

SOUTHERN CALIFORNIA



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Alan Wapner, San Bernardino
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MEETING OF THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

**Wednesday, October 29, 2014
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
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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.

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REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA October 29, 2014

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 July 30, 2014 Regional Transit TAC Meeting 5 3

TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA October 29, 2014

4.0 INFORMATION ITEMS

| | | | |
|-----|---|----|----|
| 4.1 | <u>Metrolink Strategic Plan</u> <i>(Roderick Diaz, Metrolink)</i> | 20 | 7 |
| 4.2 | <u>Long Beach Transit's Regional Transit Center Feasibility Analysis</u> <i>(Shirley Hsiao, Long Beach Transit)</i> | 20 | 25 |
| 4.3 | <u>Metro's Draft Complete Streets Policy</u> <i>(Tham Nguyen, Metro)</i> | 20 | 35 |
| 4.4 | <u>Draft FY 2011-12 Transit System Performance Report, Response to Comments</u> <i>(Matt Gleason, SCAG Staff)</i> | 20 | 47 |
| 4.5 | <u>2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) High-Quality Transit Corridor (HQTC) and Major Transit Stop Methodology</u> <i>(Steve Fox, SCAG Staff)</i> | 20 | 62 |

5.0 STAFF UPDATE

| | | | |
|-----|---|----|----|
| 5.1 | <u>Regional Rail and Transit Update</u> <i>(Steve Fox, SCAG Staff)</i> | 10 | 65 |
| 5.2 | <u>Transit Agency Representation on MPO Boards</u> <i>(Philip Law, SCAG Staff)</i> | 5 | - |

ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for January, 28, 2015.

* Attachment under separate cover

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

July 30, 2014

Minutes

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 Ventura Regional Office. The meeting was called to order by Wayne Wassell, Chair.

Members Present:

| | |
|--------------------------|--|
| Wayne A. Wassell (Chair) | MTA |
| Steve Brown | Gold Coast Transit |
| Vanessa Rauschenberger | Gold Coast Transit |
| Claire Johnson Minegar | Gold Coast Transit |
| Kevin Kane | Victor Valley Transit |
| Vic Kamhi | Ventura County Transportation Commission |
| Treena Gonzalez | Ventura County Transportation Commission |
| Amanjeet "Amy" Ahdi | Ventura County Transportation Commission |
| Aaron Bonfilio | Ventura County Transportation Commission/Vista |

Video Conference:

| | |
|-----------------|--|
| Joyce Rooney | City of Redondo Beach |
| Shirley Hsiao | Long Beach Transit |
| Lori Ambrishami | MTA |
| Gary Hewitt | Orange County Transportation Authority |
| Greg Nord | Orange County Transportation Authority |
| Joe Alcock | Orange County Transportation Authority |
| Austin Lee | Foothill Transit |
| Scott Begg | Omnitrans |
| Dave Salgado | Imperial County Trans Commission/IVT |

Teleconference

| | |
|-----------------------|---------------------|
| Diana Chang | Culver City Transit |
| Dave Rossman-Robinson | YCAT |

SCAG Staff:

| | |
|-----------------|----------------|
| Philip Law | Joann Africa |
| Rich Macias | Tomás Oliva |
| Stephen Fox | Mervin Acebo |
| Matthew Gleason | Mario Arellano |

1.0 CALL TO ORDER

Wayne Wassell, Chair, called the meeting to order at 10:06 a.m.

2.0 PUBLIC COMMENT PERIOD

No member of the public requested to make a comment.

2.1 Review and Prioritize Agenda Items

There was no prioritization of the agenda.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the January 29, 2014 Regional Transit TAC Meeting

The Consent Calendar was approved by consensus.

5.0 INFORMATION ITEMS

5.1 Gold Coast Transit District Designation

Steve Brown, Gold Coast Transit, reported as of July 1, 2014 the agency has changed its designation from a Joint Powers Authority to a transit district and reviewed the steps taken to achieve this change. Mr. Brown reported the Gold Coast Transit District provides fixed-route and paratransit service to Western Ventura County including the cities of Ventura, Oxnard, Ojai, and Port Heuneme. The district covers approximately 91 square miles and yearly carries over 3.8 million passengers operating 7-days a week. Mr. Brown reported the decision to evolve into a transit district was driven by service needs and it also makes the agency more competitive for state and federal funds.

Mr. Brown noted there was considerable stakeholder outreach early in the process and letters of support were received from each member city, local citizen advocacy groups, and the Bus Riders Union. Additional efforts included partnering with Assembly member Das Williams and Senator Hannah Beth Jackson to facilitate the legislative elements. Mr. Brown noted lessons learned include the need to be flexible and make changes as needed to the legislation, to hire a lobbyist and to benchmark similar actions by other agencies. It was further noted these efforts contributed to a successful outcome and on October 3, 2013, Governor Brown signed AB 664 which created the Gold Cost Transit District effective July 1, 2014. Future agency actions include the purchase of 11 replacement busses and moving to a new 15 acre facility in Oxnard that will serve as Gold Coast Transit's future home.

5.2 Draft FY 2011-12 Transit System Performance Report

Matt Gleason, SCAG staff, reported on the Draft FY 2011-12 Transit System Performance Report. Mr. Gleason noted there are nearly 70 fixed route service

providers and over 100 when demand response providers are included. The report contains three sections with the first covering governance and transit's role in providing mobility and other external benefits. The second section examines regional transit performance and looks at performance and productivity. It also reviews the changing nature of demand for transit in the region and focusses more on changes to transit travel demand from 1991 – 2012 which will feed into the production of the 2016 RTP/SCS pertaining to existing conditions for transit. The third section provides operator profiles broken into sub-modes.

Mr. Gleason noted for FY 11 – 12 there were approximately 20 million transit service hours in the region along 9,000 route miles and nearly 300 million total vehicle revenue miles. Further, there were approximately 716 million passenger trips which is a decline from the peak of 740 million in 2007 – 2008. Key trends include a 27% increase in total ridership and a 2.7% increase per capita. Route miles have increased 53% and vehicle revenue miles increased 92%. It was further noted productivity is down which is to be expected with the pace of the expansion of the system. Additionally, cost per vehicle revenue hour increased 11% and cost per passenger mile 15%.

Fixed route bus service comprises approximately 81% of all trips although trip lengths are increasing as passengers shift to more expensive modes such as rail. Additionally, demand response is growing and represents 19% of all transit service.

Shirley Hsiao, Long Beach Transit, asked if capital and operating budgets growth can be contrasted and defined in the data. Ms. Hsiao noted operation funds have not increased proportionally over the past 20 years which may affect an ability to increase ridership. Joyce Rooney, City of Redondo Beach, stated the Americans With Disabilities Act requirements enacted in the early 1990's could have impacted the increase in Demand Response service.

5.3 2016 RTP/SCS High Quality Transit Corridor/Major Transit

Steve Fox, SCAG staff, provided an update on SCAG's Regional Transportation Plan/Sustainable Communities Strategy High Quality Transit Corridor and Major Transit Stop methodology. Mr. Fox reviewed the statute language as it relates to a "high-quality transit corridor," "major transit stop" and "transit priority area". Also, methodology and definitions for multiple-route corridors, route alignment buffering, peak periods, major transit stops and intersection service transfer zones were reviewed.

Gary Hewitt, Orange County Transportation Authority, suggested that each transit agency should define "peak periods" in their service areas as some routes necessitate more frequent service outside the more commonly defined peak periods. Mr. Fox noted the different elements will continue to be vetted through the RTTAC in the future and their further input would be sought.

5.4 Federal Policy Guidance on Metropolitan Planning Organization (MPO) Representation of Transit Providers

Philip Law, SCAG staff, noted as part of Moving Ahead for Progress in the 21st Century (MAP-21) there is a requirement that providers of public transportation are represented on Metropolitan Planning Organization Boards. Mr. Law noted final guidance requires a new representative to the SCAG Board. As a result SCAG will ask the county transportation commissions to appoint a representative for a two-year term that will rotate among the counties.

STAFF REPORT

Matt Gleason, SCAG staff, stated as efforts build toward the 2016 RTP/SCS there is interest in sending correspondence to member transit agencies asking for formal member nominations to the committee. Reappointment would be requested for those members currently attending. Agencies will also be asked to consider appointing staff in cases where there hasn't been active participation. It was noted by committee members present that the better approach would be to update a point of contact for each member agency.

ADJOURNMENT

The meeting adjourned at 12:04 p.m. The next meeting of the Regional Transit Technical Advisory Committee is October 29, 2014.

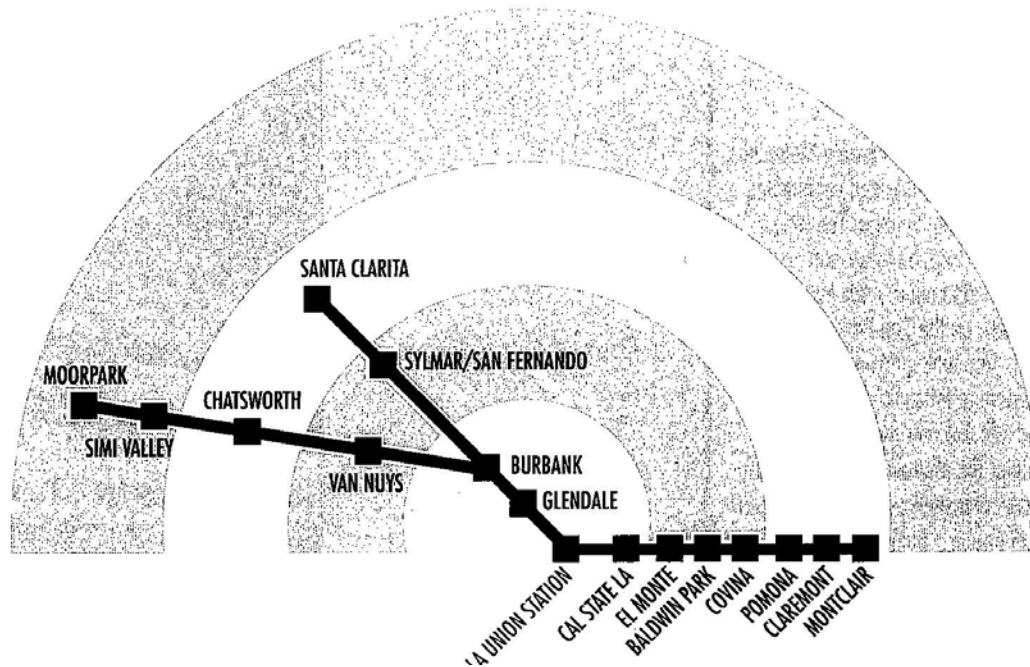


Metrolink— Connecting Southern California to the Future

SCAG TAC
October 29, 2014



Metrolink -- 1992





Metrolink Today -- Largely unchanged since 1995





Evolution of Services

Classification of Weekday Services

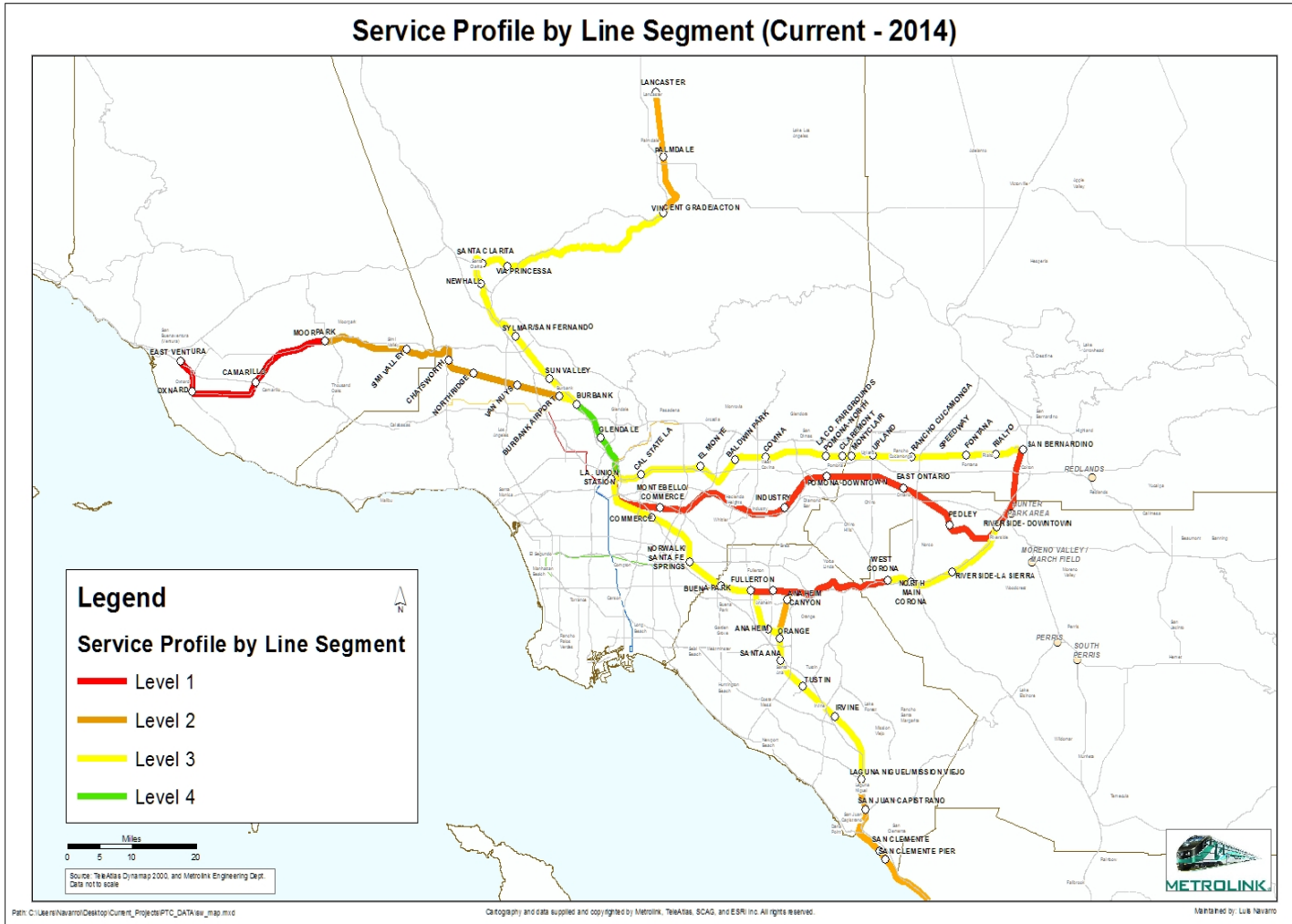
| | Bronze (Level 1) | | Silver (Level 2) | | Gold (Level 3) | | Platinum (Level 4) | |
|-----------|-------------------|--------------------|----------------------|--------------------|----------------------|----------------------|--------------------|--------------------|
| | Peak Direction | Off-Peak Direction | Peak Direction | Off-Peak Direction | Peak Direction | Off-Peak Direction | Peak Direction | Off-Peak Direction |
| Peak Hour | 2 trips to Hourly | - | 1-1.5 trips per hour | 1 -2 trips | 2-3 trips per hour | 1 -2 trips | 4-6 trips per hour | 1-2 trips / hour |
| Mid-Day | 0-2 trips | 0-2 trips | 1-3 trips | 1-3 trips | Hourly - Every 2 hrs | Hourly - Every 2 hrs | Hourly | Hourly |
| Evening | - | | - | - | 1-2 trips | 1-2 trips | Hourly | Every 2 hours |

Classification of Weekend Services

| | Bronze (Level 1) | | Silver (Level 2) | | Gold (Level 3) | | Platinum (Level 4) | |
|---------|------------------|-----------|------------------|-----------|-----------------------|-----------------------|--------------------|------------------|
| | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| Morning | 1-2 trips | | 1-3 trips | 1-2 trips | Hourly | Hourly to Every 2 Hrs | 4-6 trips per hour | 1-2 trips / hour |
| Mid-Day | 0-1 trip | 0-1 trip | 1-2 trips | 1-2 trips | Hourly to Every 2 Hrs | Hourly to Every 2 Hrs | Hourly | Hourly |
| Evening | | 1-2 trips | 1-2 trips | 1-3 trips | Hourly to Every 2 Hrs | Hourly to Every 2 Hrs | Hourly | Every 2 hours |

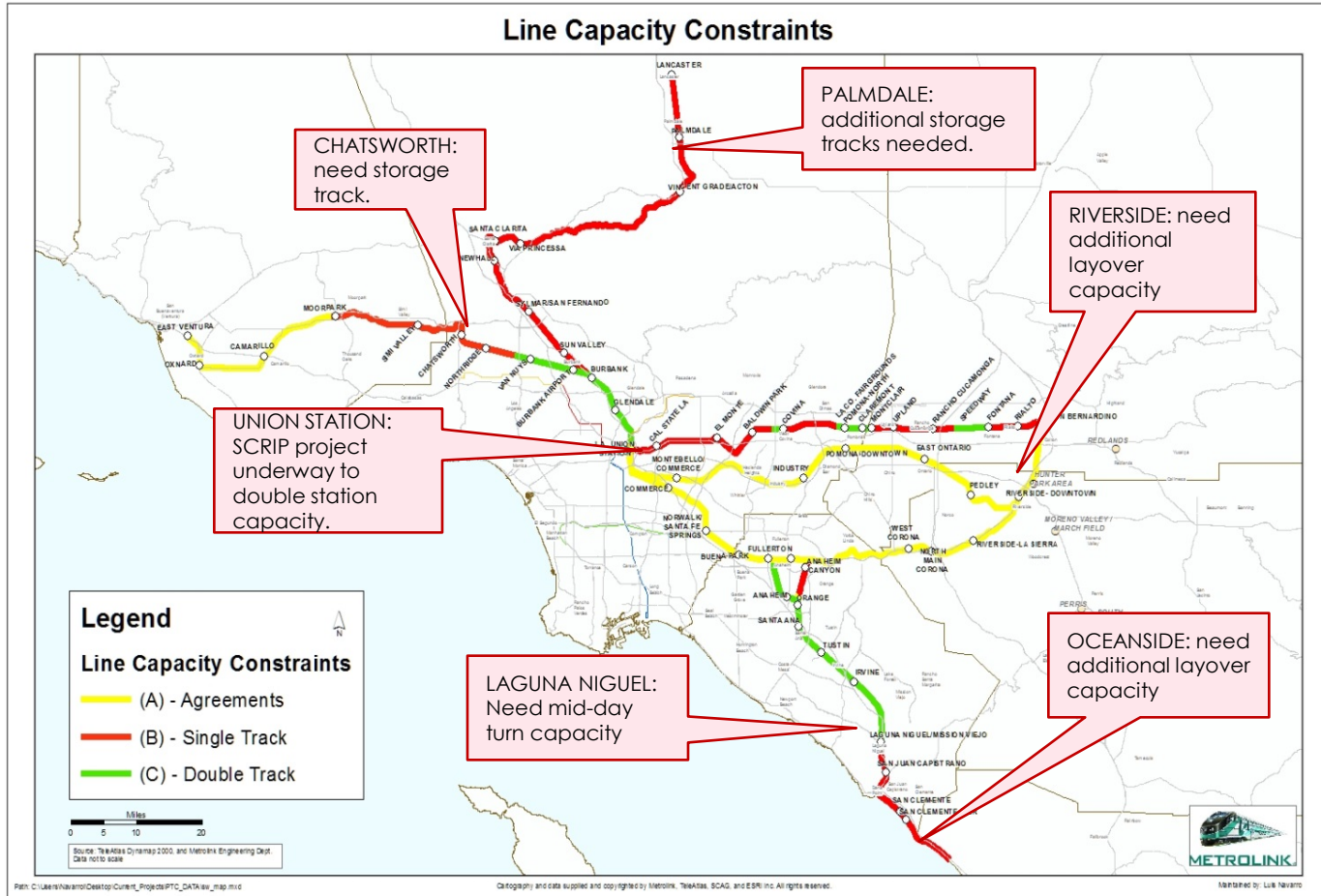


Service Profile by Line Segment (Current - 2014)





Line Capacity Constraints





Member Agencies have taken a more active role on projects within their jurisdiction

Metrolink has undertaken some of the largest capital projects in its history -- of a systemwide nature

RCTC
Perris Valley Line
(Direct Manager with Metrolink Review)

OCTA
Metrolink Service Expansion Program (MSEP),
OCX
(Direct Funding and Oversight)

Capital Investments -- Metrolink and Member Agencies

SANBAG
Redlands Extension
(Direct Management with Metrolink Review)

Metro

- New Hollywood Way Station
- Van Nuys Station (2nd Platform)
- Raymer Bernson Double Track
- Roxford Brighton Siding

(Direct Manager with Metrolink Role Variable)

| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2012 | 2013 | 2014 |
|------|------|------|------|------|------|------|------|------|------|
|------|------|------|------|------|------|------|------|------|------|

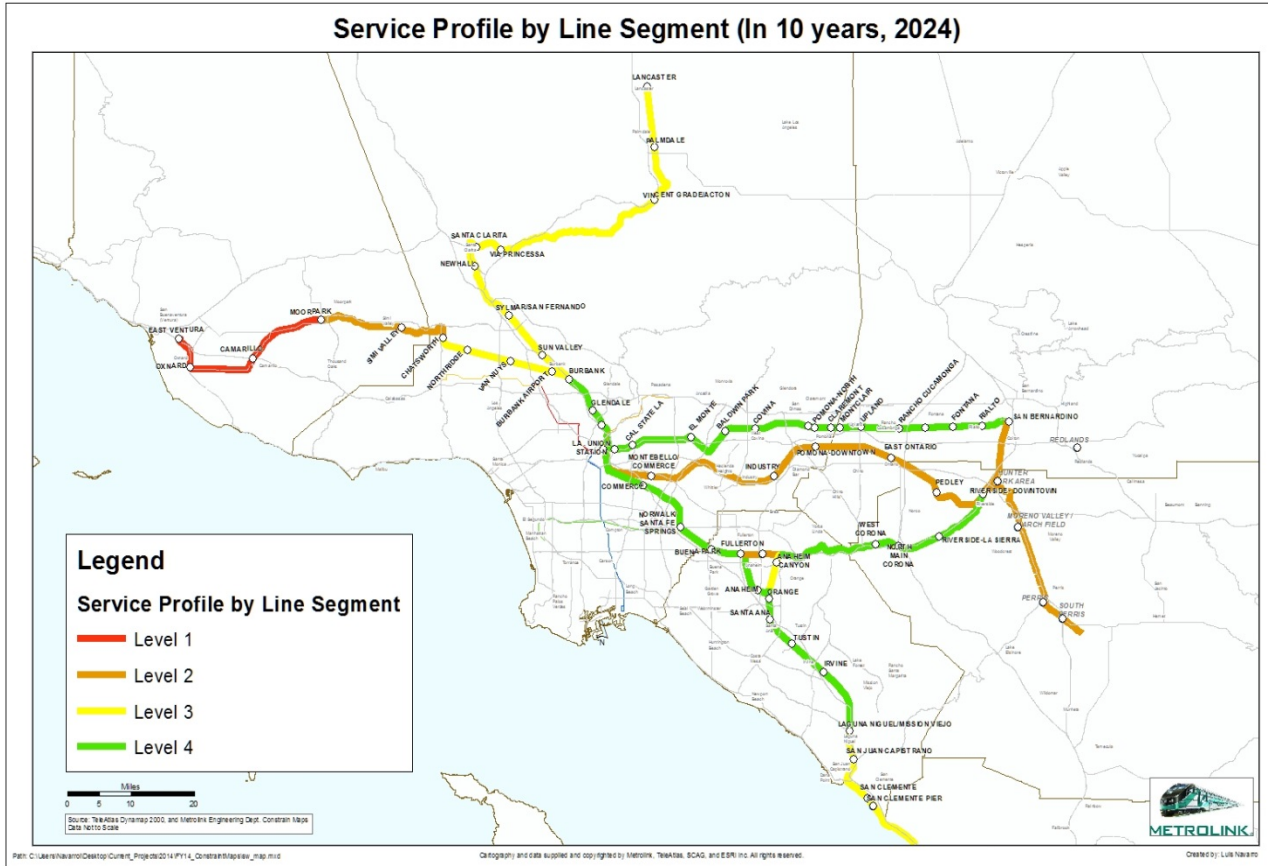
New Rail Cars (Rotem)
(\$258M)

Positive Train Control
(\$216M)

Tier 4 Locomotives (\$150M)



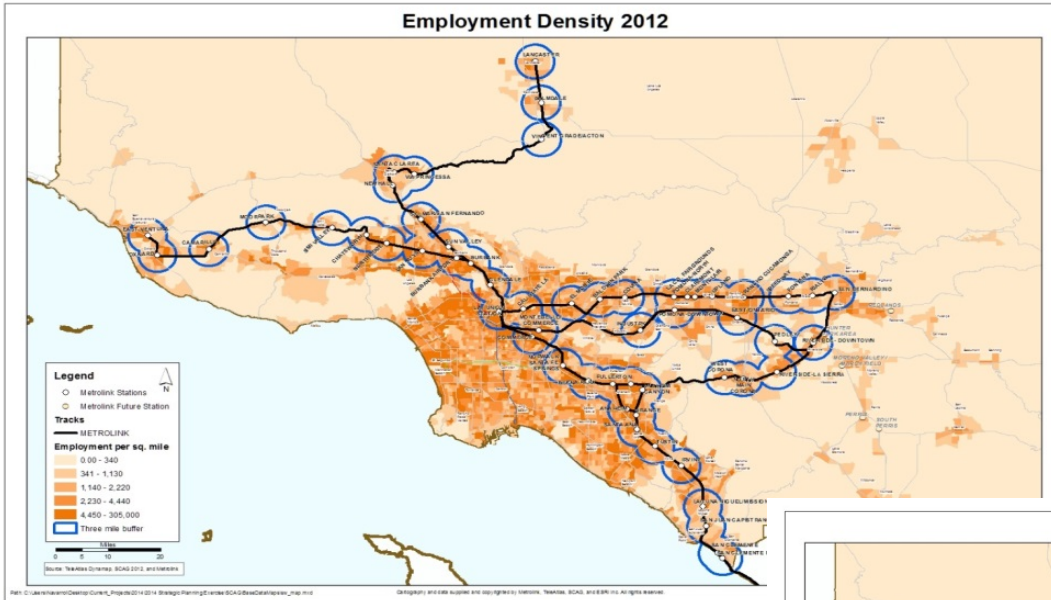
Potential Future Service Levels – 2024



Source: Strategic Plan Proposed Services Working Group (in cooperation with TAC)



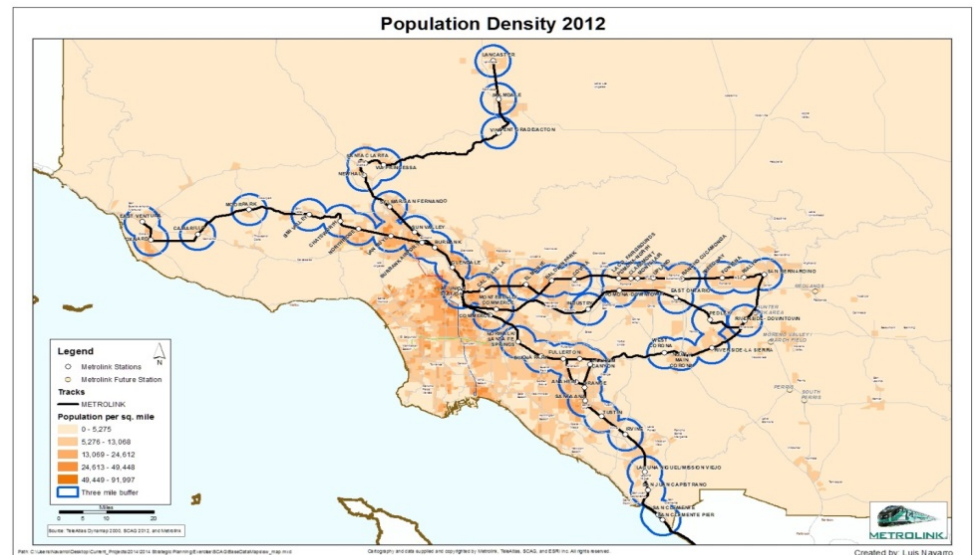
Employment Density 2012



- 6.9 million people (28% of the 5-county population) live within three miles of a Metrolink station.
- 3.2 million jobs (30% of the 5-county total employment) are located within three miles of a Metrolink station.
- Notable service gaps exist in coastal LA County and northern Orange County, and the Inland Empire.

How we serve our population

Population Density 2012



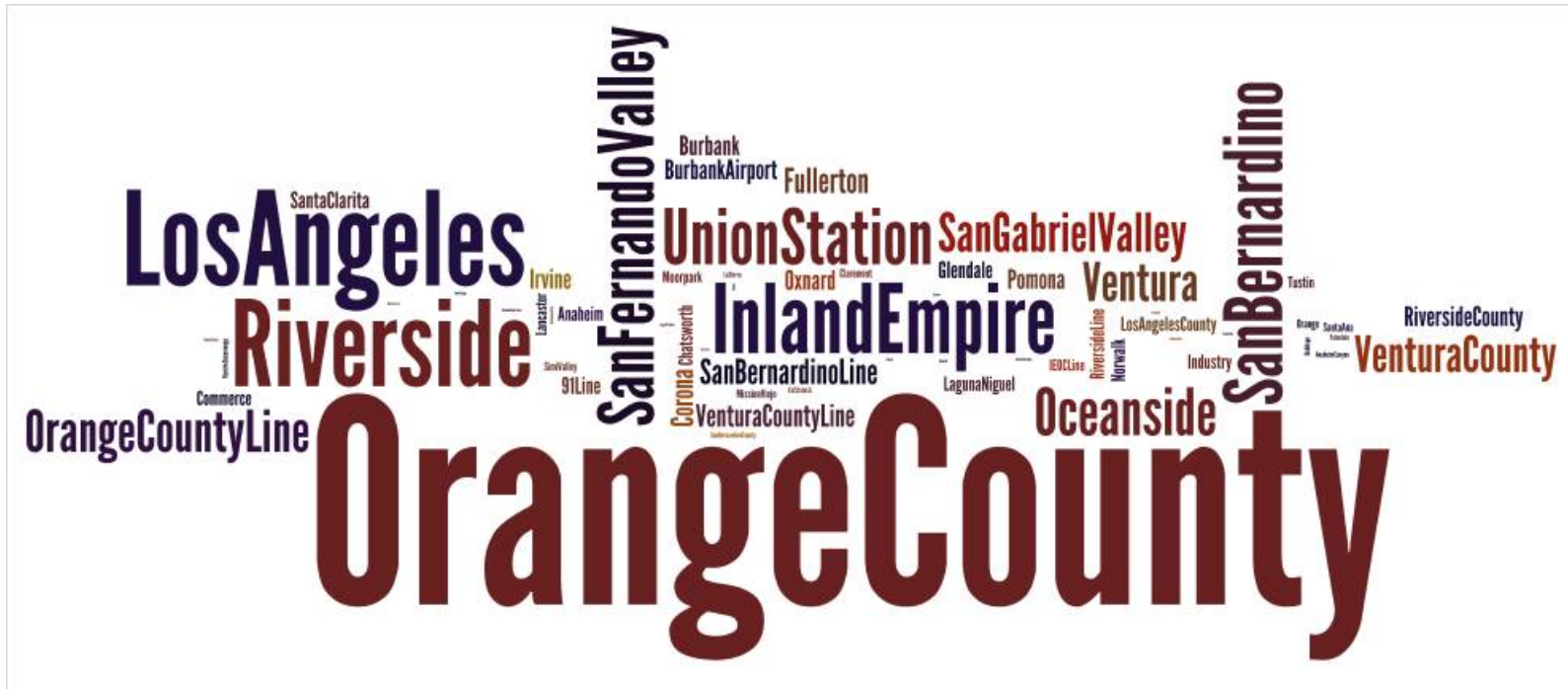


Respondents to the Strategic Plan Survey indicate several aspects of Service Quality that can be improved





Stakeholders indicate desire to improve service to many locations already served by Metrolink, mostly with more trains

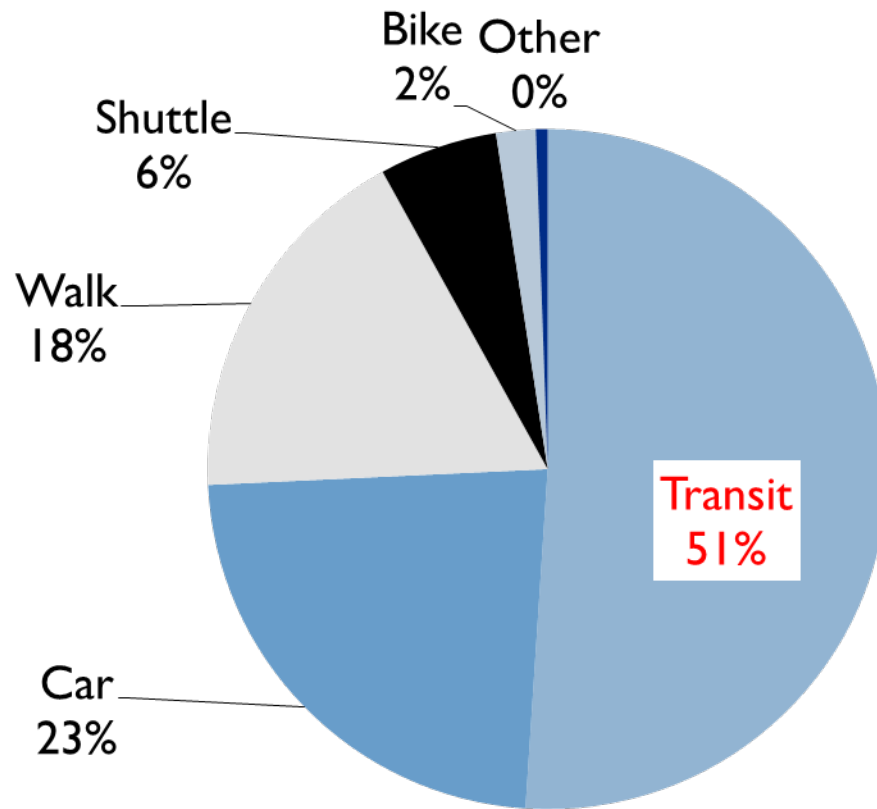


Stakeholders also indicate desire for service connections to new areas





Thinking about Connectivity



- About half (51%) of Metrolink riders depend on transit transfers to complete their trip

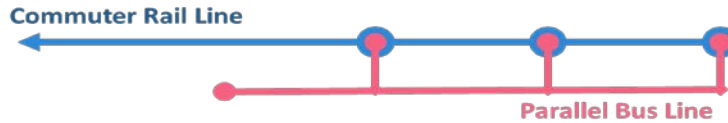
Source: Metrolink 2010 Origin-Destination Survey



Line Extension Bus Service



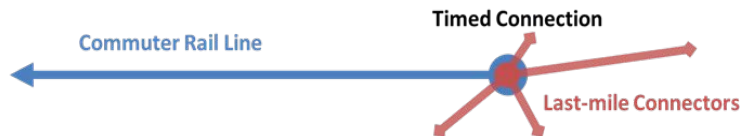
Parallel Bus Service



Off-Peak/Reverse Peak Rail Emulator Bus



First/Last Mile Connector Shuttle

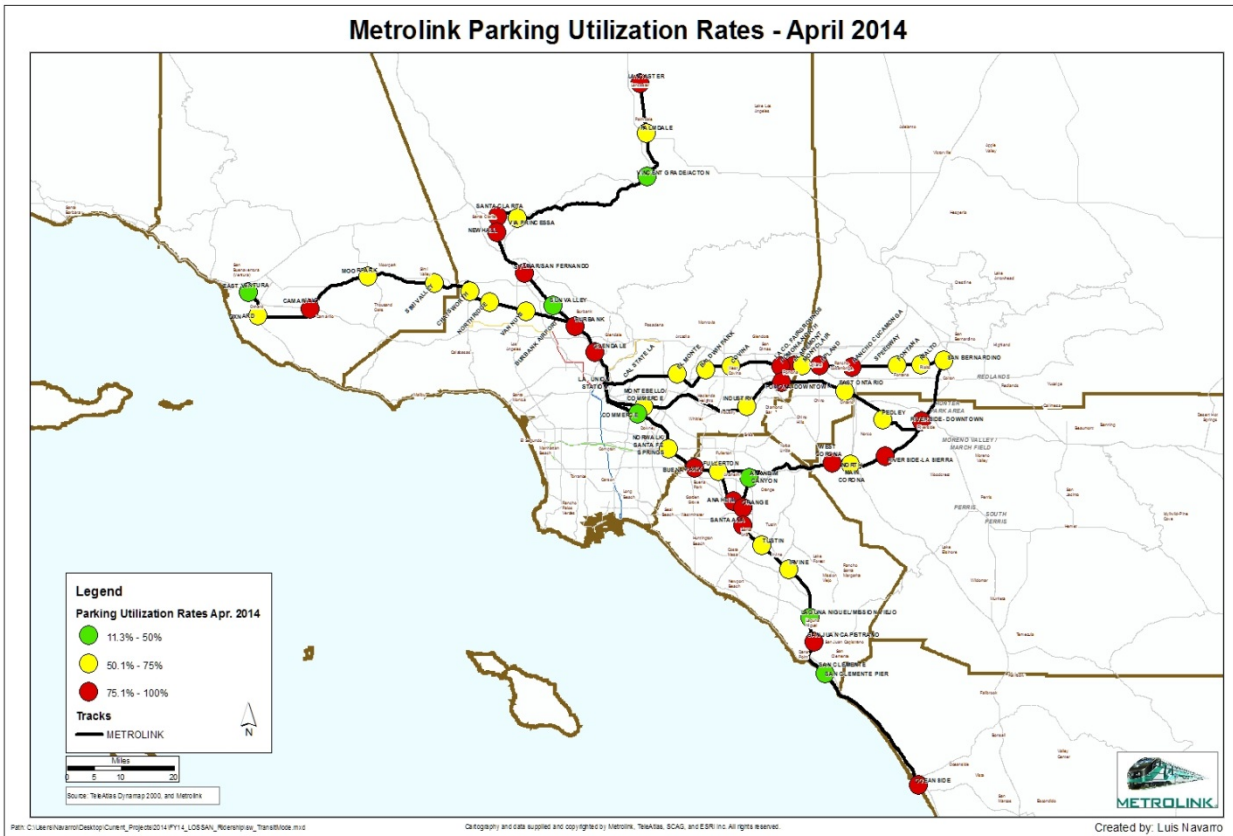


Rethinking Bus Rail/Interface

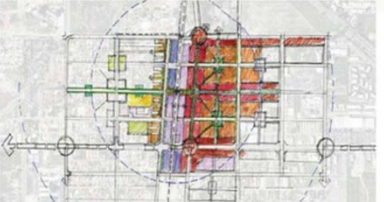




More than half of all station parking is at or near capacity

Metrolink Parking Utilization Rates - April 2014





| | |
|--|--------------------------------|
| <p>Perris - Metrolink Station Area Plan</p>  | <p>RCTC Perris Valley Line</p> |
|  <p>Click here for a detailed map</p> | <p>OCTA Program</p> |
| <p>THE ARRIVE CORRIDOR</p> <p>About the Project</p> <p>Metrolink in general and the San Bernardino Line and its station areas in particular have been highly successful at improving transit mobility, but there are also underserved areas. Even though the San Bernardino Line is the busiest in the system, almost 50 percent of riders on the line access the system by car. Only about 4 percent walk or bike to the stations, suggesting that land use around the stations is neither proximate enough nor of sufficient density to generate substantial ridership from around the station areas.</p> <p>The "ARRIVE Corridor" project will look into creating an integrated regional land use vision and implementation strategy for the San Bernardino OGB Metrolink Line and the area around the Brea, Orange, Rancho Cucamonga, Fontana, Redlands and San Bernardino stations. The acronym ARRIVE stands for "Advanced Regional Rail Integrated Vision - Live!"</p> <p>This project will engage a broad cross-section of transportation, urban planning, economic, environmental and other stakeholders to map out a vision for the corridor, identify barriers and to define the steps for implementation. The primary emphasis will be addressing the barriers to Transit-Oriented Development (TOD), particularly the economic, institutional, and environmental ones. This project will include a market study that will help define the types of treatments that will be required and the financial/incentive mechanisms that may need to be put in place to realize station areas, over time, to more mixed-use, pedestrian-friendly activity centers.</p> <p>The project team recognizes that there are many challenges to developing TOD, particularly on a suburban commuter rail corridor. This is San Bernardino County's first opportunity to do so, and the high level of Metrolink service and ridership on this line is an asset that SANBAG and the line along the corridor need to build upon. We have every reason to be optimistic, but must also understand and address the economic and institutional realities in a way that will increase the probability of success.</p>  | <p>SANBAG ARRIVE Program</p> |

Station Cities
are Leading
Development
around Our
Mature System

Alternate modes provide opportunities for multi-modal access at stations, but require coordination



Bicycle-Sharing – BikeNation in Anaheim



Secure Bicycle Facilities – BikeStation in Covina



Vanpools – UCLA Vanpool



Car-Sharing -- Toyota Car Sharing Demonstration in Irvine



Metrolink - Systemwide Map



Path: C:\Users\lnavarro\Desktop\Current_Projects\map.mxd

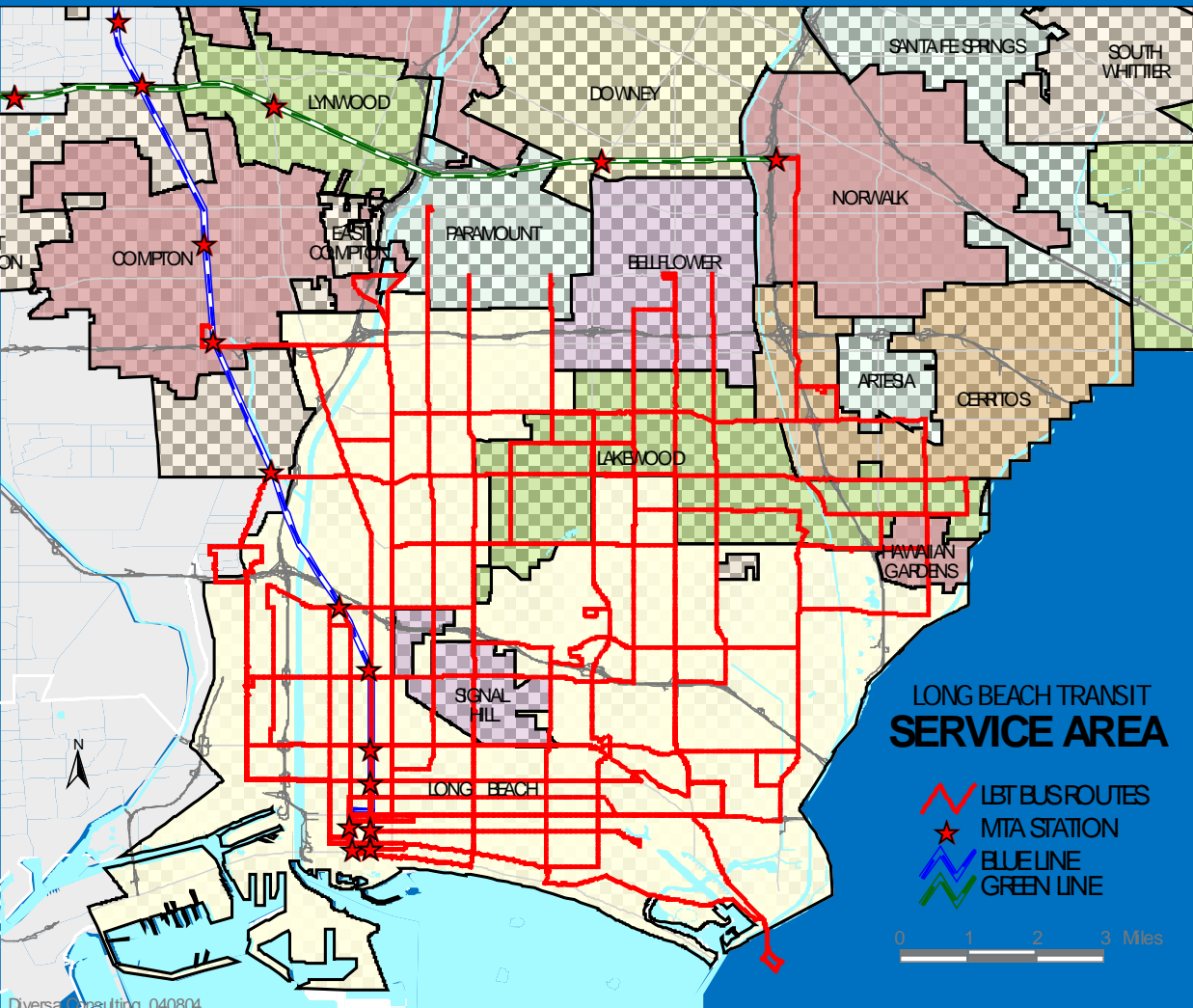
Long Beach Transit

East Regional Transit Center Feasibility Study

Presented to
SCAG Regional Transit Technical Advisory Committee
October 29, 2014
Shirley Hsiao, Service Planning Manager



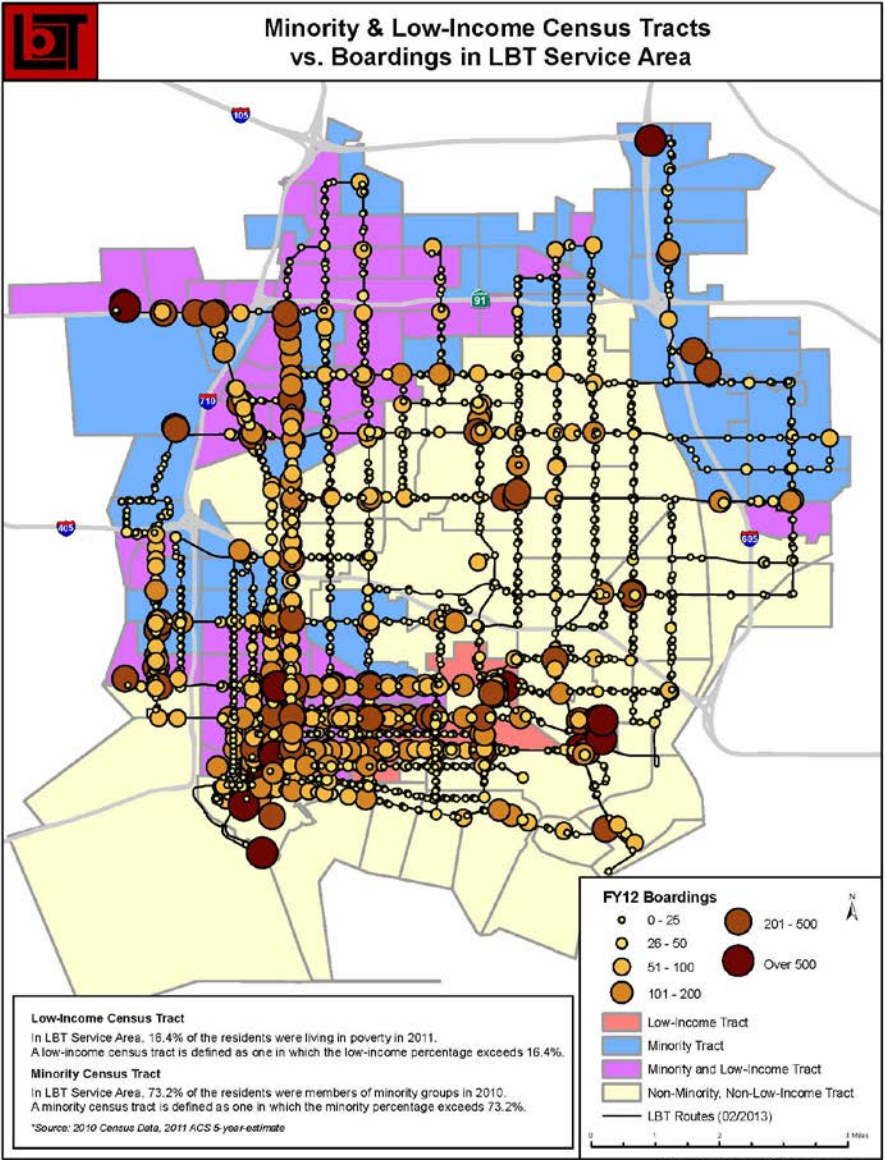
Long Beach Transit Profile



- Governed by a 7-member Board
- Service Area: 12 cities, 98 square miles
- Fixed Route
- Dial-A-Lift Paratransit Service
- Water Taxi Service

Diversa Consulting 040804





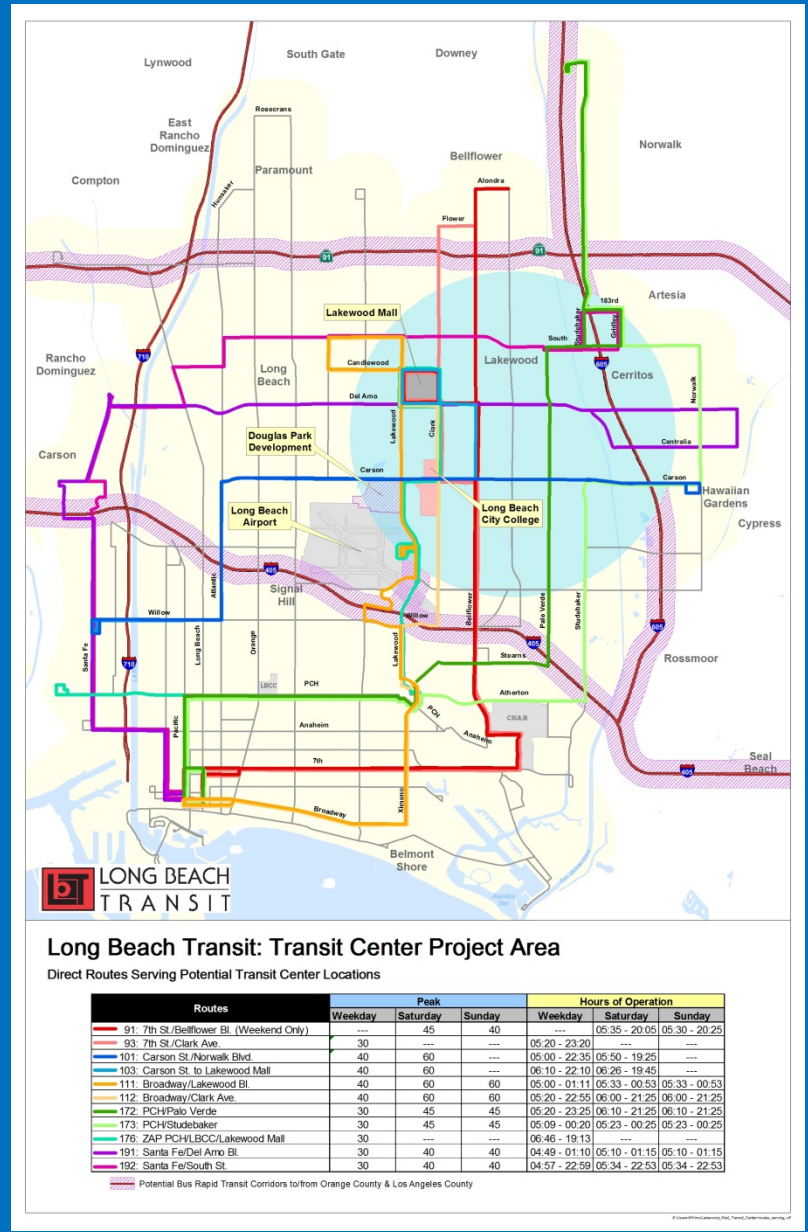
Agency Characteristics

- FY15 Operating Budget - \$85 M
- FY15 Capital Budget - \$22 M
- Annual ridership Over 28 million boarding
- 7% transit mode split
- 750 Employees
- 2 Operating Facilities
- Fleet of 248 vehicles
- 34 fixed routes



East Transit Center Feasibility Study

Identify a future regional transit center outside of downtown Long Beach to server as an anchor location, connecting existing LBT, Metro and OCTA fixed route services.



Project Objectives

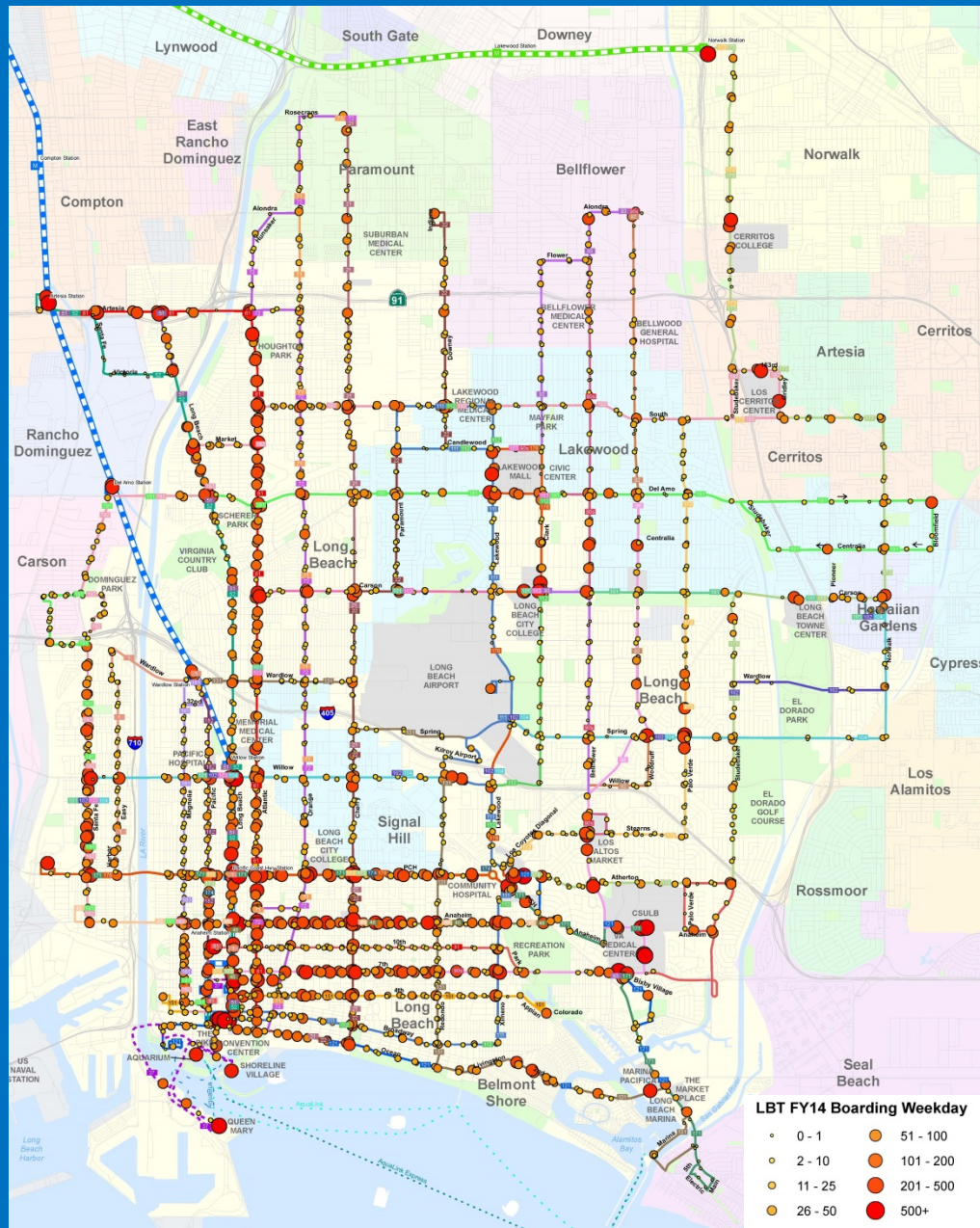
- Develop transit center design concepts at potential sites to enhance transit accessibility for the community.
- Apply transit oriented design principles in the conceptual design.
- Perform traffic circulation and other relevant impact analyses.
- Select one transit center site to improve regional transit connectivity.
- Conduct community meetings throughout the study to build consensus on the selection of the site.
- Develop capital cost estimates and an action plan for subsequent activities in the next phase.

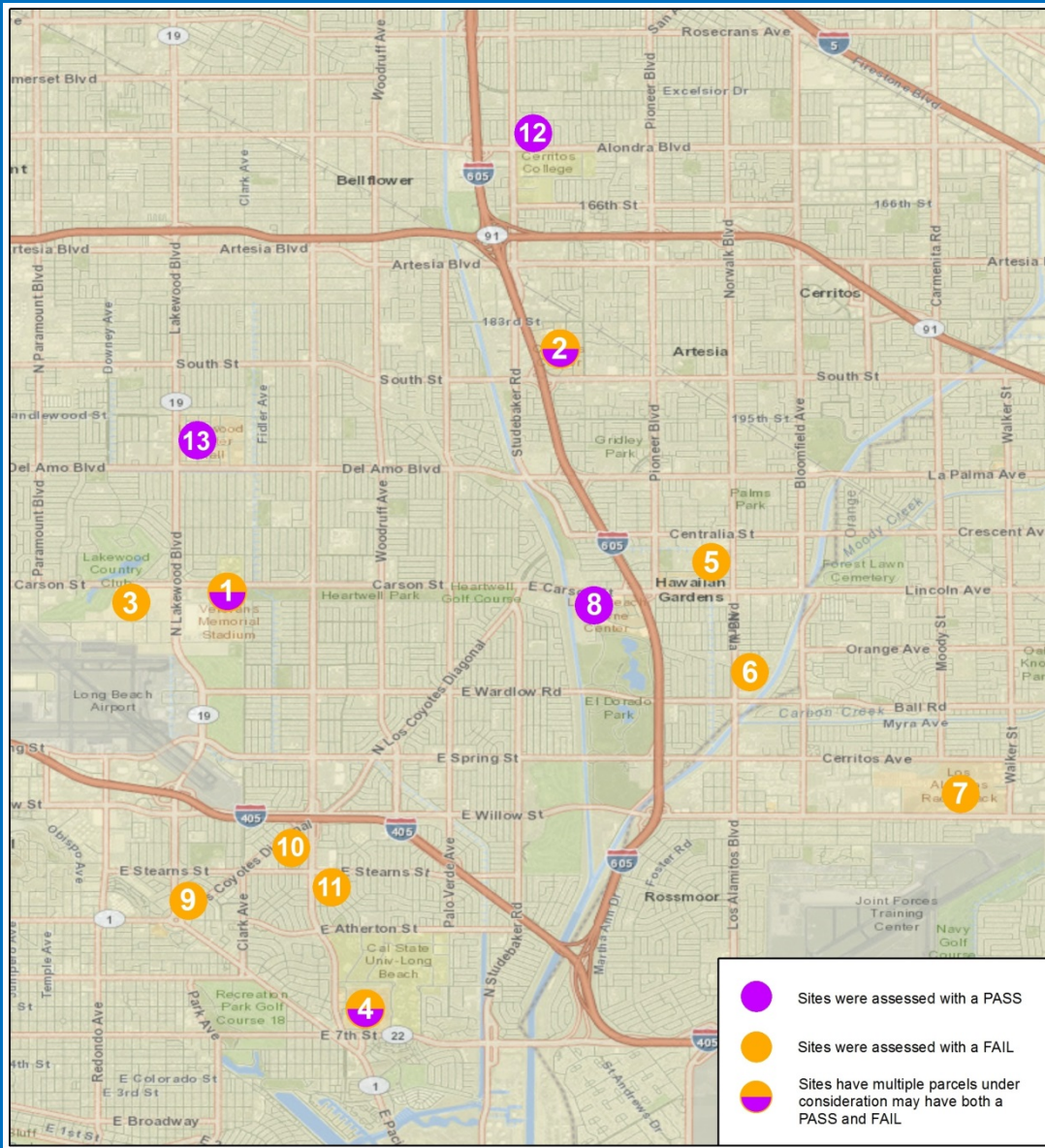


Scope of Work

- **Analyze Existing Conditions**
 - Demographic and land use information
 - Transit demand
- **Develop Design Concepts**
 - Site plan, street network and traffic circulation plan
 - Focus on improving transit accessibility and regional connectivity
- **Assess Traffic Circulation and Other Impacts**
 - Traffic/Environmental impact standards
- **Conduct Public Outreach**
 - Focus groups with stakeholders – identify key issues
 - Community workshops – solicit community input
- **Select a Preferred Site**
- **Develop Financial Plan and Implementation Strategies**
 - Capital and operation cost estimates
 - Identify innovative/pragmatic public/private financing options







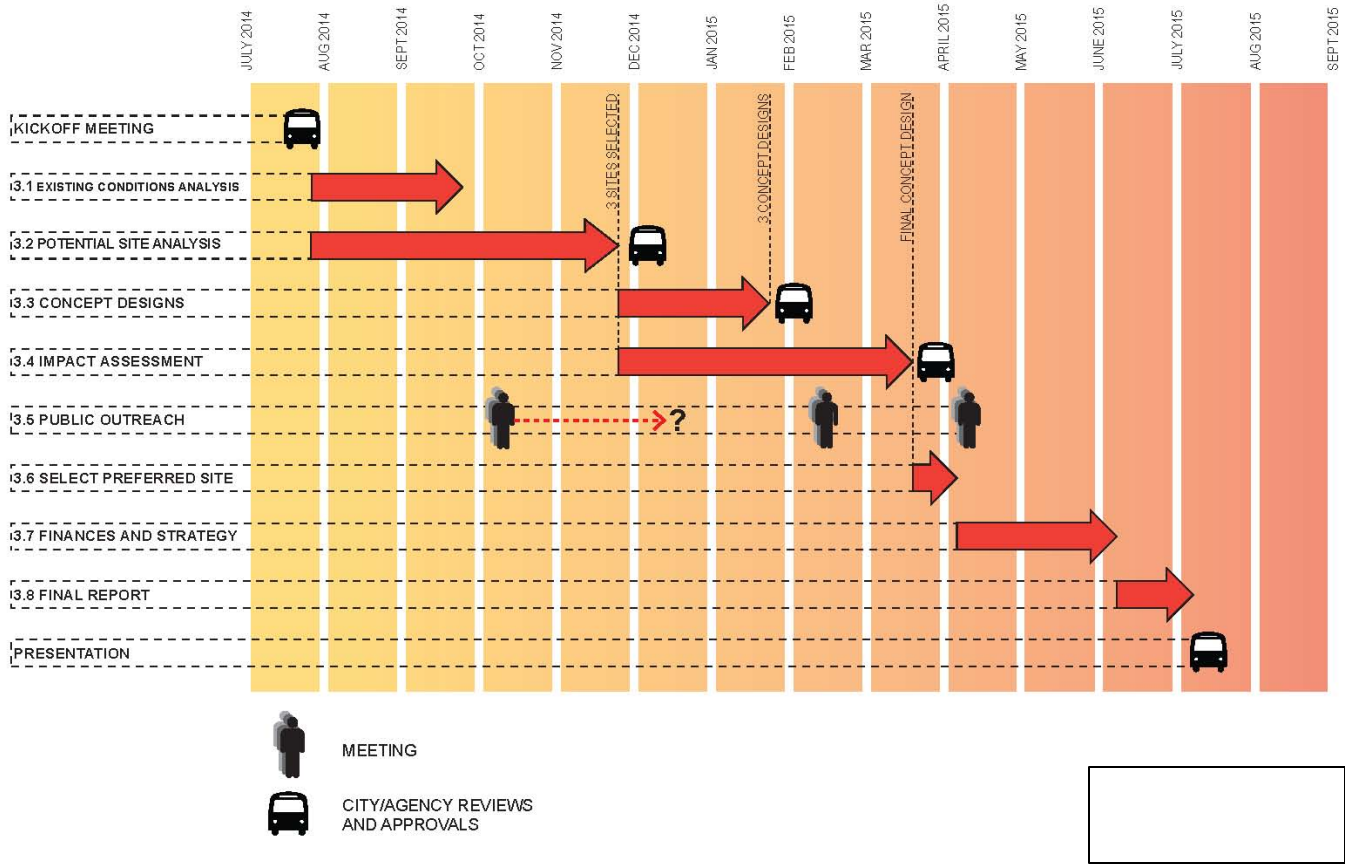
List of Potential Sites

1. Long Beach City College
2. Los Cerritos Center
3. Douglas Park Associates LLC
4. VA Medical Center
5. Carson St. and Norwalk Blvd. – Hawaiian Gardens Casino
6. Coyote Creek
7. Los Alamitos Race Course
8. Walmart (at Long Beach Town Center)
9. Hooman Toyota
10. N. Bellflower Blvd. and Stearns St.
11. Los Altos Market Center
12. Cerritos College
13. Lakewood Center



Next Steps:

EAST REGIONAL TRANSIT CENTER FEASIBILITY STUDY SCHEDULE



Thank You!



Complete Streets Policy Overview

October 2014



Complete Streets Principles



Complete Streets: Comprehensive and integrated transportation network - safe, comfortable, and convenient.

- Serves all users and modes
- Context sensitive
- Coordination within organization & between partner agencies
- Projects and programs implemented by Metro to support regional transportation goals





Complete Streets Policy means:

- High-level policy direction
- Redefine how we approach transportation improvements to maximize the benefits within our county
- Incremental approach
- Long-term results

Complete Streets Policy does not mean:

- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other issues must be addressed, such as:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management (e.g., technology)

Opportunities



Leveraging and enhancing key Metro functions

Corridor Planning

Transportation
Funding

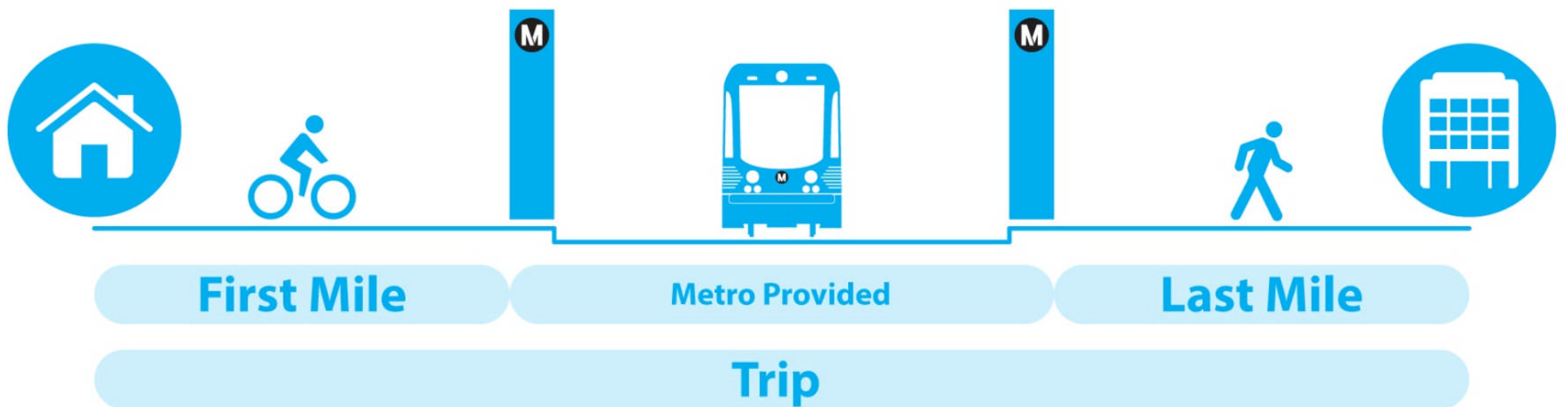


Create a connected
and integrated
network of facilities

Increase connectivity
across jurisdictions

Corridor Planning: New Projects

- Better defining intermodal connectivity elements as intrinsic part of project's scope during planning and in environmental documents and project definition for construction
- Budget set-aside for construction of these facilities
- Team members skilled and experienced to address multimodal and complete streets planning and design
- Address the need for pedestrians and bicyclist to cross corridors



Corridor Planning: Existing Facilities



- First Last Mile Strategic Plan
- Pilot projects to be implemented
- Prioritized in the Call for Projects
- Existing and new funding sources (i.e., local, state, federal)



Transportation Funding: Opportunities

Over \$10 billion of transportation funds under local control over the next 10 years + Metro Capital Grant Programs

Leverage Capital Grant Programs to:

- Encourage agencies to coordinate complete streets implementation with routine roadway maintenance, street repaving, retrofits
- Consider all users during project planning and design to avoid costly retrofits in the future
- Re-prioritize projects that provide the greatest mobility benefits



Transportation Funding: Opportunities



Build on existing capital grant funding programs to:

- encourage high quality design
- improve integration between modes
- reduce modal conflicts
- avoid piecemeal or inefficient investments
- maximize person throughput

Transportation Funding: Opportunities



How?

- Complete Streets Project Initiation Checklist
- Performance criteria
- Prioritize projects that are designed to mitigate modal conflicts
- Streamline application process for multimodal projects
- By January 1, 2017, commitment from partner agencies through adoption of Complete Streets Policy, adopted resolution, or General Plan Update consistent with Complete Streets Act of 2008 to be eligible for next cycle of capital grant funding programs (e.g., 2017 Call for Projects cycle)

Opportunities to further support local efforts



- Education and training
- Provide relevant info, resources, best-practices
- Develop and publish performance metrics to help local jurisdictions
- Explore active transportation financing strategies
- Facilitate countywide network planning and coordination
- Establish process for coordinating complete streets implementation with transit operations



Next Steps

- Assist jurisdictions to develop and adopt local Complete Streets Policies
- Develop Active Transportation Strategic Plan
- Complete Streets training
- Assemble Complete Streets Working Group
- Develop guidelines for coordinating complete streets implementation with transit operations
- Develop performance metrics and benchmarks

Thank you



Tham Nguyen

Transportation Planning Manager
Countywide Planning & Development

nguyentha@metro.net

(213) 922-2606



REPORT

DATE: October 29, 2014

TO: Regional Transit Technical Advisory Committee

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

SUBJECT: Draft FY 2011-12 Transit System Performance Report

EXECUTIVE SUMMARY:

Staff presented about the findings of the Draft FY 2011-12 Transit System Performance Report at the July 30, 2014 meeting of the RTTAC, and will provide a response to the comments generated in that meeting.

BACKGROUND:

Since the 1990s, MPOs have been advised by the federal government to consider the performance of their long range planning documents. 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 RTP process, while also reinforcing the importance of maintaining 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 transit performance measures consistent with performance targets related to state of good repair and safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).

MAP-21 also mandates RTPs must employ performance based planning, that RTPs must include a System Performance Report, and that Transportation Improvement Programs (TIPs) 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)). .

On June 6, 2014 USDOT, FHWA and FTA issued a joint Notice of Proposed Rule Making (NPRM) for Statewide and Nonmetropolitan Planning and for Metropolitan Planning per 23 CFR Part 450 and 49 CFR Part 613. Section 450.340 of the NPRM discusses the phase-in of the new requirements for the metropolitan planning process. Any long range plan adopted more than two years subsequent to the issuance of the final rule shall be subject the performance based planning requirements of MAP-21. Therefore, this rulemaking process will likely not impact the production of the 2016 RTP/SCS; the first plan to be subject to its requirements will be the 2020 RTP/SCS.

DISCUSSION

The purpose of the FY 2010-11 Transit System Performance Report was to provide an incremental step towards producing a System Performance Report for public transportation, or transit, for the 2016 Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS), and to begin incorporating an annual review of system performance geared towards planning for operations and maintenance into SCAG's transit modal planning practices. There were four key factors the report addressed as an incremental step towards the 2016 RTP/SCS:

1. Providing a framework for understanding the region's large and complex public transportation system, and analyzing its performance at that same level. This includes contextualizing public transportation's role in providing mobility within the region, addressing governance issues, and addressing the geographic distribution of service provision and consumption, in addition to addressing the growing role of rail transit and demand response services in the region
2. Providing a resource that helps policy makers understand the nature and extent of the region's investments in public transportation, the kinds of returns those investments are delivering, and adding to the discussion regarding planning for operations within the context of the production of the 2016 RTP/SCS
3. Providing a benchmarking resource which providers of public transportation can use to compare their system's performance to that of comparable agencies
4. Addressing new Metropolitan Planning provisions contained in Moving Ahead for Progress in the 21st Century (MAP-21), relating to the production of public transportation System Performance Reports in Regional Transportation Plans

Like the FY 2010-11 Transit System Performance Report, the FY2011-12 effort is also an opportunity for transit stakeholders to shape the format by which transit system performance will be measured in the 2016 RTP/SCS. This year's system performance report will feature FY2011-12 data, the baseyear for the 2016 RTP/SCS, but not the performance measures, targets, and standards that emerge from FTA's MAP-21 rulemaking processes. It is currently unclear as to when these rulemaking processes will conclude; as such, the report provides an opportunity for discussing and defining the performance measures to be locally selected and included in the system performance report.

The FY2010-11 analysis focused on agencies who receive FTA 5307 funding, and report data within the National Transit Database's urban operators database. In future years, strategies for analyzing rural operators and agencies not receiving federal formula funds may be pursued.

REPORT

The initial iteration of the report focused 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 was analyzed at the mode and agency level, and 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. Staff is seeking input from partner agencies as to what measures, levels of aggregation, and types of providers are appropriate for consideration in the FY11-12 effort.

Measures Employed in FY2011-12

| 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 mile |
| Service Effectiveness/ Productivity | Passengers per vehicle revenue hour |
| | Passengers per vehicle revenue mile |
| Maintenance | Fleet Average Vehicle Age |
| Mobility/Travel Time | Average Vehicle Speed |

Comments

Staff received comments on the presentation of findings at the July 30, 2014 meeting of the RTTAC. These comments could be categorized as regarding nominal cost trends, the funding split between operations and capital, and service consumption trends. The responses are outlined below.

- Nominal Cost Trends
 - Service Hour
 - Unlinked Trip
 - Passenger Mile
- Operations versus Capital Funding
 - Operations Revenues as a Share of all Revenues
- Service consumption
 - Raw Trip Growth
 - Demand Response Trips per Fixed Route Trip
 - Per Capita Demand Response by County

FY 11-12 Transit System Performance Report

Response to RTTAC Comments

Regional Transit Technical Advisory Committee
Southern California Association of Governments

October 29, 2014

Matt Gleason



Comments from the July 2014 Meeting

- Staff presented on findings from the Draft 2011-12 System Performance Report, and received comments from the RTTAC
 - Staff are presenting the data requested by the RTTAC

Nominal Cost Trends

Service Hour

Unlinked Trip

Passenger Mile

Operations vs Capital

Operations revenues as a Share of all Revenues

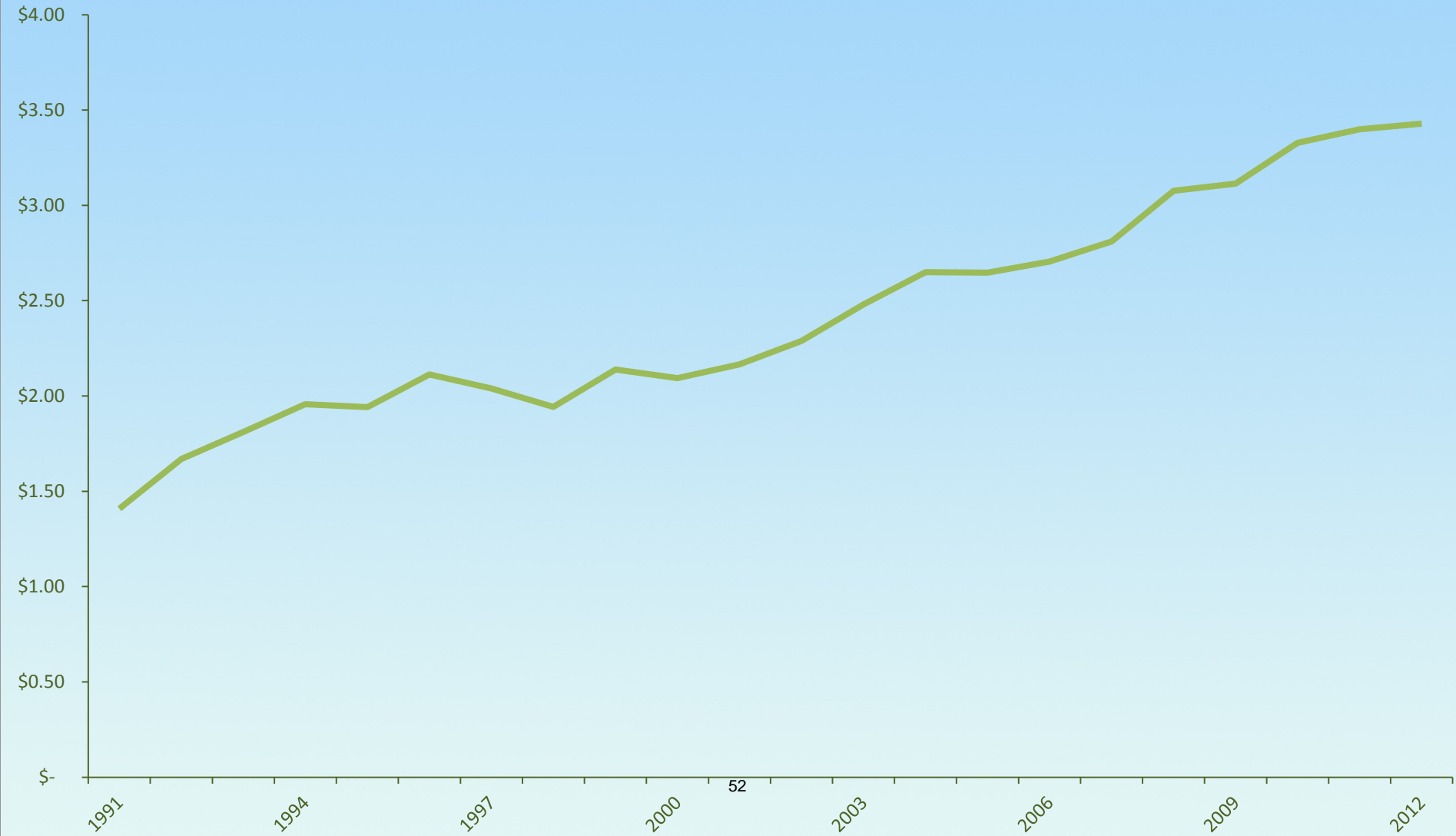
Service consumption

Raw Trip growth

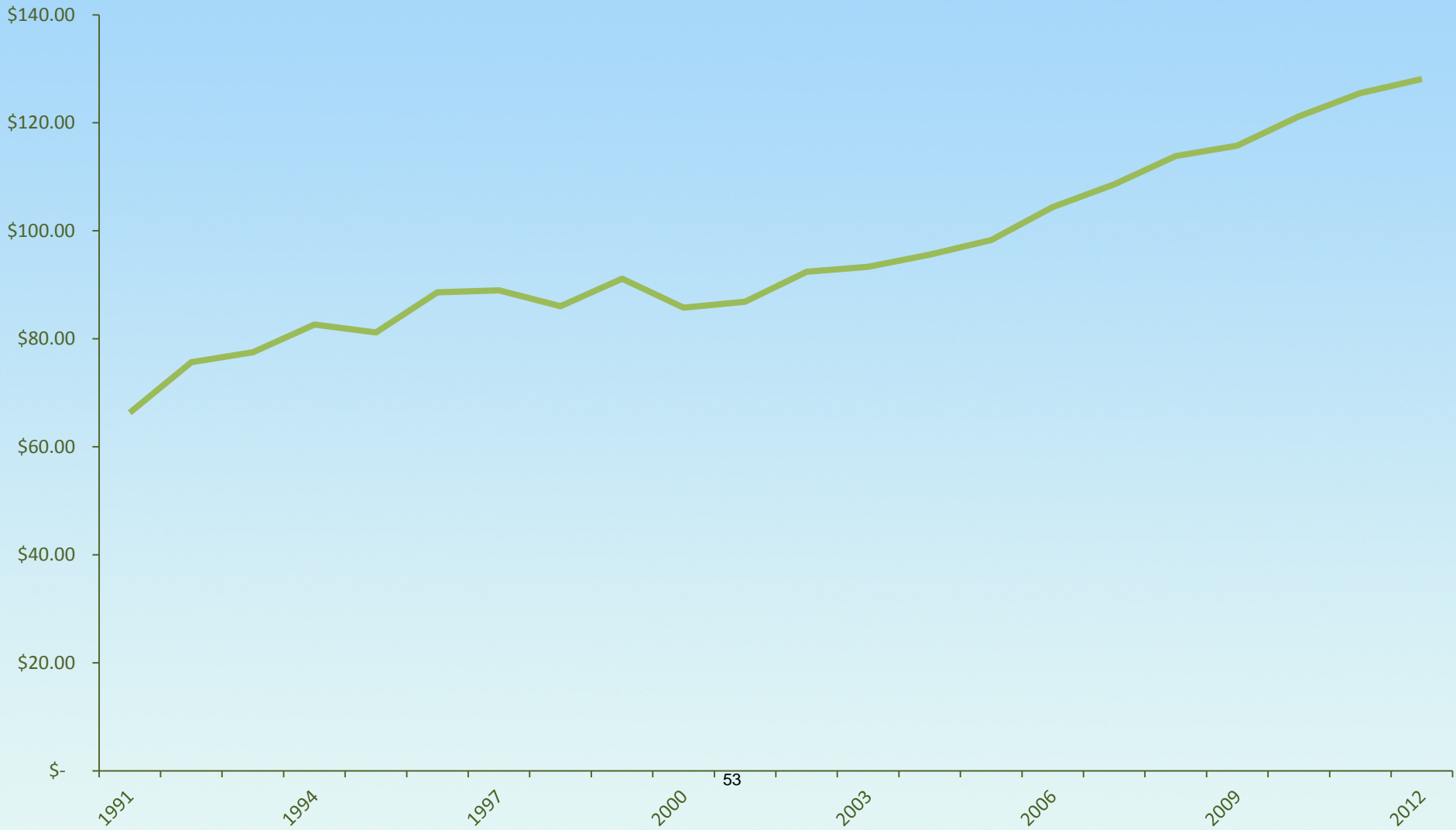
Demand Response Trips per Fixed Route Trip

Per Capita Demand Response by County

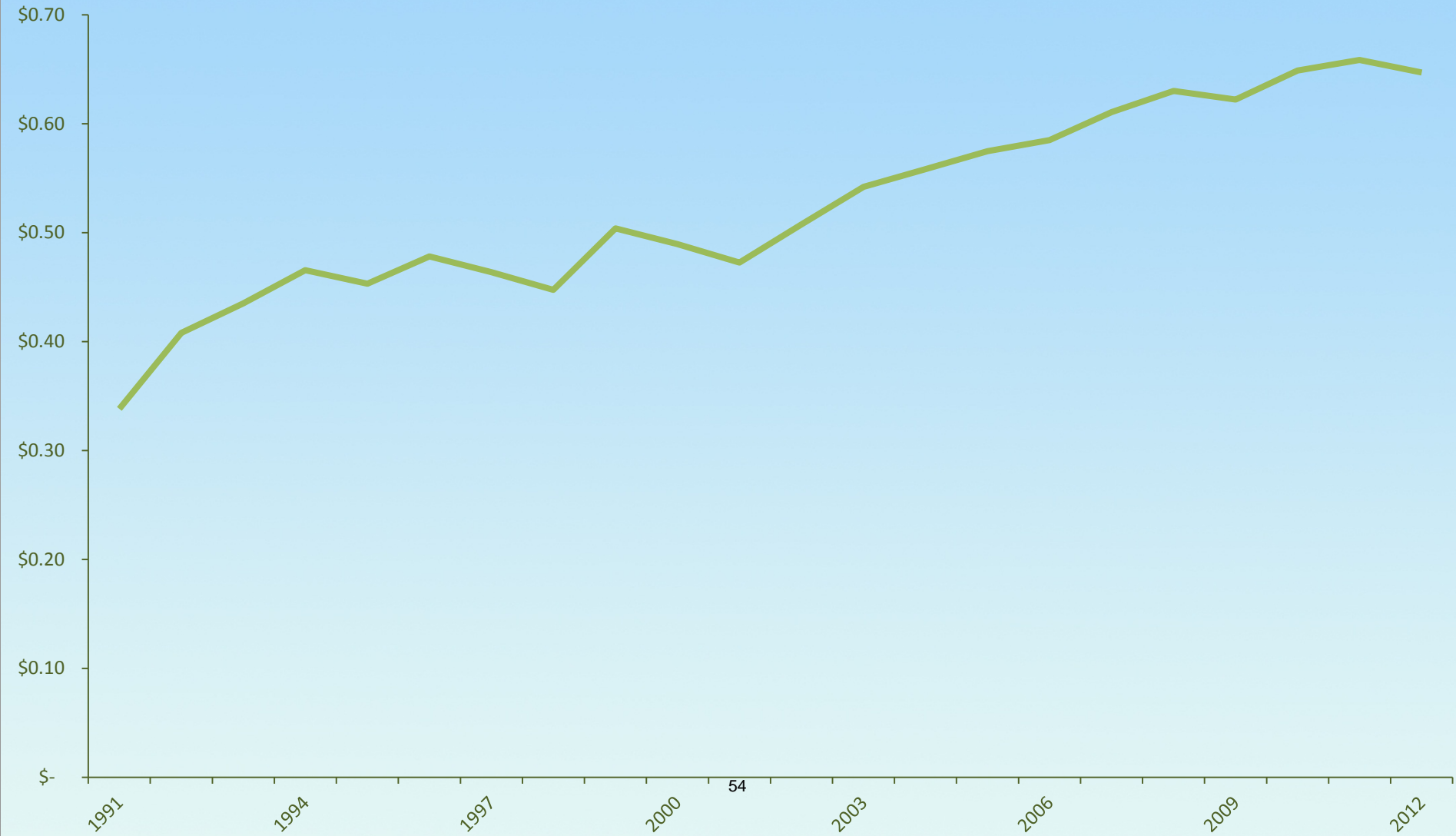
Cost per Trip in Nominal Dollars



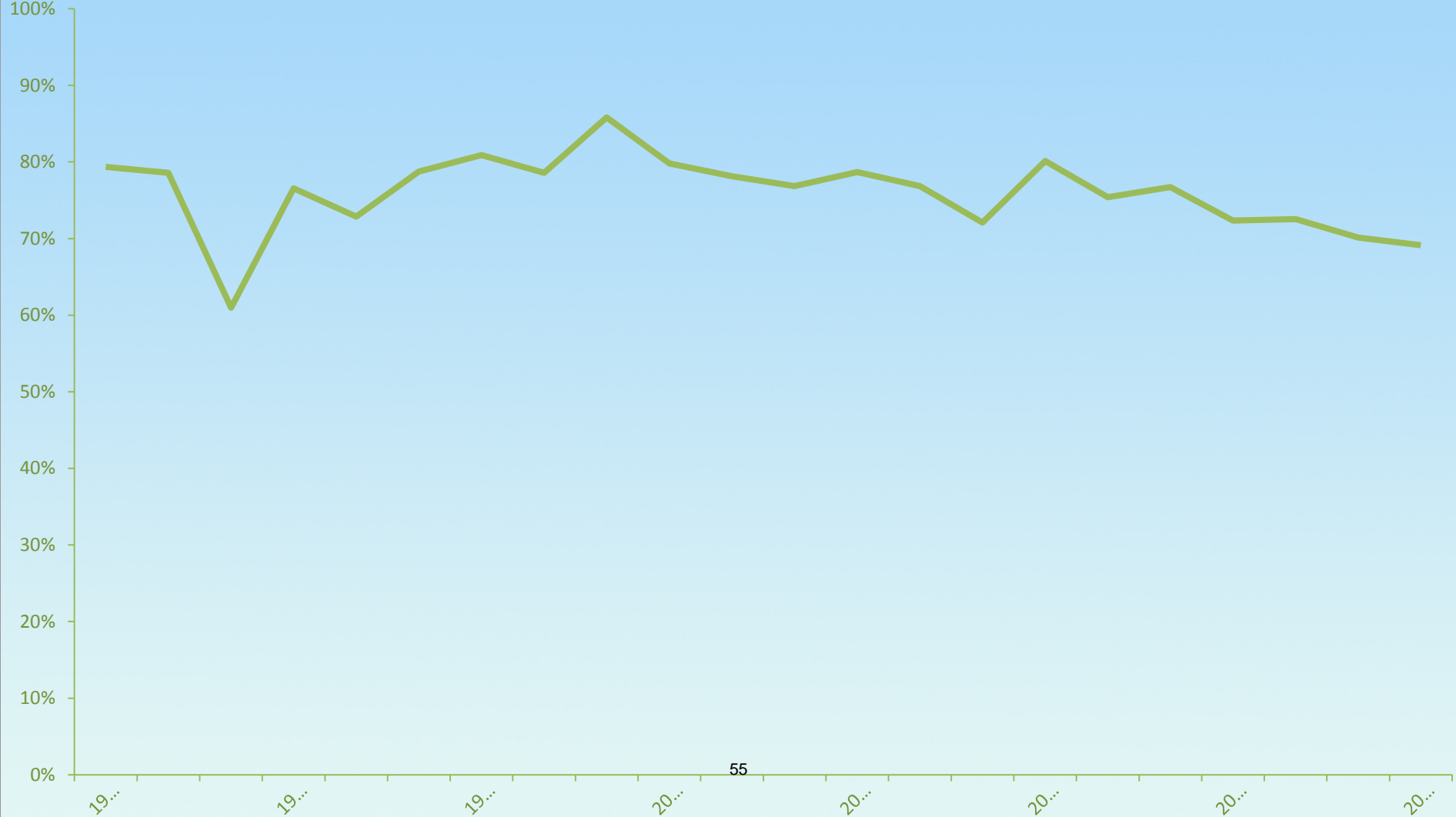
Cost per Service Hour in Nominal Dollars



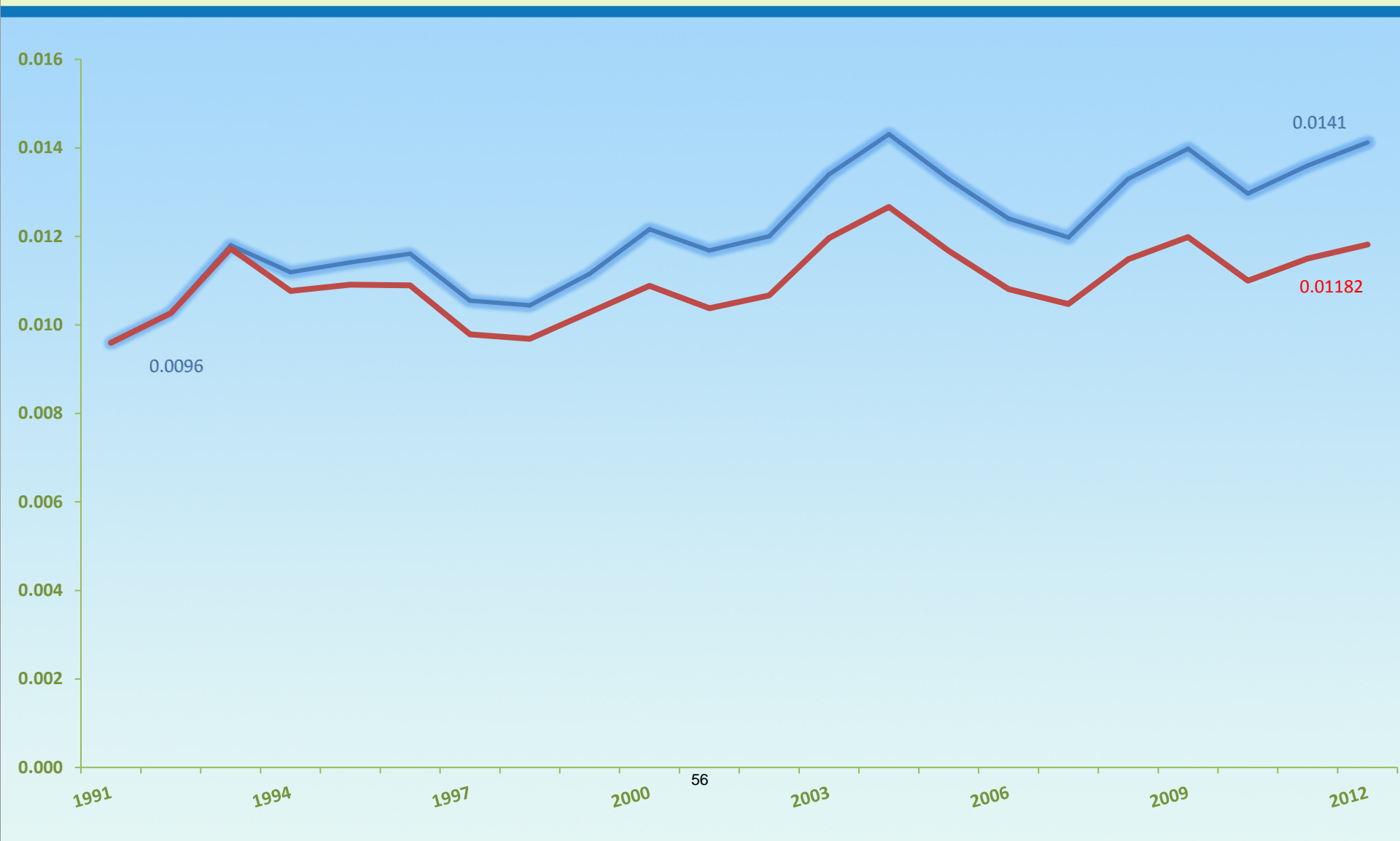
Cost per Passenger Mile in Nominal Dollars



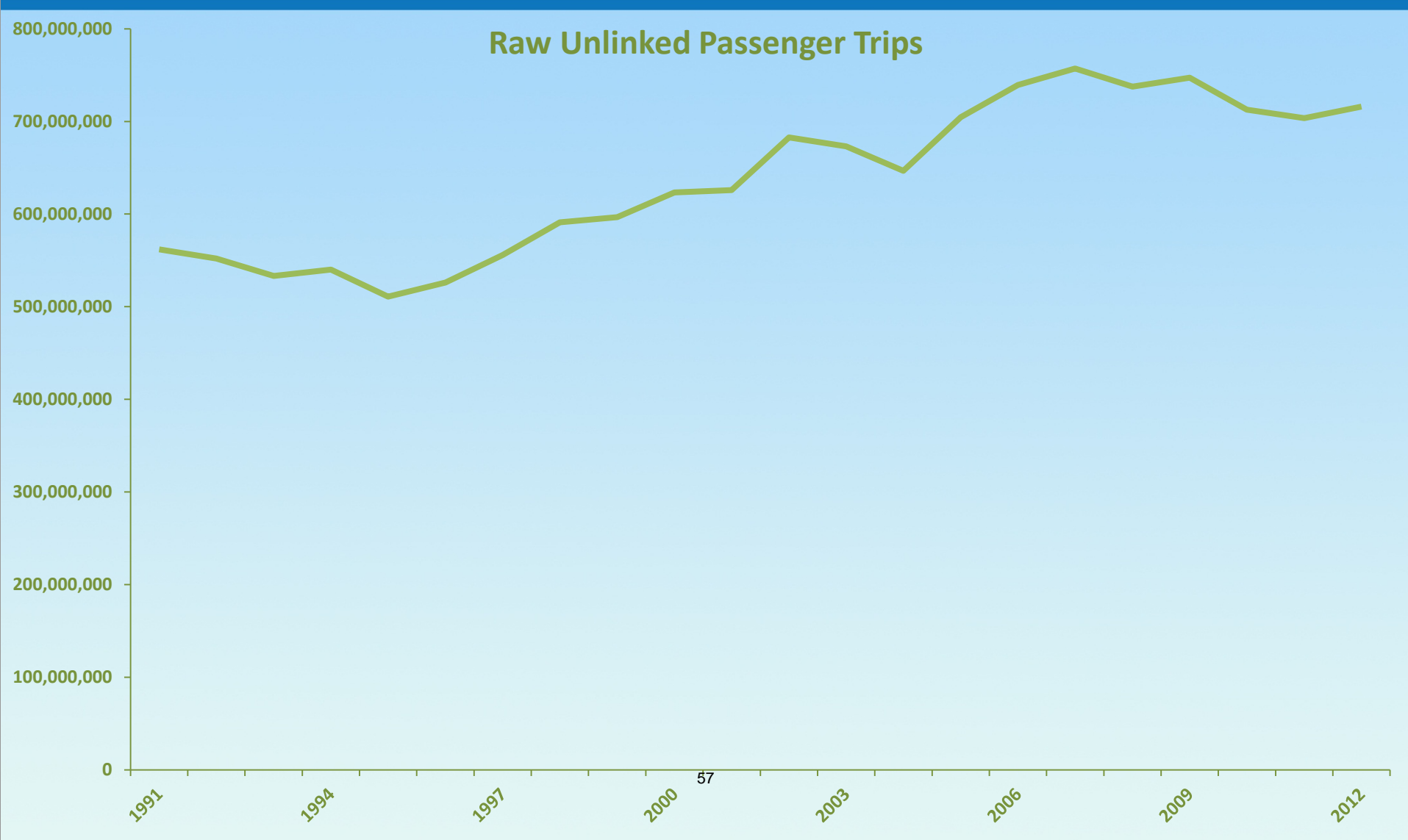
Operations as a Share of all Revenues



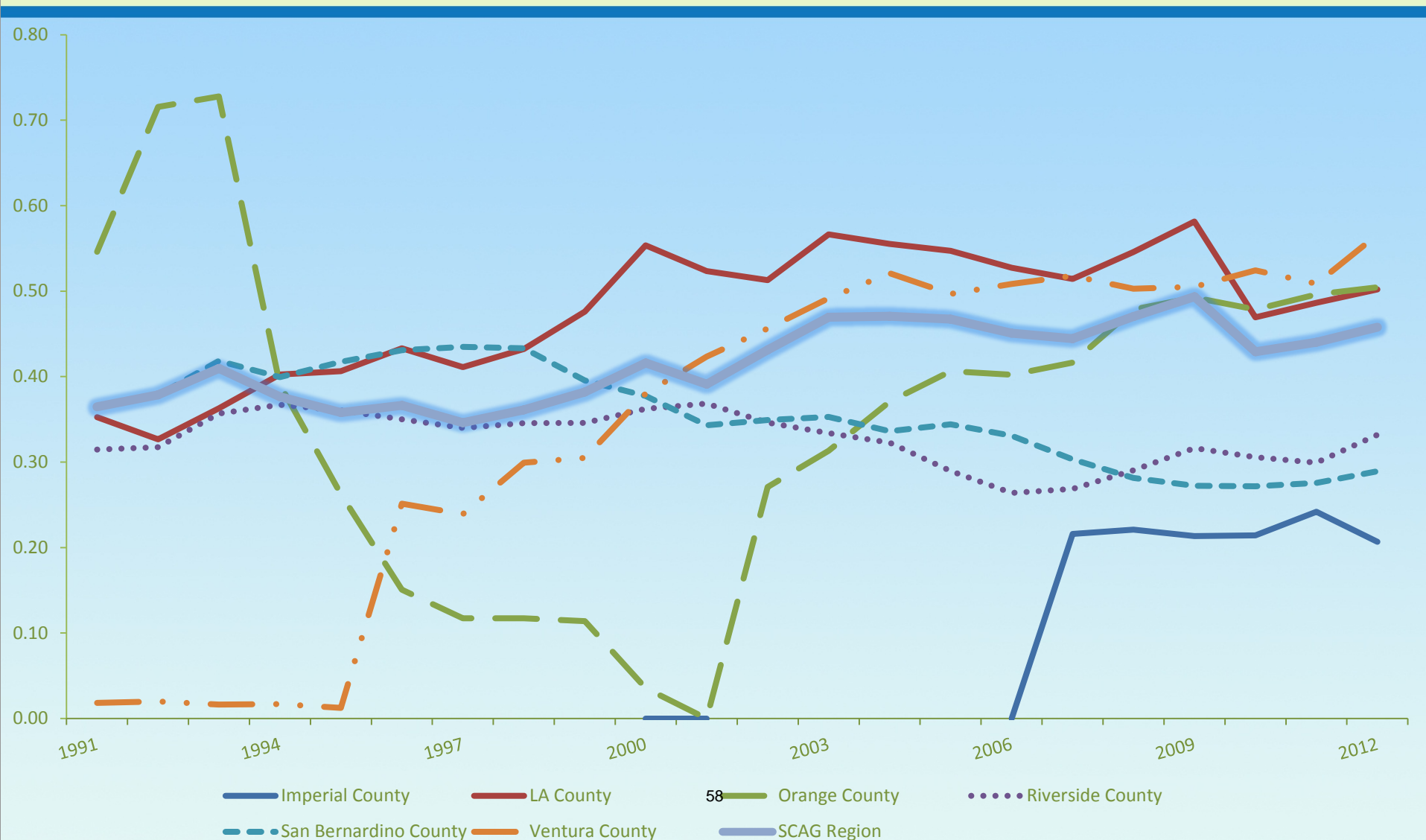
Demand Response Trips per Fixed Route Trip



Raw Unlinked Passenger Trips



Per Capita Demand Response Trips by County



Comment Period

- Closed October 1, 2014
- Comment process will provide foundation for 2016 RTP/SCS transit performance assessment



Questions?



For more information, please contact:

Matt Gleason – gleason@scag.ca.gov

(213)-236-1832

www.scag.ca.gov/transit/



REPORT

DATE: October 29, 2014

TO: Regional Transit Technical Advisory Committee (RTTAC)

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

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

SUMMARY:

This report updates RTTAC members on SCAG’s 2016 RTP/SCS HQTC and Major Transit Stop Methodology and external vetting process, and updates RTTAC members on items discussed at the July 2014 meeting.

BACKGROUND:

The Sustainable Communities and Climate Protection Act of 2008, SB 375, created residential or mixed-use residential projects that may be exempt from, or subject to a limited review of, CEQA. The bill specifically states that these “transit priority projects” should:

- contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- provide a minimum net density of at least 20 dwelling units per acre; and
- be within one-half mile of a major transit stop or high-quality transit corridor (HQTC).

A project is considered to be within one-half mile of a major transit stop or HQTC if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

SB 743 was signed into law last year and provides further opportunities for CEQA exemption and streamlining to facilitate transit oriented development (TOD). Specifically, certain types of projects within “transit priority areas” (TPAs) can benefit from a CEQA exemption if they are also consistent with an adopted specific plan and the regional Sustainable Communities Strategy (SCS). In addition, aesthetic and parking impacts of certain infill projects within a TPA shall not be considered a significant impact on the environment. The State Office of Planning and Research (OPR) is tasked to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within TPAs (draft guidelines due by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone.

Statute Language

Gov’t Code 65088.1(e) “High-quality transit corridor” means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

PRC 21064.3 "Major transit stop" means a site containing an existing rail transit station, a ferry terminal

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served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

PRC 21099 (a)(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

DISCUSSION:

SCAG HQTC/Major Transit Stop Definition and Methodology

An internal working group of SCAG staff was convened earlier this year to determine the HQTC and major transit stop methodology for the 2016 RTP/SCS. Issues discussed included: 1) interpretation of the statute, 2) identification of the HQTCs and major transit stops based on various characteristics and parameters, 3) mapping methodology, and 4) the external vetting process and timeline.

In addition to internal discussions, staff also contacted Sacramento Area Council of Governments (SACOG), the Bay Area Metropolitan Transportation Commission (MTC), San Diego Association of Governments (SANDAG), and OPR. It was determined that at least a couple of issues--such as whether or not to include express route alignments along freeways as HQTCs, or whether or not to average the combined frequency of multiple-line corridors to determine HQTC eligibility—were being addressed differently among the state’s major MPOs. Based on consultation with OPR, the SCAG internal working group agreed to a draft methodology that was presented to the RTTAC at the July 30, 2014 meeting.

At that meeting, the below five issues were presented by SCAG staff for review and comment. While there was agreement on three of the issues: Multiple-Route Corridors, Route Alignment Buffering and Major Transit Stop, there was considerable discussion on Peak Periods and Intersecting Service Transfer Zones. SCAG staff has considered this input and has reached conclusions detailed below for further discussion and concurrence at today’s meeting.

Multiple-Route Corridors. HQTCs must have at least one bus route with 15-minute or better service. If a certain corridor or arterial has more than one route operating along it for a defined length, and none of the routes has 15-minute or better frequency, then averaging the frequency of the different routes for a given segment along this corridor that would result in arriving at a better than 15-minute service is not within the intent of statute.

Route Alignment Buffering. The entire route alignment of a service that operates at better than 15-minute service must be included as a HQTC. This includes express bus services even when they are running along freeways and are not accessible via stops on the freeway right-of-way. (OPR agreed that this may not be consistent with the spirit of the law, but this is the direction they gave the working group.)

Peak Periods. For purposes of determining a HQTC or major transit stop, both the a.m. and p.m. peak periods must be used, although the statute does not specify the exact hours. SCAG uses an a.m. peak period of 6:00 a.m. to 9:00 a.m. and a p.m. peak period of 3:00 p.m. to 7:00 p.m. So, the total population of a transit line’s trips during this seven-hour period will be used to determine average frequency of service.

At the July 30, 2014 RTTAC meeting, committee members brought up the definition of peak periods. For

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example, OCTA has board-adopted peak periods of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m., and Long Beach Transit mentioned that their afternoon peak hour in effect starts much earlier than 3:00 p.m. due to student passenger activity. SCAG staff looked at the feasibility of facilitating transit operator requests to utilize operator-specific peak-hour periods to more accurately reflect real conditions in their service areas. While this needs to be a manual exercise, staff determined that it can facilitate such requests for purposes of HQTC/TPA mapping. However, staff recommends that requests for peak-hour period adjustment conform to industry-accepted peak-hour periods.

Major Transit Stop. Where bus transit services intersect, each of the intersecting services must have 15-minute or better headways. (All rail stations are considered major transit stops no matter what the frequency of service.)

Intersecting Service Transfer Zones. For purposes of transferring between perpendicular services, SCAG is setting a 500-foot buffer to determine a major transit stop. A 500-foot buffer was chosen as this distance is assumed to be a reasonable limit that a transit patron would walk to transfer between buses. This issue is not addressed in statute, and is at the discretion of the MPO or transit agency. For example, MTC uses a 200-foot buffer for this purpose.

At the July 30, 2014 RTTAC meeting, committee members discussed the proper size of this buffer zone. It was suggested that perhaps a larger buffer radius, such as a quarter-mile, would be more appropriate. After additional staff discussion, while a quarter-mile buffer is the industry-accepted standard to walk to local bus services, SCAG staff feels that this distance is not reasonable for purposes of transferring to a linked trip and proposes to stay with the 500-foot buffer. This is in line with the distance Metro uses for its trip planner.

NEXT STEPS:

SCAG staff will finalize the methodology after today's meeting and begin working with transit and commission partners on the 2016 RTP/SCS HQTC and major transit stop mapping in the next couple of months. 15-minute or better frequency tables of the 2012 base year will be prepared and shared with transit operators to accurately inventory transit services that are candidates for HQTCs/major transit stops. Any differences will be documented in a spreadsheet. SCAG staff will then produce a final draft 2012 base year HQTC/major transit stop data set and maps for transit operator and CTC staff review. Transit provider and CTC staff will be given 30-45 days to respond back to SCAG with comments. Written responses with final resolution for the 2012 network will be documented. Also, as part of the development of the 2016 RTP/SCS, SCAG staff will coordinate with the CTCs and transit operators for input and verification on corridors and services that are appropriate to include for 15-minute or better frequency for future years through the plan horizon of 2040.

REPORT

DATE: October 29, 2014
TO: Regional Transit Technical Advisory Committee (RTTAC)
FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov
SUBJECT: Regional Rail and Transit Update

SUMMARY:

This report updates RTTAC members on developments in our region’s rail and transit network.

DISCUSSION:

Following are updates on rail and transit projects in our region:

sbX. The sbX, San Bernardino County’s first Bus Rapid Transit (BRT), opened in April 2014. The service runs along a 15.7-mile corridor with transit signal priority (TSP) between northern San Bernardino and Loma Linda serving Cal State San Bernardino, downtown San Bernardino and Loma Linda University Medical Center. It includes 60-foot, five-door articulated buses (the first in the U.S.) seating about 60 passengers; about six miles of bus-only lanes; 16 art-inspired stations at key university, government, business, entertainment and medical centers; and four park-and-ride lots. As of this month, sbX ridership is up 77% from the first week of revenue service and the corridor (sbX & local buses) ridership is up 20% over last year.

Omnitrans West Valley Connector. Omnitrans is moving forward with future Rapid Bus implementation on the Line 61 and Line 66 Holt Blvd./Milliken Ave./Foothill Blvd. corridor. This service is scheduled to be implemented in early 2016 and includes frequent, limited-stop service, TSP, distinct sbX branding, and enhanced stations with lighting. This service will tie together two independent BRT corridors as identified in SANBAG’s 2010 Long Range Transportation Plan. It will incorporate part of the Foothill Blvd. BRT corridor (Line 66) recently studied by SANBAG and SCAG. It will serve Pomona Transportation Center, Ontario International Airport, Ontario Convention Center, Ontario Mills Mall, the Rancho Cucamonga Metrolink Station, Fontana Civic Center and the Fontana Metrolink station.

San Bernardino Metrolink and Transit Center. Earlier this year construction began on the Downtown San Bernardino Passenger Rail Project and San Bernardino Transit Center. The rail project will extend the San Bernardino Metrolink Line from the historic Santa Fe Depot in San Bernardino one mile east, where it will join with the second project, the future San Bernardino Transit Center, located at Rialto Avenue and “E” Street downtown. The Transit Center will be a multi-modal transportation hub where commuters will be served by 13 local Omnitrans’ bus routes, the new sbX BRT service, Victor Valley Transit Authority (VVTA), Mountain Area Rapid Transit Authority (MARTA), and Metrolink. In addition, rail service will eventually be extended nine miles further east via the future Redlands Passenger Rail Project. The Transit Center will include 22 bus bays and a 7,500 sq. ft. commuter service building with pass sales, security, restrooms, and seating. The Transit Center is expected to be completed in early 2015, and the Metrolink extension and Santa Fe Depot improvements, including a pedestrian bridge, are expected to be completed by the summer of 2016.

San Bernardino County ARRIVE Corridor. This project is a SCAG- and SANBAG-funded study that began this summer. It will create an integrated regional rail/land use vision and implementation strategy for the San Bernardino Metrolink Line. It will develop practical strategies for transitioning from a traditional commuter rail corridor to a more integrated TOD regional rail corridor over time to foster transit-supportive land use investments in the corridor. The project will determine what is needed to enhance the current L.A.-focused Metrolink commuter rail service to a point where it can become an even more robust regional rail system that provides more frequent all-day, bi-directional service, especially within San Bernardino County.

Riverside Transit Agency (RTA). RTA is finishing up its COA study and will have the final 10-Year Transit Network Plan recommended for Board approval at its January 2015 meeting. Staff is also taking to the November Board meeting a recommendation to add eight new expansion buses in January 2015 to increase frequencies on many of its most productive lines (Lines 1, 3, 15, 16, 19, 20, 22, 27, 29, 49, and 74). In addition, RTA is scheduled for a mid-2016 implementation of their Line 1 rapid service between the University of California at Riverside (UCR), downtown Riverside, Galleria at Tyler, and the Corona Transit Center. Initial service will run on weekdays peak periods.

Coachella Valley-San Gorgonio Pass Rail Service. The Riverside County Transportation Commission (RCTC) has begun a “Service Development Plan” (SDP) to study the future Coachella Valley-San Gorgonio Pass Rail Service between downtown L.A. and the Coachella Valley. The SDP will analyze service alternatives including detailed ridership and cost estimates. This new passenger rail line will serve four counties in a greatly needed rail market, with potential stations in Los Angeles, Fullerton, Riverside, Redlands/Loma Linda, Banning/Beaumont, Cabazon, Palm Springs, Rancho Mirage/Palm Desert and Indio.

Ventura County. Gold Coast Transit (GCT) recently became a transit district, and has also recently acquired property for its new headquarters and bus operations yard with a capacity of 125 buses. Design is 30% complete and is expected to open in 2017. Ridership for the 1st Quarter of FY 15 is up by 4% on fixed-route, and up by 6% on paratransit from the same period last year. GCT has ten new CNG replacement buses on order that will be in service in early 2015. Also, the Ventura County Transportation Commission’s (VCTC) Short-Range Transportation Plan is in progress, and 14 brand new over-the-road (OTR) coaches are arriving within the next month to operate VISTA intercity services.

Santa Ana/Garden Grove Fixed Guideway. This project is moving forward and a locally-preferred alternative has been chosen. The alignment runs along the old Pacific Electric right-of-way on the west end and along Santa Ana Blvd. and 4th St. in Santa Ana. The OCTA Board recently voted to take the lead role in construction and eventual operation of this modern streetcar. It is partially funded by Measure M and OCTA is seeking New Starts funding. Construction is estimated for completion in 2019.

Metrolink. Metrolink is progressing on implementing system-wide positive train control (PTC). The 91 Line was the first line implemented with PTC in cooperation with the Burlington Northern Santa Fe Railroad, and the San Bernardino Line is scheduled for implementation early next month. Metrolink will be the first commuter railroad in the country to implement PTC, with system-wide revenue operation by April of next year.

The FY15 budget adopted last June included no fare increase and the addition of new service on the Orange County and 91 Lines. The Orange County Line extended a current Laguna Niguel/Mission Viejo to

REPORT

Fullerton train to L.A. Union Station, and the 91 Line added two weekday round-trips at the beginning of this month, and introductory weekend service last 4th of July weekend.

Construction of the 24-mile-long Perris Valley Line began last February. The \$248.3 million project extends the current Metrolink 91 Line to new stations in North Riverside, Moreno Valley/March Field, Downtown Perris and South Perris/Menifee. This is the first expansion of the Metrolink system in terms of added track mileage since 1994. Service is expected to begin in December 2015 and is estimated to take up to 4,000 cars off of our region's roads daily.

Pacific Surfliner. The 351-mile long Pacific Surfliner (LOSSAN rail corridor) traverses six counties from San Diego to San Luis Obispo. The Pacific Surfliner shares the corridor with Metrolink, the North County Transit District's Coaster service and freight service by Union Pacific and Burlington Northern Santa Fe.

SB 1225 was signed in to law in 2012 and provides for local management and control of the Pacific Surfliner service by the LOSSAN Rail Corridor Agency. This management has up to now been done by Caltrans Division of Rail (DOR). The Orange County Transportation Authority (OCTA) was selected through a competitive bidding process to be the first managing agency for a three-year term. They are currently managing the Pacific Surfliner in an "interim term" while the legal transfer process is underway. Execution of the "Interagency Transfer Agreement" is expected in January 2015. This new local control is expected to improve service, the customer experience, marketing, connectivity, and coordination with other operators along the corridor. DOR will continue to provide a supportive role in the corridor and coordinate on aspects such as statewide planning and connectivity, feeder bus service, and equipment acquisition and coordination. DOR will transition from being a voting member to an ex-officio member on the LOSSAN Board.

California High-Speed Rail. Work is progressing on the CA High-Speed Rail's Construction Package 1. This is the initial 29-mile segment between Madera and Fresno. Currently, right-of-way acquisition and demolition of existing structures is underway. The second segment from Fresno to Bakersfield is environmentally cleared and Construction Packages 2-3 are out for bid and due tomorrow.

Earlier this month, the California Supreme Court declined to review a key case challenging the project, which now allows the California High-Speed Rail Authority (Authority) to sell its voter-approved bonds. In addition, the state allocated \$250 million in Cap-and-Trade money for FY 15 and 25% of Cap-and-Trade revenues for future years to the project. The Authority has stated that they will use this new revenue stream to advance the project in to Southern California sooner.

Southern California Regional Interconnector Project (SCRIP). Updated environmental clearance and preliminary engineering work began this summer on the SCRIP project (formerly referred to as the L.A. Union Station Run-Through Tracks). SCRIP will extend at least four tracks from the south end of Union Station across the 101 Freeway to connect with tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and exit the station at either end. SCRIP will increase the capacity of Union station by 40% - 50%, benefiting the entire Southern California rail network by increasing train capacity and speeds. It will also significantly reduce air pollution and GHGs by reducing locomotive idling. SCRIP is in the top tier of the Southern California HSR MOU project list and is L.A. County's top ranked project.

REPORT

Raymer to Bernson Double Track and Van Nuys Station Second Platform. Final design and preliminary engineering work began this summer on a 6.4-mile double track project in the San Fernando Valley. Currently, this is a single-track section of the LOSSAN corridor between Chatsworth and Van Nuys. This capacity constraint leads to bottlenecks and congestion and makes it difficult to add capacity, improve speeds, and ensure reliability for intercity and commuter rail service between Los Angeles, Chatsworth and beyond. Improving this section also includes adding a second platform at the Van Nuys station, which will enable bi-directional passenger activity.

ATTACHMENTS:

1. Regional Rail and Transit Update Presentation

Regional Rail and Transit Update

Regional Transit Technical Advisory Committee

October 29, 2014



sbX

- Began revenue service April 28
- 15.7-mile corridor along the Line 2 Local corridor
- “Green Line”
- Serves E St. and Kendall Dr. corridors between North San Bernardino and Loma Linda
- 16 Center and Side-running Stations – Art reflects the culture & heritage of communities
- 5.4 miles of dedicated bus lanes and 4 Park & Ride lots
- CNG, 60-foot articulated 5-door buses with Wifi
- 10-minute headways during peak hours; 15-minute off-peak hours

sbX



San Bernardino Transit Center

- Located at Rialto Avenue and “E” Street downtown - 2015
- Multi-modal hub with 13 Omnitrans lines, sbX, VVTA, MARTA, and Metrolink
- Future Redlands Rail
- 22 bus bays and 7,500 s.f. transit center passenger building
- Metrolink extending one mile east from Santa Fe Depot – 2016
- Includes platform pedestrian bridge

San Bernardino Transit Center



San Bernardino Transit Center

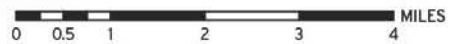


West Valley Connector

- Combines #2 and #3 BRT corridors for S.B. County
- Holt Blvd./Milliken Ave./Foothill Blvd. corridors
- Frequent, limited-stop service, TSP, distinct sbX branding, and enhanced stations
- Primary difference from BRT is no dedicated lanes and simpler stations
- 24 stations plus 3 Metrolink connections
- 10-minute peak/15-minute off-peak headway
- 2016

West Valley Connector

Omnitrans West Valley Connector E



- Initial Project 76
Definition Alignment
- Metrolink Rail Line
- BRT Stations
- BRT Transfer Stations

ARRIVE Corridor

- Advanced Regional Rail Integrated Vision – East
- Develop strategies to transition from a traditional commuter rail corridor to a more integrated transit-oriented development (TOD)/regional rail corridor over time
- Develop S.B. station areas into major attractors
- More frequent all-day, bi-directional service

Riverside Transit Agency

- RTA finishing up COA with ten-year service plan for adoption at January Board
- Eight new expansion buses will allow for increased frequencies on several lines
- New rapid service on flagship Line 1 slated for mid-2016
- Will run from UCR to downtown Riverside, Galleria at Tyler and Corona Transit Center

Coachella Valley-San Gorgonio Pass Rail Service

- Will run from downtown L.A. to Indio, serving four counties
- Stations in L.A., Fullerton, Riverside, Redlands/Loma Linda, Banning/Beaumont, Cabazon, Palm Springs, Rancho Mirage/Palm Desert and Indio
- RCTC recently began service development plan
- Initial service two to three round-trips per day

Ventura County

- Gold Coast Transit now a “district”
- New facility 30% designed – open in 2017
- Ridership is up and ten new CNG buses on order
- VCTC’s short-range transit plan in process
- 14 new OTR coaches coming in the next month
- New contractor to take over service

Santa Ana/Garden Grove Fixed Guideway

- EIR approved and locally-preferred alignment selected
- Runs along Santa Ana Blvd. and 4th St. in Santa Ana and the old PE ROW in Garden Grove
- OCTA Board recently voted to take lead role in construction and operation
- Measure M funding and seeking New Starts
- Construction completion 2019

Santa Ana/Garden Grove Fixed Guideway



Santa Ana and Garden Grove Fixed Guideway Corridor

Streetcar 1 Alternative



LEGEND

- Streetcar 1
- Proposed Stop
- Study Area

Metrolink

- PTC implementation underway
- 91 Line first in cooperation with BNSF
- San Bernardino Line next
- Full system March 2015
- No fare increase this year
- New 91 Line weekday and weekend service
- PVL Line under construction!

Pacific Surfliner

- Local control of Pacific Surfliner (LOSSAN) corridor effective January 2015
- OCTA awarded first managing agency through competitive bidding process – in start-up role now
- Caltrans Division of Rail will continue role in equipment acquisition and long-range planning
- Improved service, customer experience, marketing and coordination

California High-Speed Rail

- Work is progressing on initial 29-mile segment
- Construction packages 2-3 bids due this week for Fresno to Bakersfield section
- Supreme Court denied appeal – CHSRA now free to sell bonds
- Cap-and-Trade funds at \$250 million this year and 25% of total in to the future

Southern California Regional Interconnector Project (SCRIP)

- Updated environmental clearance and preliminary engineering work recently began
- Extends four tracks from the south end of Union Station across the 101 Fwy to connect with tracks along the Los Angeles River
- Increases capacity of Union station by 40% to 50% benefiting the entire Southern California rail network by increasing train capacity and speeds
- Also significantly reduces air pollution and GHGs by reducing locomotive idling
- In top tier of the So Cal HSR MOU project list and is L.A. County's top ranked project.

Raymer to Bernson Double Track and Van Nuys Station Second Platform

- Final design and preliminary engineering work begins this summer
- Double track 6.4 miles between Van Nuys and Chatsworth Station
- Also includes adding a second platform at the Van Nuys station
- Enables bi-directional passenger activity

Thank You

