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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

**Wednesday, May 29, 2013
2:00 p.m. – 4:00 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, California 90017
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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.

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

May 29, 2012

5.0 INFORMATION ITEMS

- | | | |
|-----|--|----|
| 5.1 | <u>Ventura County Transit Update</u>
<i>(Vic Kamhi, VCTC)</i> | 20 |
| 5.2 | <u>Clean Cities Data Collection Efforts</u>
<i>(Matt Horton, SCAG Staff)</i> | 10 |
| 5.3 | <u>SCAG Transit Level of Service Data Collection Efforts</u>
<i>(Yongping Zhang, SCAG Staff and Steve Green, AECOM)</i> | 20 |
| 5.4 | <u>System Performance Report Update</u>
<i>(Matt Gleason, SCAG Staff)</i> | 35 |

6.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, August 28, 2013, at the SCAG Los Angeles Office.

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

January 23, 2013

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 office in downtown Los Angeles. The meeting was called to order by Wayne Wassell, Chair.

Members Present:

Wayne A. Wassell (Chair)	MTA
Karen Sakoda	Metrolink
Paul Casey	Santa Monica's Big Blue Bus

Tele Conference:

Gordon Robinson	Riverside Transit Agency
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Video Conference:

Kevin Kane	Victor Valley Transit
Jeremiah Bryant	Omni Trans

SCAG Staff:

Stephen Fox	Nathaniel Kinsey
Matthew Gleason	
Philip Law	

1.0 CALL TO ORDER

Wayne Wassell, Chair, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

No comment was requested by the public.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the October 31, 2012 Regional Transit TAC Meeting

A Motion was made (Sakoda) to approve the minutes. The Motion was seconded (Casey) and unanimously approved.

4.0 INFORMATION ITEMS

4.1 Caltrans FY 13-14 5304 Transit Planning Grants

Charles Lau, Caltrans District 7, presented an update on FY 13 – 14 Transit Planning Grants. Mr. Lau noted four grant programs are available for FY 13-14, 1) Community-Based Transportation Planning, 2) Environmental Justice, 3) Transit Planning and 4) Partnership Planning. It was further noted Community-Based Transportation and Environmental Justice Grants are state funded. Partnership and Transit Planning grants are federal funded. Mr. Lau noted a grant workshop will be held to provide more information on January 31, 2013 at Southern California Association of Governments.

Alfonso Hernandez, SCAG Staff, presented further information and noted there are three areas covered under the Transit Planning Grants, 1) Statewide/Urban Transit Planning Studies, 2) Rural/Small Urban Transit Planning Studies and 3) Transit Planning Student Internships. Mr. Hernandez stated a brief summary of the submission is due February 15, 2013 and complete grant submissions are due February 28, 2013.

4.2 San Bernardino Bus Rapid Transit Projects

Tim Byrne, Chief of Planning, SANBAG, provided an update on San Bernardino Bus Rapid Transit Projects. Mr. Byrne stated SANBAG's Long Range Transportation Plan identified key corridors for enhanced transit/BRT network. Mr. Byrne noted the pilot project is the E Street Corridor BRT which is planned for revenue service in 2014. The study examined potential routing, transit operations and land use. It was further noted the express service (SBX) will be in service in 2014 with 16 stations with 10 minute headways during peak hours and 15 minute headways in off-peak hours.

Mr. Byrne noted the study goals include identifying enhanced transit service options, to design and deliver effective routes, to build best practices and to integrate transit land use planning to achieve Compass Blueprint and SB-375 goals. It was further noted the outcomes sought in the study include identifying a preferred transit service scenario, phasing of scenario implementation, project costs and funding alternatives and land use development. Mr. Byrne concluded by noting lessons learned from SBX will inform further BRT activity in San Bernardino County.

4.3 FY 12-13 Clean Cities Annual Survey Exercise

Matt Horton, SCAG staff, provided a briefing on FY 12-13 Clean Cities Annual Survey Exercise. Mr. Horton stated the Clean Cities is a federally sponsored program designed to quantify the region's effort to implement alternative fuels and vehicles. Mr. Horton noted based on data collection efforts the region was able to quantify 50 million gasoline gallon equivalent reduction in fuel use along with

185,000 tons emissions reduction. Mr. Horton thanked the committee for their assistance in the effort. Additionally, Mr. Horton noted a new survey will be issued that week which seeks to gauge fuel use and vehicles in each fleet.

4.4 Transit Best Practices – Initial Literature Review

Stephen Fox, SCAG Staff, provided an update on Transit Best Practices. Mr. Fox stated the best practices review is a work product of the High-Speed Rail & Transit Subcommittee. It was further noted the review examines Intelligent Transportation Systems, First Mile/Last Mile, performance measures, traffic signal priority, BRT networks and services. Mr. Fox stated the process is ongoing and other transit aspects may be included as the process develops. Mr. Fox concluded by encouraging participants to submit other best practices information which will benefit the process.

4.5 Transit system Performance Report Update

Matt Gleason, SCAG Staff, presented an update on Regional Transit System Performance Report. Mr. Gleason noted this is follow-up to the October 2012 meeting where goals for performing a system performance report was presented. At the October 31, 2012 RTTAC meeting, staff reported on efforts to establish an annual review of system performance and to establish data collection procedures to assist in increased performance monitoring in response to MAP 21 requirements. Mr. Gleason stated five broad categories of performance measures have been identified. They are as follows.

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

Mr. Gleason noted performance measures will be monitored from 1991 to 2011. Additionally, average fleet age will be incorporated into current efforts. Mr. Gleason stated the document will be finalized in April 2013 in time for SCAG’s General Assembly.

5.0 Chair's Report

5.5 Regional Transit Technical Advisory Committee Charter Review

Chair Wayne Wassell, Metro, stated there was a recent meeting with SCAG Staff to review the committee's Charter which was last revised in 2009. Mr. Wassell noted the Charter outlines the committee's participation in the regional planning process and, for example, there is language in the Charter which references the 2012 RTP. This can be updated.

Matt Gleason, SCAG Staff, noted additional Charter items include modifying participation requirements to allow those who are not members of a County Transportation Commission or transit operator to serve as Chair. Additionally, Mr. Gleason noted MAP 21 indicates providers of public transportation are to be fully involved in planning and programming processes. Mr. Gleason stated staff is seeking input from the committee on Charter language that defines what services staff can provide to the TAC to create value and meet the MAP 21 specifications.

Mr. Wassell suggested meeting with staff to further clarify potential Charter modifications. Mr. Gleason stated the selection of a Vice-Chair can be placed on the agenda for the next meeting.

6.0 Staff Report

6.5 Pacific Electric Right of Way/West Santa Ana Branch Corridor Alternatives Analysis Next Steps

Philip Law, SCAG Staff, provided an update on Pacific Electric Right of Way/West Santa Ana Branch Corridor Alternatives Analysis. Mr. Law stated for the past several years SCAG has been conducting a transit alternatives analysis study on the Pacific Electric Right of Way/West Santa Ana Branch Corridor. Mr. Law noted the corridor connects from Paramount in Los Angeles to Santa Ana in Orange County. SCAG worked with Metro and OCTA to examine different transit options on the corridor. Mr. Law noted in January 2013 the Transportation Committee selected light rail as the preferred build alternative to move forward. That recommendation will go to the Regional Council in February for their final action. The final action will be forwarded to Metro and OCTA.

6.6 Update on HSR&T Subcommittee and Upcoming HSR&T/Finance Joint Meeting

Matt Gleason, SCAG Staff, provided an update on SCAG's High-Speed Rail & Transit Subcommittees. Mr. Gleason stated the High-Speed Rail & Transit Subcommittee is one of six subcommittees formed after the 2012 RTP/SCS process. Mr. Gleason reported the subcommittee has met four (4) times and there will be two (2) additional meetings before the subcommittee sunsets.

Mr. Gleason noted the first meeting focused on rail issues with regional rail updates, Measure J and MAP-21. The second meeting included presentations on the state rail plan, presentations on California's High-Speed Rail Project, a Metrolink update and RCTC's plan for increased passenger service in Riverside County and along SR 90. The third meeting centered on operational strategies to improve transit service and grow ridership throughout the region. This included a presentation on travel behavior and transit mode choice by Professor Brian Taylor of UCLA. Additionally, there was a presentation on smart fare media in Orange County by Jorge Duran, OCTA, a presentation on smart fare media in Ventura County by Vic Kamhi, VCTC's Bus Transit Director, and a presentation on predictive arrival technologies and mobile applications by Lan-Chi Lam, Metro's Web Design and Strategy Manager.

Mr. Gleason noted the 5th and 6th meetings of the subcommittee are scheduled for February 7th and February 15th respectively.

ADJOURNMENT

The meeting adjourned at 11:14 a.m. The next meeting of the Regional Transit Technical Advisory Committee is to be determined.

REPORT

DATE: May 29, 2013

TO: Regional Transit Technical Advisory Committee (RTTAC)

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

SUBJECT: Regional Rail Report

SUMMARY:

This report updates RTTAC members on recent passenger rail developments, including the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) locally-controlled Joint Powers Authority (JPA) effort, Metrolink, the California High-Speed Train project, and other developments.

DISCUSSION:

LOSSAN Locally-Controlled JPA

This effort continues to move forward. Since the Regional Council approved the 2013 Amendment to the LOSSAN JPA to establish local control at its January 3, 2013 meeting, additional minor amendments were put forth by the San Diego County LOSSAN agencies to resolve some of the outstanding issues with the 2013 Amendment. These amendments include contingencies for any reduction in operational funding from the state, and supermajority and LOSSAN region voting requirements. The California High-Speed Rail Authority (CHSRA) also requested some minor language revisions regarding selecting the LOSSAN Board representative. These additional amendments were unanimously agreed to by the LOSSAN Board at its April 17, 2013 meeting, and have been distributed to the member agencies for approval.

On April 29, 2013, a RFP was released for the first LOSSAN managing agency under local control. The first managing agency will serve for the start-up period beginning in December 2013 and the initial three-year term beginning with the effective start date of the Interagency Transfer Agreement (ITA) with Caltrans, to be no earlier than June 2014. LOSSAN voting, ex-officio, and Technical Advisory Committee (TAC) member agencies are eligible to submit proposals and award is expected in August 2013.

Amtrak Pacific Surfliner

There are several developments with the Pacific Surfliner worth noting. First, the Express train was discontinued after a two-year pilot project. This was a northbound morning service with stops in Solano Beach, Oceanside, Irvine and Fullerton. Ridership never showed any growth on the Express, and it was reverted back to normal service with the April 2013 schedule change. Issues cited for a lack of success include not having a companion southbound express in the afternoon, and unsatisfactory on-time performance (OTP). (The 2012 LOSSAN Strategic Implementation Plan recommended express and limited-stop service so this will be revisited at a future date.) For the Pacific Surfliner as a whole, ridership and especially revenue continue to grow at a healthy rate over the last couple of years, and the last three months' OTP has been very good, averaging about 90%.

The Pacific Surfliner will provide new service in the coming months. As part of a new rail-to-rail pass agreement with the North County Transit District (NCTD), certain Pacific Surfliner trains that currently have available capacity will start serving COASTER stops in San Diego County. These stops are the

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Carlsbad Village, Carlsbad Poinsettia, Encinitas, and Sorrento Valley stops. In addition, NCTD has been studying service to Camp Pendleton.

California High-Speed Train

In April 2013, CHSRA selected the winning bidder to construct the first section of the 130-mile long Initial Construction Segment (ICS) from Madera to Bakersfield. For purposes of environmental clearance, this section is divided in to two sections: Madera to Fresno, and Fresno to Bakersfield. The northern section is divided in to three construction packages, and this first one awarded is to build a 29-mile section of track through Fresno. Earlier this spring a consultant team was selected for the necessary real estate work for the project.

In March 2013 the U.S. Government Accounting Office (GAO) issued a performance audit of the CHSRA's project planning, cost estimating, ridership and revenue forecasting, and risk and economic assessments. The GAO's assessment is summarized as follows:

Reliability of the Authority's Cost Estimates. The GAO concluded that the CHSRA met some, but not all, of the best practices in GAO's *Cost Estimating and Assessment Guide*. The CHSRA substantially met the criterion for "accurate" cost estimates, but only partially met the criteria for "comprehensive, well documented, and credible" cost characteristics. The GAO found that the CHSRA did not provide comprehensive operating cost estimates, which are a key consideration for attracting private-sector investment. Additionally, the CHSRA did not provide sufficient documentation on assumptions for station and vehicle costs, or operating costs. Lastly, the CHSRA did not conduct a risk and uncertainty analysis on the cost estimates for any construction segment, or on the operating cost estimates.

Reasonableness of the Ridership and Revenue Forecasts. The GAO found the CHSRA's ridership estimates to be reasonable and found that the agency generally followed accepted travel demand modeling practices. However, the GAO identified additional updates necessary to refine the ridership and revenue model, including the development of a new travel survey. (The CHSRA has indicated they are doing such a travel survey for the 2014 Business Plan.)

Funding Assumptions. The GAO identified uncertainty with respect to CHSRA's assumptions about federal funding and private-sector financing. At the federal level, high-speed rail funding came from the High Speed Intercity Passenger Rail (HSIPR) program and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The HSIPR has extinguished funding, and PRIIA is about to end, leading the GAO to conclude that the CHSRA's largest source of expected funding—federal--uncertain. The CHSRA would also face challenges in securing private sector financing if its operating cost estimates and ridership forecasts prove to be optimistic once the Initial Operating Segment to Palmdale is in operation. Lastly, the GAO cautioned against relying on California cap-and-trade revenues as an alternative funding source.

<http://www.gao.gov/products/GAO-13-304>

Metrolink

Metrolink ridership is up 1% year over year for the first nine months of FY 2013. Despite a strengthening economy in our region, the downtown L.A. employment market has been stagnant as the public sector continues to shed jobs; and 63% of Metrolink riders travel to Los Angeles. Metrolink traditionally has had very good OTP, and so far for the fiscal year it is approximately 95%. The popular Angels Express service

is back again this year with trains from L.A. Union Station and Laguna Niguel/Mission Viejo station arriving at Angels Stadium about 30 minutes before game time and leaving 30 minutes after the last out (45 minutes on Fridays due to the fireworks). The fare is just \$7.00 round trip and even less for seniors and children. Also last month, Metrolink implemented seamless LAX FlyAway ticketing through L.A. Union Station. Metrolink ticket vending machines now include LAX as a destination for the regular FlyAway price of \$7.00.

In February of this year, Metrolink was awarded AQMD funding for the acquisition of 20 new Tier IV locomotives. These will be the first Tier IV's in operation, and are immensely cleaner than the Tier 0 locomotives that they will be replacing. The first three locomotives will arrive in the third quarter of 2015. Also, Metrolink will be the first commuter railroad in the U.S. to implement positive train control (PTC) throughout its entire system, and ahead of the federal mandate of 2015. The first section of their network to be implemented will be the San Gabriel Subdivision (the San Bernardino Line) in September of this year. Implementation will continue one subdivision at a time until fully complete in early 2014.

Coachella Valley Daily Service

In April 2013, the Coachella Valley Association of Governments (CVAG) approved entering in to a MOU with the Riverside County Transportation Commission (RCTC) to establish an initial Coachella Valley Rail Fund to be administered by RCTC pursuant to policy direction from CVAG. This initial funding is \$4.2 million from Prop 1B in seed funding for Coachella Valley Rail Service between downtown L.A. and the Coachella Valley. This funding is to be used for station and service development studies, and initial capital funding for approved stations. This new passenger rail line would serve five counties in a greatly needed rail market, with stations in Los Angeles, Fullerton, Riverside, Redlands/Loma Linda, Banning/Beaumont, Cabazon, Palm Springs, Rancho Mirage and Indio.

Rail / Airport Ground Access

Burbank Bob Hope Airport's (BUR) Regional Intermodal Transportation Center (RITC) is currently under construction with an estimated completion date in the summer of 2014. The RITC will be adjacent to the current Metrolink and Amtrak rail station on the north side of Empire Ave. Phase 1 consists of a consolidated rental car facility, long-term parking, a bus transit center, and a grade-separated moving walkway between the terminal and the RITC. Phase 2 of the project would extend the moving walkway over Empire Ave. to link directly with the rail station. BUR's second rail station will be along its eastern flank and will be served by Metrolink's Antelope Valley Line and anticipated CA HST service. Metro issued a RFP for environmental clearance and preliminary engineering this spring.

Additional Projects

Southern California Regional Interconnector Project (SCRIP). This project was formerly referred to as the L.A. Union Station Run-Through Tracks project. SCRIP will extend at least four tracks from the south end of Union Station across the 101 Freeway to connect with the 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. SCRIP is in the top tier of the Southern California HSR MOU project list and is L.A. County's top ranked project. The RFP to update the project's environmental clearance will be released in June 2013.

San Bernardino Line Strategic Study. This is a strategic study of Metrolink's San Bernardino Line similar to the Metrolink Antelope Valley Line study completed in 2012, with the goal of identifying projects that will increase capacity and enhance service and safety on the line. This study is being conducted jointly

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between Metro and the San Bernardino Associated Governments (SANBAG). This study began in April 2013.

Raymer to Bernson Double Track and Van Nuys Station Second Platform. A contract was recently awarded for a second mainline track between Control Point (CP) Raymer to CP Bernson in the San Fernando Valley. This is a six-mile section of single track in the LOSSAN corridor between Chatsworth and Van Nuys. This capacity constraint leads to bottlenecks and congestion and makes it difficult to add more, faster and more reliable intercity and commuter rail service between Los Angeles and Chatsworth. Improving this section also calls for adding a second platform at the Van Nuys station, which is included as part of this project.

NEXT STEPS:

Staff will continue monitoring regional rail developments and update the RTTAC on a regular basis.

REPORT

DATE: May 29, 2013

TO: Regional Transit Technical Advisory Committee

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

SUBJECT: Regional Transit Technical Advisory Committee (RTTAC) Charter Review

EXECUTIVE SUMMARY:

At the June 3, 2009 meeting of the RTTAC, SCAG staff presented the draft committee charter, which identifies the committee purpose, composition, and duration, and discusses the committee responsibilities and meeting schedule as it relates to the development of the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The charter was subsequently reviewed by the RTTAC at its October 21, 2009 meeting. As SCAG begins the process of developing the 2016 RTP/SCS update, staff seeks input from the RTTAC regarding potential updates to the charter, as may be appropriate. This item is carried forward from the January 23, 2013 meeting of the RTTAC

BACKGROUND:

Per Title 23, Chapter 1, Section 134(c)(1) of the United States Code, Metropolitan Planning Organizations (MPOs) “in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.” At the technical level, SCAG includes public transportation operators in regional planning efforts through the RTTAC, as part of a continuing, cooperative, and comprehensive planning process for developing Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs).

Per input received from the RTTAC as the January 23, 2013 the RTTAC has been circulated to TAC participants for review and the item will be discussed again at the May 29, 2013 meeting.

ATTACHMENT:

1. Revised Regional Transit Technical Advisory Committee Charter

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE CHARTER

Purpose

The Regional Transit Technical Advisory Committee (RTTAC) provides a forum for public transit agencies and County Transportation Commissions (CTCs) to discuss projects, programs, and policies related to transit and the Regional Transportation Plan. The existing Memoranda of Understanding between public transit operators and the Southern California Association of Governments (SCAG) mandates this cooperative planning effort.

The RTTAC will review and provide technical input ensuring the technical integrity for the transit component of the Regional Transportation Plan (“RTP” or “Plan” herein), including, but not limited to its assumptions, methodologies, and data used in its development. In addition, the RTTAC will review and provide technical input to the performance analysis of Plan alternative strategies that will comply with the federal and state requirements, including SB 375.

Composition

The RTTAC will be comprised of staff representatives from the public transit agencies from within the SCAG region, CTCs, state and federal agencies, and SCAG subregions. The RTTAC will select a chairperson and a vice chairperson to serve for each four-year RTP cycle.

In the event a vacancy occurs in the chair or vice chair positions, the organization that appointed the member serving as chair or vice chair shall have the option to appoint a replacement to assume the vacant position for the duration of the current term. If such organization elects not to exercise this option, the RTTAC shall elect a new chair or vice chair.

Duration

The RTTAC will continue on an ad-hoc basis for the duration of the current RTP development period, which concludes when SCAG receives a letter from Federal Highway Administration and Federal Transit Administration on the Plan’s conformity determination.

Responsibilities

The primary responsibilities of the RTTAC are as, but not limited to, the following:

1. Provide input on planning and technical assumptions associated with transit.
2. Provide input on performance measures, methodology and process.
3. Provide input on establishing base year and baseline performance conditions.
4. Provide input on transit strategies to be considered for inclusion in the RTP.
5. Provide input in establishing regional goals, and performance objectives for the transit component of the RTP.
6. Provide input in establishing transit alternatives that address mobility needs and complement land use changes that may result in complying with SB 375.
7. Review, evaluate and provide input to the analysis of strategy alternatives, leading to the selection of a preferred alternative for inclusion in the RTP update.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE CHARTER

Meetings

The RTTAC shall convene meetings on a quarterly basis, with authority to convene or postpone meetings as needed. Meetings will take place at SCAG's Main Office in Los Angeles unless otherwise agreed upon. Members are encouraged to attend meetings at SCAG's Main Office in Downtown Los Angeles or at any of the the five County Offices via videoconferencing, if possible. Otherwise members may attend meetings via teleconference.

Meeting agendas will be prepared by SCAG staff in consultation with the chair of the RTTAC, and be provided to members in advance of each meeting. Minutes of each meeting will also be prepared by SCAG staff.

The RTTAC will invite members of management, other divisions, or outside firms/agencies to present on pertinent information, as necessary. Meeting agendas will be prepared and posted in advance. Minutes for each meeting will be completed by the appropriate SCAG administrative staff.

All agendas and meetings will be made available on the SCAG Transit webpage at <http://www.scag.ca.gov/transit/index.htm>.

REPORT

DATE: May 29, 2013

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 Update

EXECUTIVE SUMMARY:

SCAG typically analyzes available performance data to establish existing conditions as part of the Regional Transportation Plan (RTP) development and update. At the October 31, 2012 Regional Transit TAC meeting, staff reported on efforts to establish an annual review of system performance, and to establish data collection procedures to assist in increased performance monitoring in response to requirements in Moving Ahead for Progress in the 21st Century (MAP-21). Staff have completed a draft work effort, called the FY 10-11 Transit System Performance Report, and will provide an overview of process and findings.

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)). 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.

DISCUSSION

The purpose of the FY 10-11 Transit System Performance Report is 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 are four key factors this report addresses 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

The FY 10-11 Transit System Performance Report also represents an opportunity for transit stakeholders to shape the format by which transit system performance will be measured in the 2016 RTP/SCS. Next year's system performance report will feature FY11-12 data, the base year for the 2016 RTP/SCS, and will include the performance measures, targets, and standards that emerge from FTA's MAP 21 rulemaking processes. AS such, this report provides an opportunity for discussing and defining the performance measures to be locally selected and included in the system performance report.

The FY10-11 analysis focuses 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 will be pursued.

The initial iteration of the report focuses 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 is 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. Wherever feasible, a timeseries of 1991 through 2011 data was analyzed to establish trends.

REPORT

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 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

Format

The report is organized into four sections. Section One, “Public Transportation in the SCAG Region,” discusses the types of transit provided in the region, how service provision is governed, transit’s role in providing mobility, and the external benefits transit provides. Section Two, “Evaluating Transit System Performance,” establishes the legislative context the report is produced in, and briefly discusses existing literature surrounding transit performance measurement. The third section, “Regional Performance,” analyzes transit performance at a regional level, addressing the system’s productivity, the financial resources dedicated to the region’s transit system, the geographic distribution of service provision and consumption for Fiscal Year 2010-2011 (FY 10-11) , and the performance measurement context of the 2012-2035 RTP/SCS. The report’s fourth section, “operator profiles” depicts the individual performance of each of the transit properties in the region that report data within the National Transit Database’s urban operator’s format.