



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

2012 RTP Transit Alternatives

Transit TAC

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Last Meeting

- Discussed 3 RTP alternatives and their components
- Discussed transit strategies
- Discussed operator stated goals and policies in SRTPs

Today's Meeting

- Discuss the current 4 RTP alternatives and their components
- Discuss RTP transit strategies
- Discuss transit goals and policies
- Decide on RTP elements

RTP Alternatives

- 4 alternatives build on original 3 (with specifics and changes) and will be modeled with SCAG's travel demand model.
- Alternatives
 - Alternative A – Modified 2008 RTP
 - Alternative B – “Building On Our Success”
 - Alternative C – “Pushing the Envelope”
 - Alternative D – “Increased Energy Cost”
- All initial tests will be conducted for 2035, followed by 2020 testing as appropriate.

RTP Alternatives

- All alternatives have all county projects consistent with the 2008 RTP amendment #4.
- Primary differences among alternatives:
 - Socio-Economic Data (SED)
 - Congestion Pricing and Revenue Generation strategies
 - Incremental spending from new revenues on transportation: preservation, transit, environmental mitigation, regional projects, non-motorized

Alternative A

- SED/Land Use updated by local input for the 2012 RTP
- Funding gap and some preservation shortfall addressed by various sources (e.g., toll revenues on 710 truck lanes, increase in gas tax commensurate with historical trends, other)
- No additional regional projects/strategies beyond the 2008 RTP (e.g., no additional HOT Lanes)

Alternative B

- Locally supported SED/Land Use Enhanced
- Funding gaps addressed by congestion pricing revenues and other sources (e.g., toll revenues on 710 truck lane)
- Congestion pricing strategies: Strategic HOT Lane Network, Downtown Los Angeles Cordon Pricing, Use Fee
- High Speed Rail – Phase I and LOSSAN and Metrolink improvements
- Preservation – Maintain current conditions
- Goods Movement – EW Corridor, selected grade crossing, selected truck bottlenecks improvements, Rail Tier IV acceleration
- Non-motorized and TDM – Increased funding as per non-motorized plan presented before plus higher TDM funding

Alternative C

- All county projects consistent with the 2008 RTP amendment #4.
- More progressive SED/Land Use beyond locally supported version
- Congestion pricing strategies: Strategic HOT Lane Network, Downtown Los Angeles Cordon Pricing, Use Fee
- High Speed Rail – Phase I and LOSSAN and Metrolink improvements
- Preservation – Maintain current conditions
- Transit – Increased funding for rail extensions, Metro 30/10 initiative, reduction of headways on selected routes
- Non-motorized – Increased funding as per non-motorized plan presented before

Alternative D

- Locally supported SED/Land Use
- Funding gap and some preservation shortfall addressed by various sources (e.g., toll revenues on 710 truck lanes, increase in gas tax commensurate with historical trends, other)
- Fuel costs double by 2035 to \$8 per gallon due to supply/demand imbalances

Transit Strategies

- Major programmed county commission projects
- Metro 30/10 – 12 fixed guideways in 10 years
- Implement and expand transit priority systems including signal priority and bus lanes
- Expand and improve real-time passenger info
- Implement regional/inter-county fare agreements
- Increase bicycle carrying capacity on transit vehicles
- 10% ZEV transit fleet by 2020

Transit Strategies

- New Point-to-Point Express in key corridors (example candidates):
 - OCTA Block at Orange to LB Transit Mall (unconstrained)
 - LBT - I-405 HOT Lane Express, LB Transit Mall to LAX
 - SunLine - Palm Springs to S.B. Metrolink
 - Big Blue Bus - Van Nuys Metrolink to BBB 10 Express
 - Gardena Line 1 - HOT Lane improved frequencies
 - Torrance Lines 1 and 2 - HOT Lane improved frequencies

Transit Strategies

- New BRT and Limited-Stop service (example candidates):
 - OCTA Line 29 Westminster Blvd. - Tustin to LB Transit Mall (preferred)
 - RTA Line 1 - Riverside to Norco
 - Omnitrans Foothill Blvd. East and West (2)
 - Omnitrans Sierra Ave. between I-15 PNR to Fontana Kaiser
 - SunLine 111 Limited-Stop
 - AVTA Line 1 Limited-Stop

Transit Strategies

- Increase service in productive corridors (example candidates):
 - OCTA Line 29, Beach Blvd., 12 peak/15 base
 - Gold Coast Line 6, 15 peak/20 base
 - Gold Coast Line 10, Telegraph Rd., 30 all day
 - Montebello 30, Garfield Ave., 30 all day

Transit Strategies

Comments?

Transit Policies and Goals

- Should we set RTP goals?
- Farebox Recovery
- On-Time Performance
- Productivity/Coverage Ratio
- Increase Service Hours
- Reduce operating costs
- Increase productivity
- Increase revenue
- Increase mode share

Transit Policies and Goals

Comments?

Next Steps

- Staff writing draft transit chapter and appendix
- “Existing Conditions” and “Expanding Strategically”
- Incorporate Transit TAC feedback
- Model run of four alternatives
- Draft RTP release early December

For more information
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