportation conformity analysis, including the air quality conformity and fiscal constraint analysis, and public outreach as required by federal law, and depending on the scope and complexity of the amendment, staff anticipates that Amendment #1 would be presented to the RC for adoption no later than June 2013. This report outlines the process and key milestones associated with Amendment #1.

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:

At its April 4, 2012 meeting, the RC adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee TC. On June 4, 2012, the 2012-2035 RTP/SCS was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and by the US Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) for compliance with the Clean Air Act (transportation conformity). Since that time, staff has received requests from several CTCs to amend the 2012-2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

In response to those requests, staff anticipates beginning the process to amend the 2012-2035 RTP/SCS in mid-November 2012. The below contains an outline of key milestones and corresponding activities associated with Amendment #1 so as to meet all federal requirements, as well as an anticipated schedule that is subject to change based on various factors, including the quantity and types of project amendment requests received, as well as any other unforeseen complications that may arise during the amendment development process.

- November 2012: Staff solicits RTP/SCS project amendment requests from all six (6) CTCs.

REPORT

- December 2012: CTCs submit project amendment requests, and staff begins the technical work to prepare the draft Amendment #1 document.
- March/April 2013: The TC considers releasing the draft RTP/SCS Amendment #1 for public review and comment.
- May/June 2013: The TC considers recommending that the RC approve the RTP/SCS Amendment #1. The RC considers approving Amendment #1 and directing staff to submit the document to the federal reviewing agencies for conformity determination.

An addendum to the Program Environmental Impact Report (PEIR) associated with the 2012-2035 RTP/SCS will be prepared in compliance with the requirements of the California Environmental Quality Act (CEQA).

After approval by the federal agencies, the RTP/SCS Amendment #1 would allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

REPORT

DATE: October 31, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Matt Gleason, Associate Regional Planner, 213-236-1832, gleason@scag.ca.gov

SUBJECT: Transit Network Update

Executive Summary:

SCAG employs a Travel Demand Model to forecast travel growth in plans and programs. Output from this is crucial to the planning process, and to establishing compliance with state and federal mandates. As part of the development process for the 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), staff is seeking to update the transit network component of the travel demand model. Staff will provide an update on the process for updating the network.

Background:

As a federally designated Metropolitan Planning Organization, SCAG is mandated to produce and maintain two major planning documents: the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). These RTP, FTIP, and various transportation and land use planning studies rely heavily on SCAG's Travel Demand Model for predicting the impact of travel growth and evaluating potential transportation improvements, at both the corridor and system levels. Output from SCAG's travel demand model is crucial to establishing transportation conformity with the State Implementation Plans (SIP) to reach attainment of the National Ambient Air Quality Standards (NAAQS) per the 1990 amendments to the Clean Air Act, compliance with regional greenhouse gas emissions reductions targets per SB 375's Sustainable Communities Strategy mandates, and for conducting performance measurement of plans, programs, and proposed projects.

SCAG's Travel Demand Model comprises a large number of data files in order to represent the many facets of the transportation environment, consisting of several series of geographically indexed data, grouped into Traffic Analysis Zones (TAZs). These data include existing and forecast socioeconomic data, including population, employment, income, roadway and transit networks, and transportation costs. In addition, highway and transit networks are constructed in the model for a base year and for any year where travel demand will be forecasted. These data are then processed through a four step process:

- **Trip Generation:** the number of trips a TAZ will generate is forecasted,
- **Trip Distribution:** the number it will attract is forecasted,
- **Mode Choice:** the modes chosen for those trips are forecasted
- **Route Assignment:** the routes those trips will use are assigned.

SCAG updates this network to reflect the base year in every planning cycle. The update of the transit network is a long process involving outreach to nearly 70 providers of public transportation services throughout the SCAG region. The model requires updated route, headway, and fare information for every RTP planning cycle.

REPORT

Discussion:

The baseyear for the 2012 RTP/SCS was 2008, before the financial collapse and recession of 2008-2009. Staff's previous efforts to address the impacts of the recession on fares, services levels and other operations variables have all occurred at the system level. The 2016 RTP/SCS 2012 baseyear transit network will be the first opportunity to capture data regarding the impacts of the recession at the route level, which is necessary to effectively model the transit network.

As the Recession Analysis presented to the RTTAC at its February 2, 2011 meeting indicated, service cuts throughout the region have been severe. Half of the operators surveyed in that effort had cut service, and four of those had cut over 10% of their service hours. Further, 63% of operators surveyed reported ridership losses, with four suffering more than 15% decreases. Most of the operators surveyed raised fares between FY08 and FY11. Due to the extent of these service cuts, updating the network will require additional care and effort.

Staff also believes that this work effort should be more consistent, leading to the creation of "shakeup database", where routes, headways, and fares can be updated annually. As such, staff have begun verifying routes and fares among the smaller operating agencies throughout the region, using information posted on those agencies' websites.

Procedurally, this work effort will involve:

- a) Obtaining fare information from operating agencies websites
- b) Checking 2008 base year network against posted current year operator route and schedule information
- c) Creating network change database
- b) Creating map files of findings for review by appropriate operating agency staff
- d) Working with modeling department to make changes to the transit network in TransCAD format

Staff have completed work on step a, and have made significant process on steps b and c.

Regional Transit Network Update

Regional Transit TAC

Southern California Association of Governments

October 31, 2012

Matt Gleason



Background

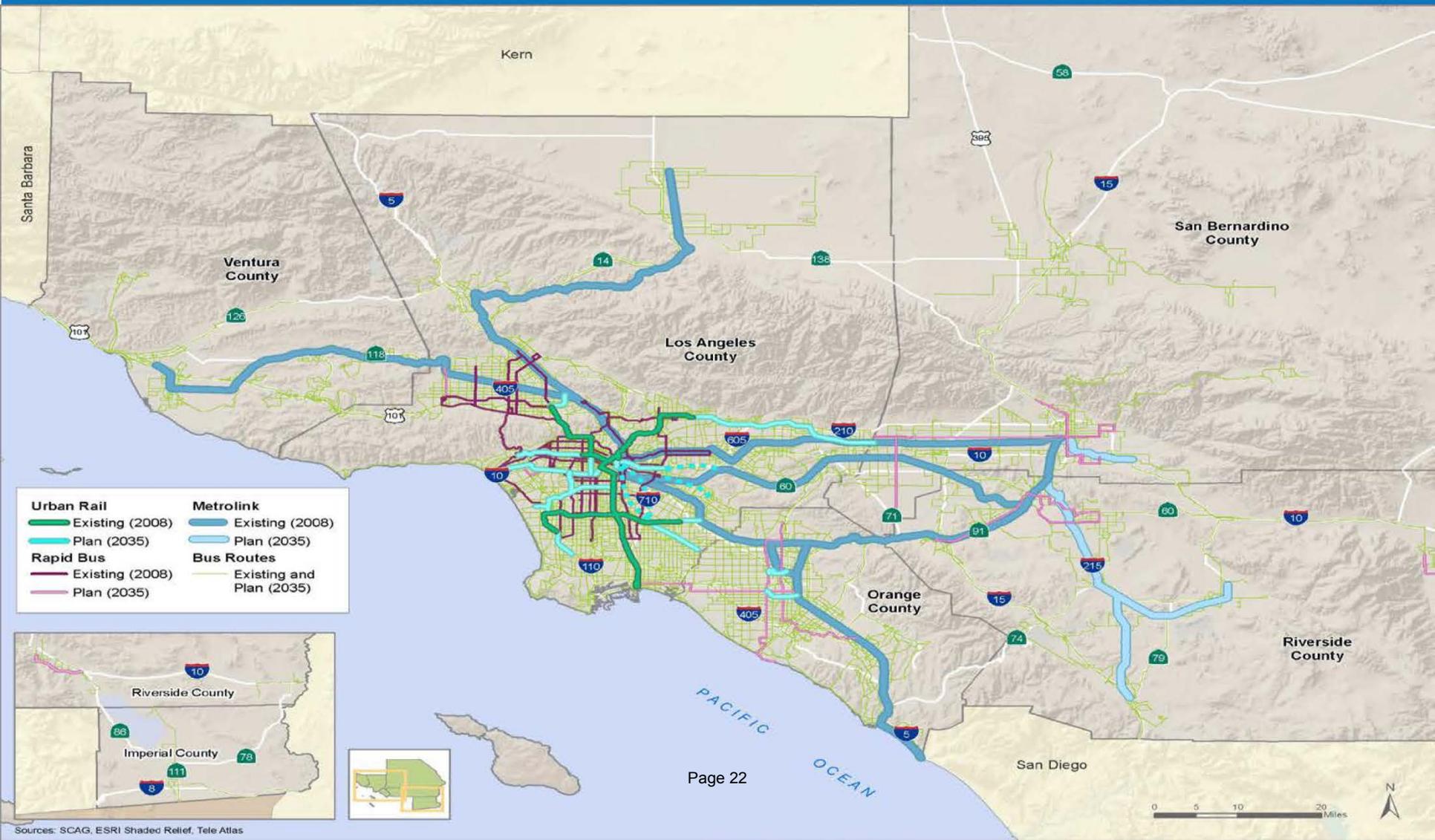
- SCAG Employs Travel Demand Models to
 - Predict impacts of travel growth
 - Establish conformity with the CA SIP for various Criteria Pollutants
 - Test GHG Emissions Reductions for SB375
 - Measure RTP plan performance
 - Assist in various corridor and system level studies

Model Networks

- SCAG Modeling staff maintain various iterations of transit network files in the Travel Demand Model
 - 4 Step Model
 - 7 Transit Sub-modes
 - Fixed Route only
- The 2012 RTP/SCS included the following networks:
 - 2008 Base year
 - 2035 Baseline and Plan
 - Intermediate networks used for SB375 and conformity analysis

2012 RTP/SCS

2035 Plan Regional Transit Network

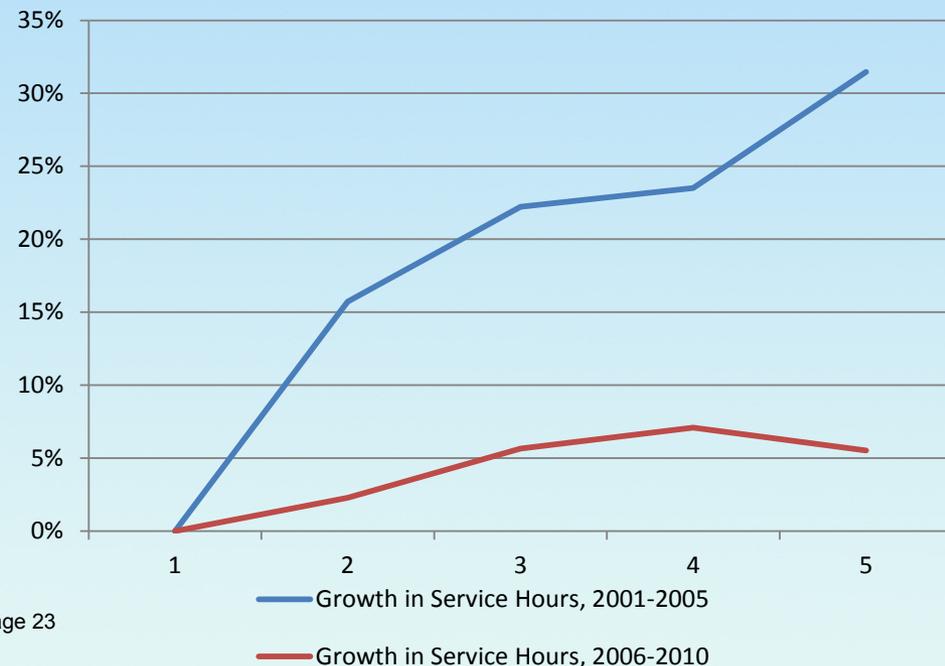


Service cuts, 2008-2012

Staff presented analysis of the impacts of the Recession at the Winter 2011 RTTAC meeting

- FY07-FY10: 21% Drop in LTF
- FY08-FY11: \$759 Million reduction in STA
- Half of operators made drastic cuts
 - 2% to 20%; four >10%
 - Despite service expansions in some areas, overall VRH relatively flat
- 14/22 Operators saw loss in UPTs
 - 2% to 27%
 - four > 15%
- Almost all operators surveyed raised fares

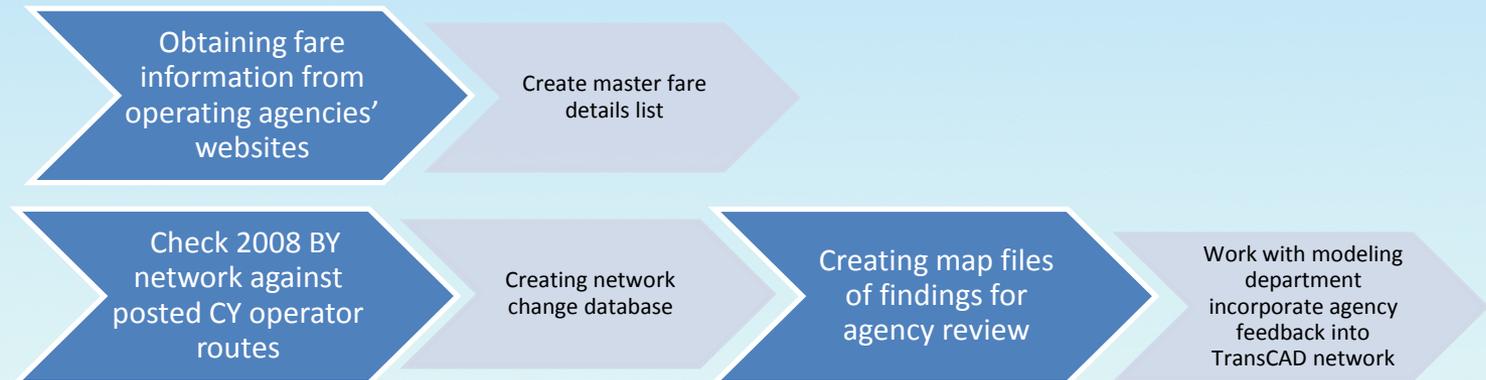
Growth in Service Hours, 2001-2005 and 2006-2010, NTD 2010



2016 RTP/SCS

2012 is the likely base year for the 2016 RTP/SCS

- Staff have begun collecting data to build the 2012 base year network and fare information
- Including review of posted routes and fares
- Work effort listed below



Next Steps

- New shapefiles and maps related to small operator networks
- Confer with small operators regarding networks
- Pursue strategies to incorporate large operators network changes



Questions?



For more information, please contact:

Matt Gleason – gleason@scag.ca.gov

(213)-236-1832

www.scag.ca.gov/transit/



REPORT

DATE: October 31, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Matt Gleason, Associate Regional Planner, 213-236-1832, gleason@scag.ca.gov

SUBJECT: Regional Transit System Performance Report

EXECUTIVE SUMMARY:

SCAG typically analyzes available performance data to establish existing conditions as part of the Regional Transportation Plan production process. Staff are seeking to establish an annual effort to provide a yearly review of system performance, and to establish data collection procedures to assist in increased performance monitoring as mandated by MAP-21.

BACKGROUND:

Since the 1990s, MPOs have been advised by the federal government to consider the performance of their long range planning documents. Beginning in 1998, SCAG has incorporated performance based planning into its Regional Transportation Plans, and has encouraged performance based planning throughout the region. SCAG has a relatively long history of using performance measurement in developing the RTP, going back to the 1998 RTP. For the 2004 RTP, SCAG developed a set of measurable goals and outcomes that included the principal of sustainability, which is not limited only to the environment and the transportation-land use connection, but also has important implications on how the region meets its critical system preservation needs.

Beginning with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU), MPOs have been also been called upon to incorporate Maintenance and Operations strategies into both the Metropolitan Transportation Plans (MTPs) and the Congestion Management Plans (CMP) produced by Congestion Management Agencies. Moving Ahead for Progress in the 21st Century (MAP-21) the omnibus transportation authorization passed in June 2012, continues to reinforce the importance of performance based planning in the MTP process, while also reinforcing the importance of maintain a state of good repair for transportation infrastructure and assets.

MAP-21 amends 23 U.S.C 150(c) to require MPOs to work in collaboration with transit agencies and state DOTs to establish performance measures consistent with performance targets related to transit asset management and transit safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).

REPORT

MAP-21 also mandates MTPs must employ performance based planning, that MTPs must include a System Performance Report, and that Transportation Improvement Programs must include “a description of the anticipated progress brought about by implementing the TIP towards achieving the performance targets. MAP-21 mandates the Secretary of Transportation to issue final rules for the establishment of performance targets for transit at the state and MPO levels, following which, states shall have three months to establish targets, and MPOs shall follow in enacting their own targets within 180 days (49 U.S.C. 5326(c)(1)). This rulemaking process will impact the production of the 2016 RTP/SCS. Staff expect that the formal adoption of these rules by the Regional Council will occur by June 2015, when the technical work to produce the 2016 RTP/SCS will be well underway.

The Secretary is required to promulgate two types of rules for transit: Transit State of Good Repair Standards, and Transit Safety standards. However, in addition to incorporating these new measures and targets, producing a System Performance Report, and addressing performance progress through the FTIP, SCAG will continue to perform the kind of performance based planning it has practiced since the 1998 RTP.

DISCUSSION

As an incremental step towards a) producing of a System Performance Report for the 2016 RTP/SCS, b) to incorporate an annual review of system performance geared towards planning for operations and maintenance into SCAG’s transit modal planning practices, staff recommends the production of an annual Regional Transit System Performance Report. This report, similar to MTC’s *Statistical Summary of Bay Area Transit Operators*, would provide an annual format for measuring system performance, through the analysis of data reported by transit operators to the National Transit Database and the Office of the State Controller.

Staff have conducted a review of planning documents, reports, and resources to assess what types of performance measures should be analyzed on an annual basis, what modes should be analyzed, and which transit properties should be included in the analysis.

Given this review, staff proposes to produce an examination of current system performance along the following tiers, similar to the tiering structures in the 2001 and 2004 RTPS:

1. Rapid Transit (heavy rail, light rail, commuter rail, bus rapid transit operations)
2. Regional / Subregional (larger operations of motor bus service – including operations across jurisdictional boundaries by agencies receiving FTA 5307 funds)
3. Local (local and circulator motor bus service operations)
4. Specialized Operators (demand response and rural transit operations)

REPORT

Operations within tier one and tier two are proposed to be the focus of the 2012-2013 system performance work effort, due to availability of data sources, including the national Transit Database and the Office of the State Controller’s Transit Operators and Non-Transit Claimants Annual Report. In future years, strategies for analyzing tier three and tier four operations will be pursued.

Staff intend that the initial iteration of the report will focus on a series of cost efficiency, cost effectiveness, service delivery, mobility, maintenance and productivity measures, similar to MTC’s *MTC Statistical Summary of Bay Area Transit Operators*. The data would be analyzed at the mode and agency level, in contrast to the RTP analyses where data was presented at the regional level. Staff believes that disaggregated analysis at the agency level can provide a benchmarking resource for transit properties in the SCAG region. Wherever feasible, a timeseries including 1991, 2001, and 2011 data will be analyzed to establish trends.

Proposed Measures

| Performance Concept | Performance Measure |
|----------------------------------------|-----------------------------------------|
| Cost Efficiency | Operating cost per revenue vehicle hour |
| | Farebox Recovery |
| Cost Effectiveness | Operating cost per passenger trip |
| | Operating cost per passenger trip |
| Service Effectiveness/ Productivity | Passengers per vehicle revenue hour |
| | Passengers per vehicle revenue mile |
| Maintenance | Fleet Average Vehicle Age |
| Mobility/Travel Time | Average Vehicle Speed |

System Performance Report

Regional Transit TAC

Southern California Association of Governments

October 31, 2012

Matt Gleason



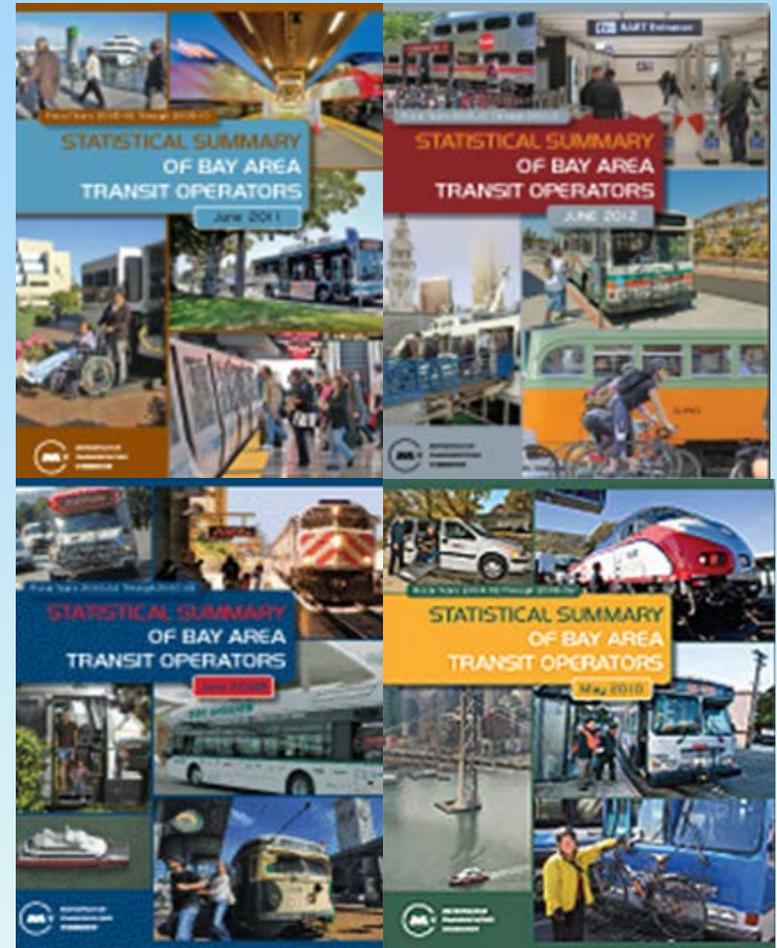
Background

- SCAG has Employed Performance Measures since 1998
 - Typically, existing system performance is measured every 4 years in the RTP
 - MAP-21 includes provisions that may move towards more frequent performance measurement, especially regarding the FTIP
 - FTA and FHWA are advising MPOs to incorporate more operational considerations in planning processes and documents

MTC

Statistical Summary of Bay Area Transit Operators

- Since 2000, MTC has put out a review of system performance at the larger bay area operators
- MTC uses the following measures:
 - Operating Expenses/Revenue Hours
 - Operating Expenses/Passenger Trips
 - Passenger Trips/Revenue Hours
 - Passenger Trips/Revenue Miles
 - Revenue Hours/Employee
 - Farebox Recovery
- Typically data are tracked in a 4-5 year timeseries
- Data sources are NTD, State Controller, operator questionnaires



SCAG System Performance

- SCAG region is much more complex environment
 - Nearly 70 providers of some sort of fixed route service
 - Almost 100 transit providers
 - Historically have focused on slightly different measures
 - Operators report data to NTD in a variety of manners

National Transit Database

Operators Reporting Individually

These operators report to NTD individually.

- Provide higher levels of service
- Frequently cross jurisdictional boundaries
- Receive FTA 5307 Funds
- Mix of modes
 - Fixed Route
 - Demand Response
 - Rail

| Imperial County | Imperial Valley Transit | | | | |
|-----------------------|--------------------------------|----------------------------------|--------------------------------|-----------------------------|-------------------------|
| Los Angeles County | Access Services | Arcadia Transit | AVTA | Beach Cities Transit | Commerce MBL |
| | Culver City MBL | Foothill Transit | Gardena MBL | LADOT | La Mirada Transit |
| | Long Beach Transit | LTSS Operators Line item | Metro | Metrolink | Montebello Bus Lines |
| | Norwalk Transit System | Redondo Beach Dial-A-Ride | Santa Clarita Transit | Santa Monica's Big Blue Bus | Torrance Transit System |
| Orange County | Anaheim Transportation Network | | Laguna Beach Municipal Transit | OCTA | |
| Riverside County | Corona | Riverside Special Transportation | | RTA | SunLine Transit Agency |
| San Bernardino County | Omnitrans | Victor Valley Transit Authority | | | |
| Ventura County | Camarillo Area Transit | Gold Coast Transit | Simi Valley Transit | Thousand Oaks Transit | VISTA |

National Transit Database

LA County Local Transit Systems Subcommittee

The Los Angeles County local transit operators who participate in LTSS report to NTD as a single operator line item.

- These operators primarily provide local fixed route service
- Rarely cross jurisdictional lines
- Carry relatively fewer trips
- Report in the urban format

| | | |
|----------------|-----------------|-----------------------|
| Agoura Hills | Downey | LACDPW South Whittier |
| Alhambra | Duarte | LACDPW Whittier |
| Artesia | El Monte | LACDPW Willowbrook |
| Avalon | Glendale | Palos Verdes |
| Azusa | Glendora | Pasadena |
| Baldwin Park | Huntington Park | Pico Rivera |
| Bell Gardens | Inglewood | PVTA |
| Beverly Hills | Lynwood | Santa Fe Springs |
| Burbank | Malibu | South Gate |
| Carson Circuit | Manhattan Beach | South Pasadena |
| Carson Shuttle | Maywood | West Covina |
| Cerritos | Monrovia | West Hollywood |
| Compton | Monterey Park | WH Coordinated |
| Covina | LACDPW ELA | Whittier |
| Cudahy | LACDPW E LA Sol | |

National Transit Database

Rural Transit Operators

These operators report to the NTD's rural transit operator database

- Report different data, to different section of database
- Offer rural services,
 - Some agencies operate inter-jurisdictionally over long distance and often
 - Some agencies are local circulators in smaller rural population centers
- Often receive FTA 5311 funds

| | |
|---------|--------------------------------------|
| Barstow | Needles (Palo Verde Valley Transit) |
| MARTA | Ojai Trolley |
| MBTA | Reservation Transportation Authority |



Recent Transit Performance Measurement Efforts

- KPI Exercise
 - Presented to RTTAC Winter 2011
 - Fed into RTP performance measurement
 - Aggregated at modal level
 - Focused on ridership, service delivery, and mobility
- Peer Regions Performance Benchmarking Exercise
 - Presented to RTTAC Spring and Summer 2011
 - Data aggregated by tier for comparison to other large Metropolitan Regions
 - Focused on productivity and costs

Data available from NTD Urban Database

| | | | |
|-------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Fare Funds | Gas Taxes | Vehicle Maintenance Expenses (OPEXP_VM) | Income Taxes |
| Federal Operating Funds | Other dedicated Taxes | Non-Vehicle Maintenance Expenses (OPEXP_NVM) | Sales Taxes |
| State Operating Funds | Other Funds - includes bridge, tunnel, highway tolls, general revenue funds, and other funds | General Administration (OPEXP_GA) | Property Taxes |
| Local Operating Funds | Total Operating Expenses Categories (OPEXP TOTAL) | Fares Earned (Fares) | Passenger Miles Traveled (PMT) |
| Other Operating Funds | Vehicles Operated in Maximum Service (VOMS) | Rolling Stock (R. Stock) | Total Operating Expenses by Mode and Type of Service Combined (OPEXP TOTAL) |
| Federal Capital Funds | Vehicle Revenue Miles (VRM) | Facilities (Break Down into 3 Subcategories: Guideway, Passenger Stations, Administrative Buildings) | Vehicle Operations Expenses (OPEXP_VO) |
| State Capital Funds | Vehicle Revenue Hours (VRH) | Active Fleet | Average Seating Capacity |
| Local Capital Funds | Directional Revenue Miles (DRM) | ADA Fleet | Average Standing Capacity |
| Other Capital Funds | Unlinked Passenger Trips (UPT) | Average Fleet Age (AFA) | |

Proposed Measures

- Staff recommend the following measures be used in the report
- Mix of cost efficiency/effectiveness, productivity, and speed/mobility
- Maintenance added

| Performance Concept | Performance Measure |
|----------------------------------------|-------------------------------|
| Cost Efficiency | Operating Cost/Revenue Hour |
| | Farebox Recovery |
| Cost Effectiveness | Operating Cost/Passenger Trip |
| | Operating Cost/Passenger Mile |
| Service Effectiveness/ Productivity | Passengers/Revenue Hour |
| | Passengers/Revenue Mile |
| Maintenance | Fleet Average Vehicle Age |
| Mobility/Travel Time | Average Vehicle Speed |

Tiering and Modes



Staff are proposing to use the following tiering system:

- Rapid Transit (heavy rail, light rail, commuter rail, bus rapid transit operations)
- Regional / Subregional (larger operations of motor bus – including operations across jurisdictional boundaries by agencies receiving FTA 5307 funds)
- Local (local and circulator motor bus operations)
- Specialized Operators (demand response and rural transit operations)

Next Steps

- FY 11 Data available in November

- HSR&T Item 12/21
- Process data
- Return To RTTAC 1/31
- Create operator profiles
- Draft document by March
- Final Document released by April



Questions?



For more information, please contact:

Matt Gleason – gleason@scag.ca.gov

(213)-236-1832

www.scag.ca.gov/transit/



MEMO

DATE: October 31, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

SUBJECT: Regional Rail Update

BACKGROUND

This memo updates subcommittee members on regional rail matters, including the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency, the Southern California Memorandum of Understanding (MOU), the California High-Speed Train (CHST) project, Metrolink, Amtrak and XpressWest.

DISCUSSION

LOSSAN Locally-Controlled Joint Powers Authority (JPA)

On August 31, 2012, the state Assembly and Senate approved SB 1225, allowing for local control of the Amtrak Pacific Surfliner service. The governor signed the bill on September 28, 2012. Work is now underway by the LOSSAN Board and staff in developing the new JPA's by-laws and governing structure. An interagency transfer agreement between Caltrans Division of Rail (DOR) and the new JPA will be executed by June 2015, if not sooner.

Amtrak's Pacific Surfliner is the designated intercity passenger rail service in the corridor, and Caltrans DOR has provided administration and management of the Surfliner for years. Both Amtrak and the DOR currently provide operating subsidies for the Pacific Surfliner. Other rail operations in the corridor include North County Transit District's (NCTD) Coaster, Metrolink, and freight service by Union Pacific and Burlington Northern Santa Fe. The purpose of a new, locally-controlled JPA is to enhance LOSSAN's ability to implement speed, service and marketing improvements, especially in light of upcoming changes to federal operating subsidies per Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the Southern California MOU improvements. The LOSSAN Rail Corridor Agency will have direct control of Amtrak operations, similar to Northern California's Capital Corridor JPA for Amtrak's Capital Corridor Service that was formed in the early 1990's. The new JPA will focus only on the state-supported intercity rail service and not on modifications to Metrolink or NCTD Coaster governance structures.

The benefits of local management of passenger rail service in the LOSSAN corridor include:

- More efficient resource allocation related to service expansion, frequencies, and schedules;
- A unified voice at the state and federal level when advocating on passenger rail issues, including funding for capital improvements;
- Consolidated services such as fares, ticketing, marketing, and passenger information systems;
- Coordinated capital improvement prioritization; and,
- More focused oversight of on-time performance, schedule integration, mechanical issues, and customer service.

MEMO

The new statute guarantees that the current level of service and funding support will continue until 2018. AB 1779, a companion bill that allows for local control of Amtrak's San Joaquin service in the Central Valley, also passed.

Southern California Memorandum of Understanding (MOU)

The Southern California MOU was executed by the participating agencies in June and the project list was submitted to the California High-Speed Rail Authority (CHSRA). The top project for each of the five participating counties will be funded first, and then projects will be funded based on their ranking according to the performance criteria decided on by the MOU Working Group. The state approved \$500 million in Prop 1A bond funds to be sold for the MOU in the FY13 budget. The MOU Working Group continues to meet regularly, and is now concentrating on acquiring local match funding to satisfy Prop 1A's 50% match requirement.

California High-Speed Train (CA HST) Project

Following an extensive international search, the CHSRA Board of Directors announced the hiring of Jeff Morales as the Authority's new Chief Executive Officer (CEO) this summer. Mr. Morales is a former director of Caltrans and has extensive experience in large and complex transportation issues and projects on the local, state, federal and international levels. More recently, the CHSRA announced that Michelle Boehm has been selected as the new Southern California Regional Director. Ms. Boehm has a wealth of experience in transportation planning, project development and community outreach.

The Authority recently received a federal record of decision (ROD) for the environmental study of the Merced to Fresno section in the San Joaquin Valley. This will be the first segment to start construction which will begin next year. In August, the Authority released a revised draft EIR/EIS for the Fresno to Bakersfield section with a long public comment period of 90 days that ended on October 19, 2012.

Work has begun on the supplemental alternatives analysis stage of the Los Angeles to San Diego via the Inland Empire segment of the project. This stage will further refine the preliminary alternatives analysis stage that was completed in the spring of 2011. The timeline for this phase of the study has been significantly pushed back.

Metrolink

Metrolink implemented a number of service enhancements this summer and also raised fares to address rising operational costs. Enhancements include adding one round-trip from Riverside to Laguna Niguel on the Inland Empire-Orange County line, adding an additional train between Laguna Niguel and Fullerton on the Orange County Line, and adding four weekend round-trip trains on the Orange County Line between Los Angeles Union Station and Oceanside. This allows riders from across Southern California to take advantage of the \$10 weekend pass to visit destinations in Orange County such as Disneyland and the beach areas. Fares increased an average of 7% system-wide on July 1, 2012. Metrolink ridership for July 2011 thru June 2012 was 12 million boardings, and revenues were \$80 million. Although revenues were up 5% from the prior year, they were \$1.8 million (2%) less than budgeted for FY 2011-12. This reduced revenue to budget may be related to several factors including fare enforcement issues along selected lines, especially the Antelope Valley and San Bernardino lines. Metrolink staff is participating in a board level ad-hoc task force which is working on strategies to improve fare revenue collection.

MEMO

Metrolink's development of the Positive Train Control (PTC) collision avoidance system is moving forward. There have been challenges in obtaining some equipment and radio spectrum but solutions have been developed to address these issues. Testing is continuing on rolling stock. Metrolink's PTC system is scheduled for revenue service in Sept. 2013, well ahead of the federal December 2015 mandate.

Amtrak

California State Rail Plan – Caltrans DOR prepares the California State Rail Plan every two years. This document reviews the current operations of the three state-supported intercity passenger rail services (Pacific Surfliner, San Joaquin and Capital Corridor) and outlines ten-year plans for operations, marketing, capital improvements, service expansions and new services, such as daily passenger rail service from Los Angeles to the Coachella Valley. The plan also examines freight operations, including policy issues, international trade growth, and intermodal operations. The 2013 plan is currently in development and is scheduled for completion in June 2013.

Northeast Corridor Visioning – Amtrak's Northeast Corridor (NEC) runs 457 miles between Washington D.C. and Boston, MA and serves Amtrak, commuter and freight trains. Most of this line is owned by Amtrak, with Metro-North, Connecticut DOT and the Massachusetts Bay Transportation Authority (MBTA) owning parts of the northern section. This corridor includes five major metropolitan area transportation hubs: Boston, New York City, Philadelphia, Baltimore and Washington D.C. This corridor carries over 2,000 daily trains comprised of Amtrak, eight commuter rail systems and freight railroads. Service reliability and on-time performance are issues as some sections of this corridor are operating at 100% capacity.

This summer Amtrak released a report entitled: "The Amtrak Vision for the Northeast Corridor: 2012 Update Report." This report describes the current level of conceptual development and planning for the future of the NEC rail network. It describes the current development and planning efforts for the NEC rail network and details actions taken by Amtrak and other stakeholders since the last major NEC planning reports released in 2010. It also highlights key findings of a recently completed NEC business and financial plan. The main goal of the NEC planning effort is to operate more trains at higher speeds.

In tandem with developments in our region, the report discusses a phased implementation strategy for the NEC. Due to the length and complexity of the corridor, as with our CA HST project, Amtrak has developed a phasing plan called the "Stair-Step" approach that shows how various improvements and projects can be delivered in useful increments over time that have independent utility for both Amtrak and the commuter rail operators along the corridor. This is similar to our CA HST's new blended/bookend approach.

Coast Daylight – The Coast Daylight is a proposed passenger rail service operating between Los Angeles and San Francisco. It would operate one round trip per day, but unlike the Coast Starlight which serves Oakland and Emeryville and not San Francisco, this route would travel up the San Francisco peninsula from San Jose and serve Santa Clara, Palo Alto, Millbrae and downtown San Francisco.

MEMO

A coalition of coastal counties has been working together to implement the Coast Daylight, and the Coast Rail Coordinating Council (CRCC) formed for this effort has been meeting on a quarterly basis. The LOSSAN Board, as well as over 20 agencies along the corridor, have passed resolutions of support for the Coast Daylight service. The significant challenges for this potential new service include funding for operations and rolling stock, and negotiations with the Union Pacific Railroad for operating rights.

Ridership - Although ridership in the LOSSAN corridor as a whole is strong, ridership on the Pacific Surfliner continues to be consistently down compared to last year. It is down year over year for nine of the last ten months, including 5% in July 2012. Some of the ridership loss is attributable to extensive track work and its corresponding service disruptions, elimination of off-peak fares and a significant drop in Rail2Rail passengers. During the same time frame, ridership on Metrolink, Coaster and the other Amtrak services in California and nationwide is consistently up compared to the prior year.

XpressWest

A couple of developments have happened with XpressWest, formerly DesertXpress. This summer the company renamed itself to “XpressWest” to more accurately reflect its role as the first leg of a larger western U.S. high-speed passenger rail network. Also, XpressWest and Metro have signed letters of commitment to work together to define what would be necessary to deliver high-speed rail service between Los Angeles and Las Vegas through the High Desert Corridor between Victorville and Palmdale to connect with existing rail service. Rail service within the High Desert Corridor is one of the alternatives in the environmental analysis. On the financing front, XpressWest’s FRA loan application is still pending a decision.

NEXT STEPS

Staff will continue monitoring regional rail developments and update the Regional Transit TAC on a regular basis.



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Rail Update

Regional Transit Technical Advisory Committee

Steve Fox

October 31, 2012

Senior Regional Planner

Regional Rail Update

- LOSSAN Corridor Locally-Controlled JPA
- Southern California High-Speed Rail MOU
- CA HST
- Metrolink
- Amtrak
- XpressWest

LOSSAN Locally-Controlled JPA

- Goal to improve speed, service, and marketing
- Governor signed bill on Saturday, Sept. 29
- AB 1779 San Joaquin Service Companion Bill
- LOSSAN Board developing by-laws and JPA language
- LOSSAN member agency boards must approve
- RFP for new managing agency out in January
- JPA formation by June 2015
- Current service levels guaranteed to 2018

Southern California HSR MOU

- MOU between So. Cal. agencies and CHSRA to use HSR funds on existing passenger rail service
- Resulting from 2012 RTP/SCS and new CHSRA business plan
- \$1 billion in local funding
- Project list finalized
- Each county's top project funded first
- State's FY 13 budget allocates \$500 million
- MOU Working group working on match funding

CA High-Speed Train

- Initial Construction Segment bonds authorized by State – yet to be sold
- Construction will begin next year
- Merced to Fresno segment received ROD
- Phase Two outreach under way and work will begin on Supplemental AA
- New Southern California Regional Director, Michelle Boehm

CA High-Speed Train

- “Initial Construction Segment” (ICS) north of Bakersfield to north of Fresno (130 miles)
- Amtrak San Joaquin service to first operate on this new infrastructure up to 125 mph in 2018
- Next segment is South: Bakersfield to Palmdale (also north to Merced) – “Initial Operating Segment” (IOS)
- First true high-speed operation with speeds up to 220 mph by 2021 to Palmdale
- Next segments to San Fernando Valley, San Jose and L.A. Union Station – “Phase 1 Blended”
- L.A. to Anaheim with full build-out of Phase 1

CA High-Speed Train



Metrolink

- New round trip on IEOC Line
- New train between Laguna Niguel and Fullerton
- 4 new weekend roundtrips on O.C. Line
- July 1 fare increase - average 7% system-wide
- Ridership up 7% FY12 to FY11
- Free L.A. FlyAway for monthly pass holders
- New Bike Cars

Metrolink

- Antelope Valley Line Study completed last spring
- San Bernardino Line Strategic Study to begin
- Perris Valley Line EIR completed
- PTC will be completed in Sept 2013, well ahead of Dec. 2015 federal mandate
- Bob Hope Airport Intermodal Transit Center and new Hollywood Way Rail station

Amtrak

- CA State Rail Plan to be finalized in June 2013
- Includes Coachella Valley Daily Service element
- Amtrak NEC Corridor Vision Update
 - Multi-Agency stakeholder and phased approach
- Pacific Surfliner ridership down this year due to several factors – 5% July over July

Amtrak

- Coast Daylight
 - Daily round trip between L.A. and S.F.
 - Provides peninsula service unlike Coast Starlight
 - Challenges include funding and negotiations for operating rights with Union Pacific
- Michigan 110 mph service
- Chicago to St. Louis under construction

XpressWest

- Formerly DesertXpress
- FRA loan application pending
- High-Desert Corridor includes rail alignment and study
- XpressWest Phase 2 to Palmdale

For more information
please contact

Steve Fox
Senior Regional Planner
fox@scag.ca.gov



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
www.scag.ca.gov