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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, June 29, 2016
10:00 a.m. – 11:45 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:

To join the meeting: http://scag.adobeconnect.com/rttac/
Conference Number(s): 1 (800) 832-0736
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950 County Square Dr, Ste 101 Ventura, CA 93003

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Riverside SCAG Office
3403 10th Street, Suite 805 Riverside, CA 92501

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact 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.

REGIONALTRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

June 29, 2016

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 March 30, 2016 Regional Transit TAC Meeting 5 3

4.0 Receive and File

4.1 Caltrans Section 5304 Sustainable Transportation Planning Grants 7

5.0 INFORMATION ITEMS

5.1	2017 Active Transportation Program Regional Guidelines ***(Sarah Jepson, Manager, Active Transportation, SCAG)***	20	9
5.2	Santa Monica's Big Blue Bus Service Restructuring ***(Eric Hoch, Santa Monica's Big Blue Bus)***	30	*
5.3	FY2013-14 Transit System Performance Report ***(Matt Gleason, SCAG)***	30	22

6.0 STAFF UPDATE

6.1	FTA/FHWA Metropolitan Planning Final Rulemaking	10	62
6.2	RTTAC Chairperson Selection Discussion	10	

ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for August 31, 2016.

* Attachment under separate cover

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

March 30, 2016

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 Downtown Los Angeles Office. The meeting was called to order by Wayne Wassell, Chair.

Members Present:

Wayne A. Wassell (Chair)	Metropolitan Transportation Authority
Lori Abrishami	Metropolitan Transportation Authority
Jacob Lieb	Metropolitan Transportation Authority
Kirk Schneider	Caltrans District 7
Gary Hewitt	Orange County Transportation Authority
Joyce Rooney	Redondo Beach Transit

Video Conference:

Greg Nord	Orange County Transportation Authority
Beatrice Megardichian	Gold Coast Transit

SCAG Staff:

Philip Law	Joseph Briglio
Matthew Gleason	Naresh Amatya
Stephen Fox	

1.0 CALL TO ORDER

Wayne Wassell, Chair, called the meeting to order at 10:11 a.m.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 CONSENT CALENDAR

3.1 Approval Item

3.1.1 Minutes of the December 2, 2015 Regional Transit TAC Meeting

The Consent Calendar was approved by consensus.

4.0 RECEIVE AND FILE

4.1 Initial Analysis of FAST Act Impact on Metropolitan Planning, Passenger Rail, and Transit

5.0 INFORMATION ITEMS

5.1 Partnerships with Transportation Network Companies

Jacob Lieb, Sustainability Policy Manager, Metro, reported on an effort to explore linking Metro's transit service with ride share company Lyft. Mr. Lieb noted he is charged with implementing Metro's First/Last Mile Strategic Plan which is focused on infrastructure improvements around transit stations to enhance access for pedestrians, cyclist, those in wheelchairs and others. Mr. Lieb noted current discussions with Lyft are ongoing and exploratory.

Mr. Lieb stated the pilot program explores how riders can use Lyft at the start or end of their transit trips. The pilot would involve specific stations and would be geographically limited with the goal of understanding how riders use transit and Lyft together in different circumstances. For example, would Lyft benefit riders at bus stops with long headways. In addition, would Lyft benefit riders attending events, particularly those at night where transit service becomes less frequent. Co-marketing would be used to announce to transit riders that they can use Lyft as an option to complete their trips. It was further noted a key goal is to learn how riders use these services together and if offering this option increases transit usage.

Wayne Wassell, Metro, asked about compliance with the Americans with Disabilities Act. Mr. Lieb responded that is part of the ongoing discussion with Lyft and an example of the various issues to address when shaping a pilot program.

Gary Hewitt, OCTA, asked about integrating the Lyft option into Metro's cell phone application for riders. Mr. Lieb responded that a pilot would likely involve a hyper link to Lyft from the Metro web site as full integration remains a technological challenge.

5.2 OCTA's 2016 Bus Service Plan

Gary Hewitt, OCTA, reported on OCTA's 2016 Bus Service Plan. Mr. Hewitt reviewed annual bus ridership in recent years and noted peak ridership was in 2008 with nearly 70 million boardings yearly. Following the great recession ridership declined 20% in addition some service was reduced. Additionally, there has been a change in demand, the employment market has evolved, land use patterns as well as rider preferences have changed with the introduction of Uber and Lyft.

Mr. Hewitt noted efforts to improve ridership include adding 200 new vehicles and rebranding the fleet with a new look. Other service additions include mobile ticketing, real time customer information, targeted marketing, exploring possible fare changes to stimulate ridership, use of community circulators as well as

reallocating 10% of bus service from lower productivity to higher productivity routes. Some routes will be eliminated or reduced while others will see increased frequency. Altogether 75% of riders will not see a change in their routes, 15% will see service improvements and a small number of riders will see service reduction or elimination. Maps were provided showing the different changes and service improvements.

5.3 Initial Findings from the FY 13-14 Transit System Performance Report

Matt Gleason, SCAG staff, reported on initial findings from the FY 13-14 Transit System Performance Report. Mr. Gleason noted the region is complex with 100 transit providers including 70 fixed route providers. Additionally, governance continues to evolve including a merger between Victor Valley Transit and Barstow Transit. Further, per capita trip consumption grew in the mid 2000s then declined following the great recession. In recent years it has increased to near 1991 levels. Average trip lengths have been growing particularly for demand response. The region's overall performance is competitive compared with other regions employing bus and light rail.

Mr. Gleason reviewed the findings noting total regional service hours was greater than 20 million and total passenger trips are increasing. Compared to FY 2011-2012 Vehicle Revenue Miles declined 8.5%, total passenger trips increased 2% and passenger miles travelled declined 3.5%. Per capita transit trips remain unchanged. Regional operating expenditure was $2.6 billion while fare box revenue was $628 million. Transit funding continues to be generated mostly at the local level with Operating and Maintenance funded at 47% locally and Capital funded at 54%.

Next, Mr. Gleason reviewed 10-year trends. It was noted operating cost per revenue hour is increasing slightly since 2012 and fare box revenue declined slightly during this time. There were increases in cost per trip as well as cost per passenger mile. Also, there are fewer passengers per revenue hour and average vehicle speed is declining slightly. Mr. Gleason noted next steps include updating non-National Transit Database data, focus on current year measures instead of operator profiles and aggregating data at the Market Sector level by grouping providers according to governance and travel market.

6.0 STAFF UPDATE

6.1 2016 RTP/SCS Response to Comments and Proposed Adoption

Philip Law, SCAG staff, provided an update on the 2016 Regional Transportation Plan/Sustainable Communities Strategy. Mr. Law noted on April 7, 2016 the Regional Council will consider adoption of the Plan and Program Environmental Impact Report following a recommendation of the Joint Policy Committees at their meeting March 24, 2016. Further, the Staff Report from the March 24th Joint Policy Committees meeting is included in today's agenda packet. It was noted staff received approximately 1,000 public comments after release of the draft 2016 RTP/SCS.

ADJOURNMENT

The meeting adjourned at 11:50 a.m.

REPORT

DATE: June 29, 2016

TO: Regional Transit Technical Advisory Committee (RTTAC)

FROM: Karen Aceves, Budget & Grants Analyst, (213) 236-1921, aceves@scag.ca.gov

SUBJECT: Caltrans Section 5304 Sustainable Transportation Planning Grants

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EXECUTIVE SUMMARY:

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. The FAST Act authorizes the expenditure of $305 billion over five (5) years and includes language in Section 5304- *Statewide and non-metropolitan transportation planning*, to expand the opportunity for transit agencies, intercity bus-operators, ports and commuter services agencies to be represented within and participate in statewide and rural planning processes.

On August 17, 2015, the California Department of Transportation (Caltrans) released a call for applications for the Sustainable Transportation Planning Grant Program, which is state and federal funded. The Sustainable Communities grants are funded by the FTA Section 5304. Approximately $8.3 million was available for the Fiscal Year 2016-17 grant cycle. The Strategic Partnerships grants are funded by the FHWA, State Planning and Research, Part I. Approximately $1.5 million was available for the Fiscal Year 2016-17 grant cycle.

SCAG submitted seventeen (17) applications totaling approximately $3.5 million and was awarded two (2) applications totaling approximately $1 million for the following grants:

- **Santa Ana Active Transportation Plan ($448,848) – Develop a bikeway network and pedestrian focus areas.**
- **SCAG I-105Corridor Study ($500,000 – Develop innovative and sustainable strategies toward addressing the growing needs of the I-105 corridor with an emphasis on multi modal planning.**

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal No. 2: *Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.*

BACKGROUND:

The Sustainable Transportation Planning Grant Program was created to support the Caltrans' current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

Current significant efforts were also considered during grant program development, such as:

- California Transportation Infrastructure Priorities Vision and Core Concepts;
- State Smart Transportation Initiative Assessment and Recommendations;
- Caltrans Program Review Major Actions;
- California Transportation Plan 2040 Vision and Goals;
- Smart Mobility 2010 Principles.

Grant Program Overarching Objectives were also identified to ensure consideration of these major efforts in transportation planning, including: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity.

ATTACHMENT:
Caltrans Award Letter- 2016

REPORT

DATE: June 29, 2016

TO: Regional Transit Technical Advisory Committee (RTTAC)

FROM: Sarah Jepson; Manager, Active Transportation and Special Programs; 213-236-1955; jepson@scag.ca.gov

SUBJECT: 2017 Active Transportation Program Regional Guidelines

EXECUTIVE DIRECTOR'S APPROVAL:

EXECUTIVE SUMMARY:
As part of the 2017 ATP, SCAG is required to submit regional guidelines to the California Transportation Commission for the selection of projects in the ATP MPO component, or Regional Program. The 2017 ATP Regional Guidelines were developed by SCAG and the county transportation commissions and with input from Caltrans, CTC, local jurisdictions, non-profit organizations and other stakeholders. The guidelines were approved by the Regional Council on June 2, 2016 and will be adopted by the CTC in August. The guidelines outline SCAG's priorities and process for awarding approximately $50 million to projects that promote walking and biking across the SCAG region.

BACKGROUND:
On March 26, 2016, the California Transportation Commission (CTC) adopted the 2017 Active Transportation Program (ATP) Statewide Guidelines. The Statewide Guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the ATP and include direction for the development of regional program guidelines. The 2017 ATP budget is anticipated to be approximately $240 million and will cover fiscal years 2019/2020 and 2020/2021. Approximately sixty percent (60%) of the total funding awards will be recommended by CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by regional MPOs. SCAG's share of the MPO component is approximately fifty percent (50%), approximately $50 million, of the MPO component.

The 2017 ATP Statewide Guidelines retain many of the same requirements as in previous cycles. Consequently, the 2017 Regional Guidelines also remain largely unchanged. The Regional Guidelines retain population-based funding targets for each county, focus 95% of awards on infrastructure projects, dedicate up to $2.5 million (5% of the regional funding) for planning and capacity building projects, and establish a process for meeting disadvantaged communities' requirements.

To apply for funds, all eligible applicants, except as noted below, must have submitted applications through the CTC issued 2017 ATP Call for Projects, which closed on June 15, 2016. In addition, the Regional Guidelines include issuing a supplemental call for projects in September for "new" project sponsors seeking less than $200,000 for Planning and Capacity Building projects. This supplemental call for projects aims to encourage broader participation in the program from project sponsors that have not successfully competed for

funds in previous cycles. This strategy seeks to build local capacity regionwide to continue to competitively compete for future ATP funding cycles.

Similar to previous cycles, the Regional Program establishes two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding will be recommended to proposals in this category. *Implementation Projects* may include the planning, design, and construction of active transportation facilities (e.g., bike paths, intersection improvements) and/or non-infrastructure projects (e.g., education, encouragement or traffic enforcement activities). The selection process for Implementation Projects is the same as in previous cycles and is primarily managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the CTC review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to ten (10) points, on a 110 point scale, to supplement the CTC-provided base scores. As in 2014 and 2015 ATP Regional Guidelines, the Board of each county transportation commission would be required to approve the methodology for assigning the ten (10) points, as well as, approve the final project scores.

- Planning & Capacity Building Projects: No more than five percent (5%) of the funding will be recommended to proposals in this category. Planning & Capacity Building Projects may include the development of active transportation plans and stand-alone non-infrastructure projects that are consistent with eligibility requirements established by the CTC. No more than 5% of the total regional funds will be allocated in this category. Geographic equity will be achieved in this category by establishing county funding targets of no less than 100% of the county's population-based share. As in previous cycles, the project selection process will rely on the CTC application, scoring and ranking process. To reduce administrative burden and ensure disadvantaged communities can effectively participate in the process, SCAG will also provide the option for project sponsors seeking awards of less than $200,000 to apply through a supplemental call for projects. SCAG is exploring opportunities to integrate and leverage Sustainable Program resources to expand the reach and expedite the delivery of projects in Planning & Capacity Building category. The Regional Guidelines have been designed to facilitate this integration.

The guidelines call for staff to recommend a draft Regional Program of Projects, assembled by combining recommendations from the Implementation and Planning & Capability Building categories. The draft Program of Projects will be reviewed by the CEOs of the county commissions to address any outstanding issues and achieve consensus prior to submitting a final recommended list of projects to the boards of the county transportation commissions and the SCAG Regional Council for approval.

NEXT STEPS:

The 2017 ATP Regional Guidelines have been provided to the California Transportation Commission for review and final approval during their August meeting. SCAG is collaborating with the county transportation commissions on the development of a supplemental call for projects for Planning & Capacity Building Projects. SCAG will host outreach workshops later this summer to increase awareness of the upcoming

funding opportunity for planning and capacity building projects. The supplemental call for projects is expected to be released September 1.

2017 Active Transportation Program Regional Guidelines

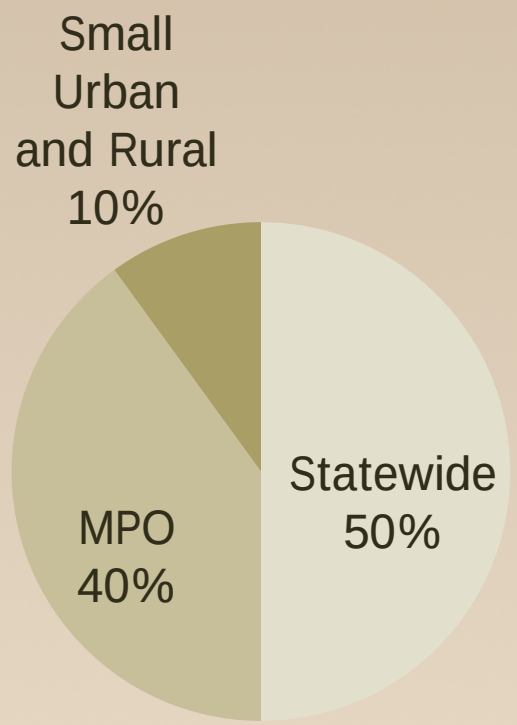
June 29, 2016

Sarah Jepson

Active Transportation & Special Programs

Active Transportation Program

- 3 Funding Programs
- Cycle 3 total funds=~$240 M
- Funding Breakdown:



SCAG Regional Program

- $50 million
- Fiscal Years 2019-2020, 2020-2021

Active Transportation Program Goals

- Increase trips by biking and walking.
- Increase the safety
- Achieve greenhouse gas reduction goals
- Enhance public health
- Ensure disadvantaged communities fully share in benefits
- Provide a broad spectrum of projects

Eligible Projects

Planning

Community-wide plans that benefit disadvantaged communities

Non-Infrastructure

Education

Encouragement

Enforcement

Infrastructure

Bike Lanes

Cycle Tracks

Crosswalks

Etc...

Cycle 1, 2 Approach

- SCAG deferred to state application and evaluation process
  - 1 application for all categories
- No Supplemental Call
- Population-based funding targets
- County Transportation Commissions supplemented state scores
- 3-5% Set Aside for Planning Projects

Cycle 3: Key Issues

- Alignment of process with regional and countywide plans
- Application complexity
- “One-size-fits all” application
- 50%+ SCAG jurisdictions don’t have plans

Cycle 3 Approach

- Use CTC application/project selection for Capital Projects (No change from Cycle 1,2)

- Planning & Capacity Building Call for Projects
  - o "New" applicants only
  - o Project requests <$200,000
  - o $2.5+ M available

- Coordinate with Sustainability Planning Grant Program to expand resources/eligibility

First-Last Mile Proposal Ideas

First-Last Mile Plans

Education / Encouragement Campaign

Open Streets / Demo Projects

Next Steps

- **July-Aug:** Planning & Capacity Building Application Development and Stakeholder Engagement
- **Sept. 1-Nov 11:** Planning & Capacity Building Call for Projects
- **Nov. 14-Dec 14:** Evaluation/Draft Regional Program
- **Feb. 2017:** Regional Council Review/Adoption
- **Mar. 2017:** CTC review/adoption

Contact Information

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FY2013-14 System Performance Report: Initial Findings

Regional Transit Technical Advisory Committee
June 29, 2016

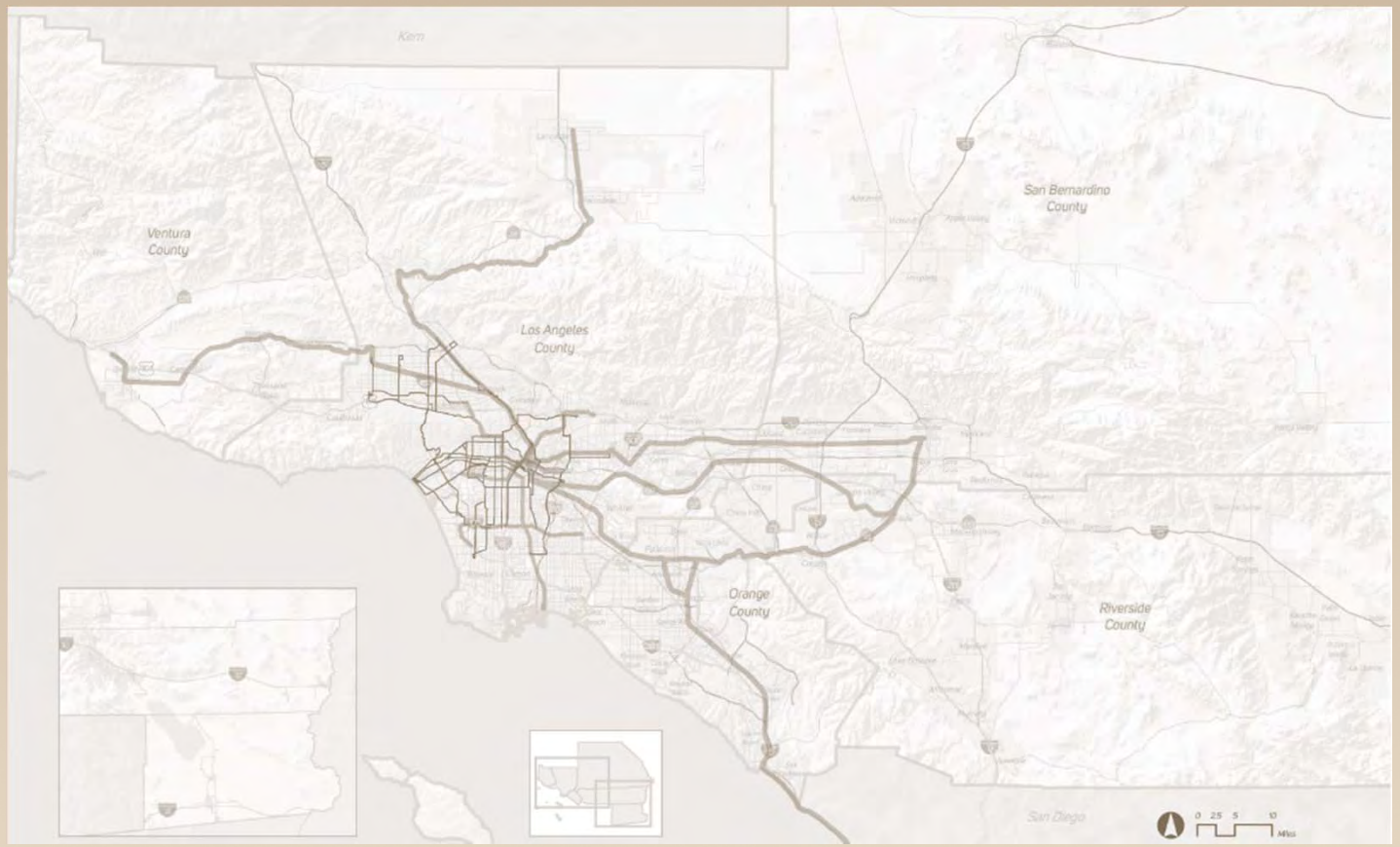
Matt Gleason

Background

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

Background

- SCAG Region is very complex environment
  - Nearly 70 providers of some sort of fixed route service
  - Almost 100 transit providers
  - Variety of modes



Transit Governance

- Regional Governance Continues to evolve
  - VVTA – Barstow Merger
  - Heritage Valley
  - OC Municipals -- growth & change
    - La Habra
    - ATN

Recent Transit Performance Measurement Efforts

Key Performance Indicator Exercise

- Winter 2011-Fed into 2012 RTP / SCS performance measurement

Peer Regions Performance Benchmarking Exercise

- Spring and Summer 2011-Fed into 2012 RTP / SCS performance measurement

FY2010-11 System Performance Report

- Winter/Spring 2013
- Focus on productivity, costs, efficiency

FY2012-13 System Performance Report

- Summer/Fall 2014
- Key Findings – Per Capita Trip Stagnation, ADA Trip Length

2016 RTP/SCS

- Included Findings from 2012-13 SPR
- Also included Peer Regions Benchmarking Update

FY2011-12 System Performance Report and 2016 RTP/SCS Key Findings

- Per Capita Trip Consumption grew in the mid-2000s, but has returned to roughly 1991 levels
- Average trip lengths have been growing, particularly for demand response
- Anaheim Resort Transit is growing rapidly
- Metro has cut over 800,000 annual hours since 2008
- The region's overall performance is competitive, particularly compared with other regions that primarily employ bus and light rail

Goals of the FY13-14 Transit System Performance Report

Framework for understanding the region's transit investments

- Mobility
- Governance
- Service Provision and Consumption

Resource for Policy Makers

- Investments and Returns
- Planning for Operations

Benchmarking Resource for Operators

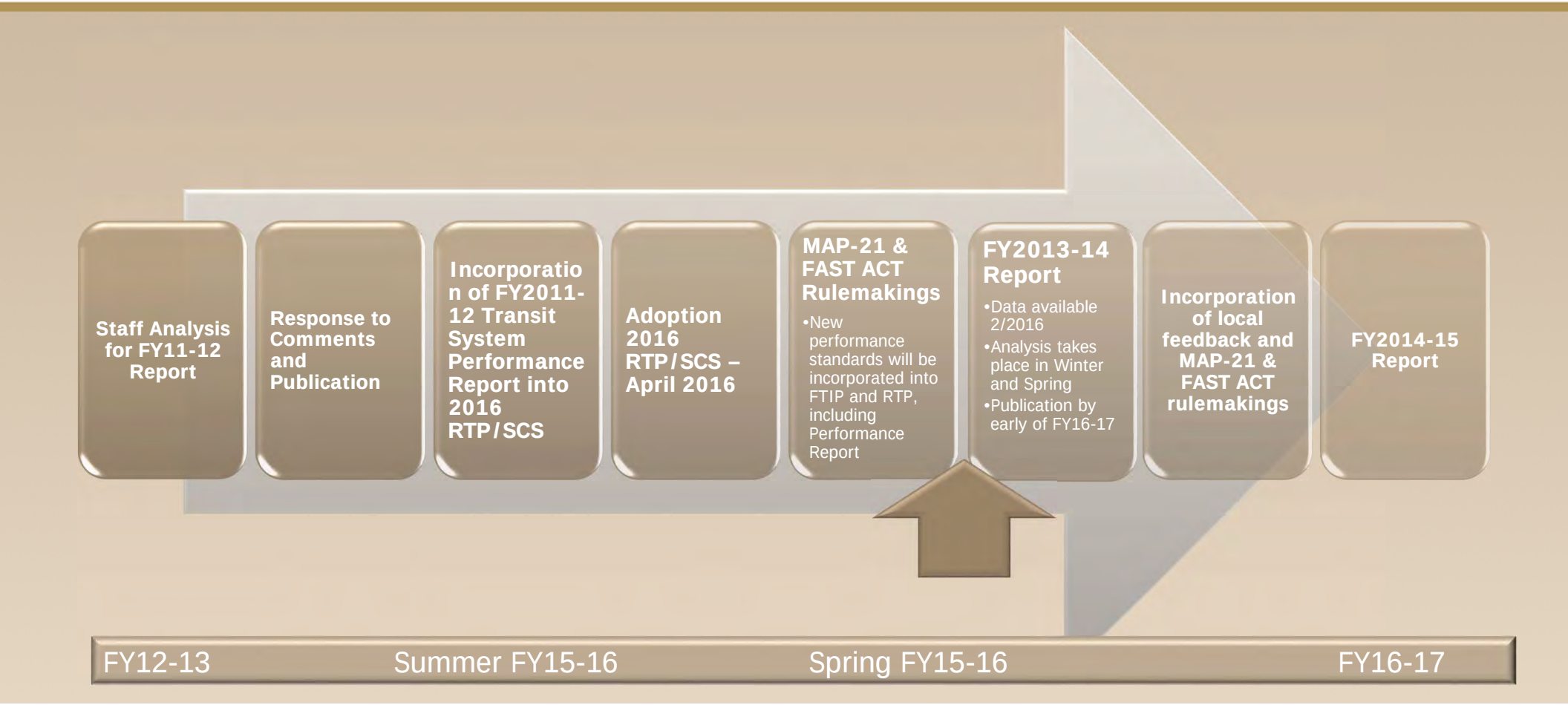
MAP-21

- Address performance planning provisions
- Initial step toward transit system performance report for 2016 RTP/SCS

Format of the FY13-14 Transit System Performance Report

Section 1: Public Transportation in the SCAG Region	• Governance • Transit's role in providing mobility and other external benefits • Transit sub-modes
Section 2: Evaluating Transit System Performance	• Legislative context • Literature review
Section 3: Regional Performance	• Assesses regional performance • Lays out financial performance and productivity
Section 4: Market Sector Performance	• Focus on performance by market sector. Mostly looking at current year performance, with some analysis of trends to highlight change.

Transit System Performance Report Process



National Transit Database Operators included in analysis

These operators are included in the system performance report

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

County	Agency		
Imperial	Imperial Valley Transit		
Los Angeles	Access Services Inc., of Los Angeles	LADOT	Montebello Bus Lines
	Antelope Valley Transportation Authority	Foothill Transit Agency	Norwalk Transit System
	Arcadia Transit	Gardena Municipal Bus Lines	Santa Clarita Transit
	Commerce Transportation	LACMTA (Metro)	Santa Monica's Big Blue Bus
	Culver City Bus	Long Beach Transit	Torrance Transit
Orange	Laguna Beach Municipal Transit	OCTA	Anaheim Transit Network
Riverside	Corona Cruiser and Dial-a-Ride	Riverside Transit Agency	SunLine Transit Agency
San Bernardino	Omnitrans	Victor Valley Transit Authority (VVTA)	
Ventura	Gold Coast Transit	Thousand Oaks Transit	Ventura Intercity Transit Authority (VISTA)

Measures

- Staff has previously recommend the following measures be used in the report
- Mix of cost efficiency/ effectiveness, productivity, and speed/mobility
- Staff are seeking to include Maintenance measures, but some PT operators report in different manners

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

Example of System Performance Analysis

Findings

Regional Performance Analysis

Regional Performance Trends

- 10 Year Trend
- 2014 Dollars
- FY2013-14 Data, aggregated at Regional level

Transit in the SCAG Region, FY13-14: Service Provision and Consumption

Service Provided

- Total Revenue Service Hours: 20,161,206
- Total Directional Route Miles: 18,946
- Total Vehicle Revenue Miles: 270,494,719

Service Consumed - Trips

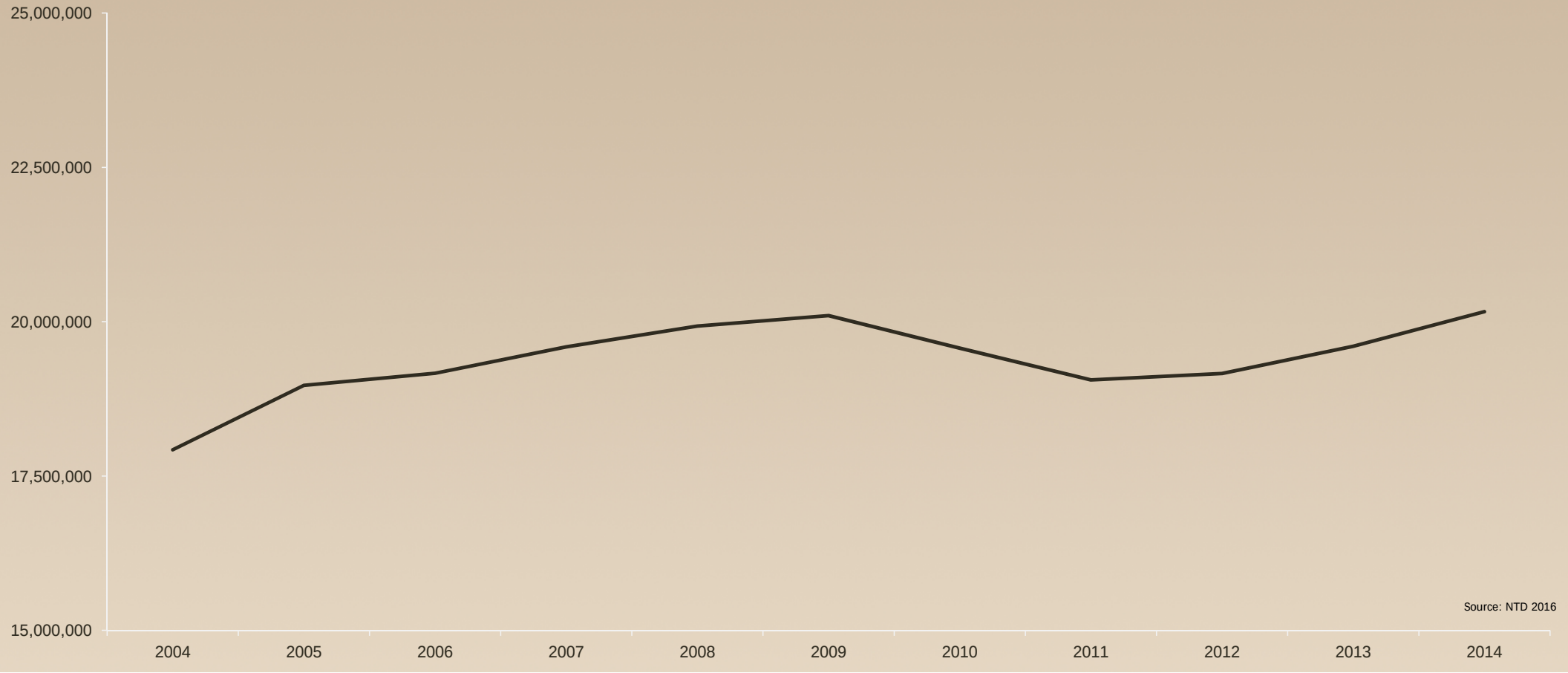
- Total Passenger Trips: 723,083,160
- Per Capita Transit Trips: 38.97

Service Consumed - Miles

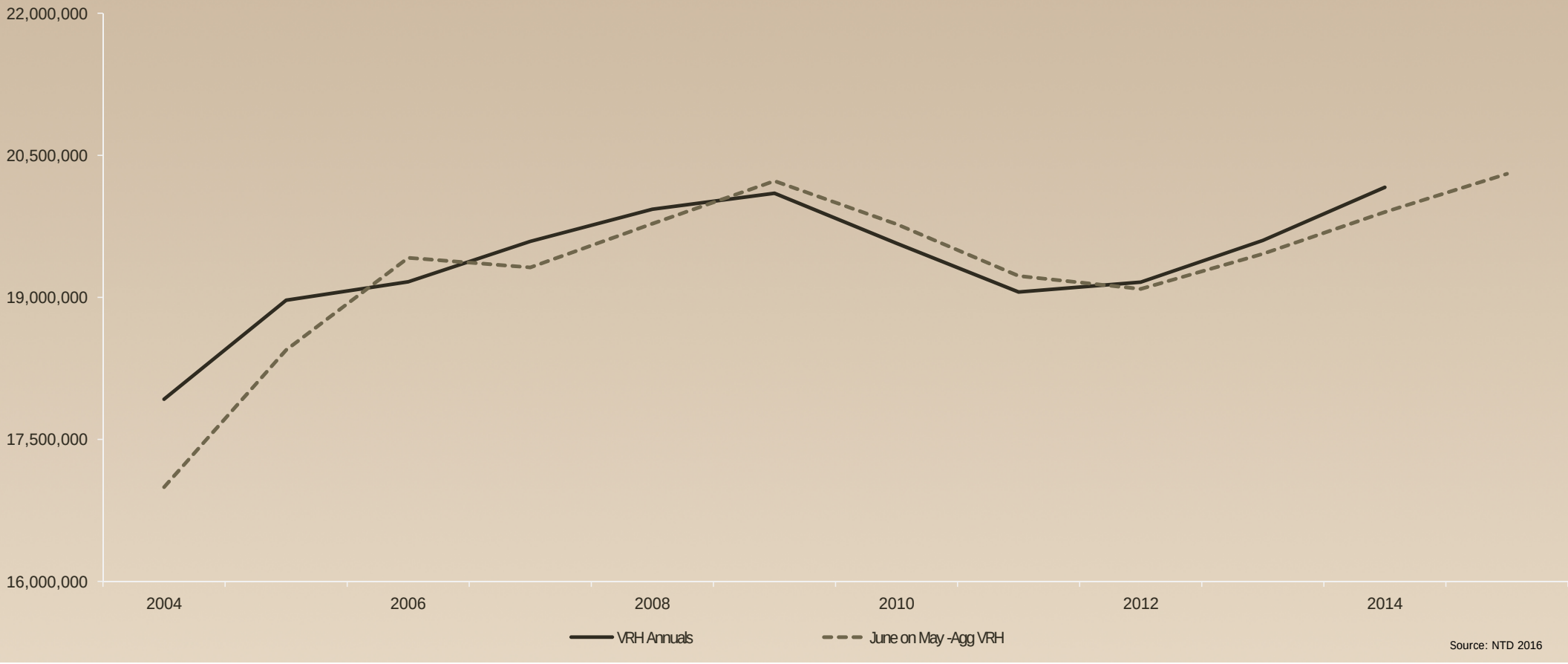
- Total Passenger Miles: 3,794,122,850
- Per Capita Passenger Miles: 197

Source: NTD 2016

Total Regional Service Hours, 2004-2014



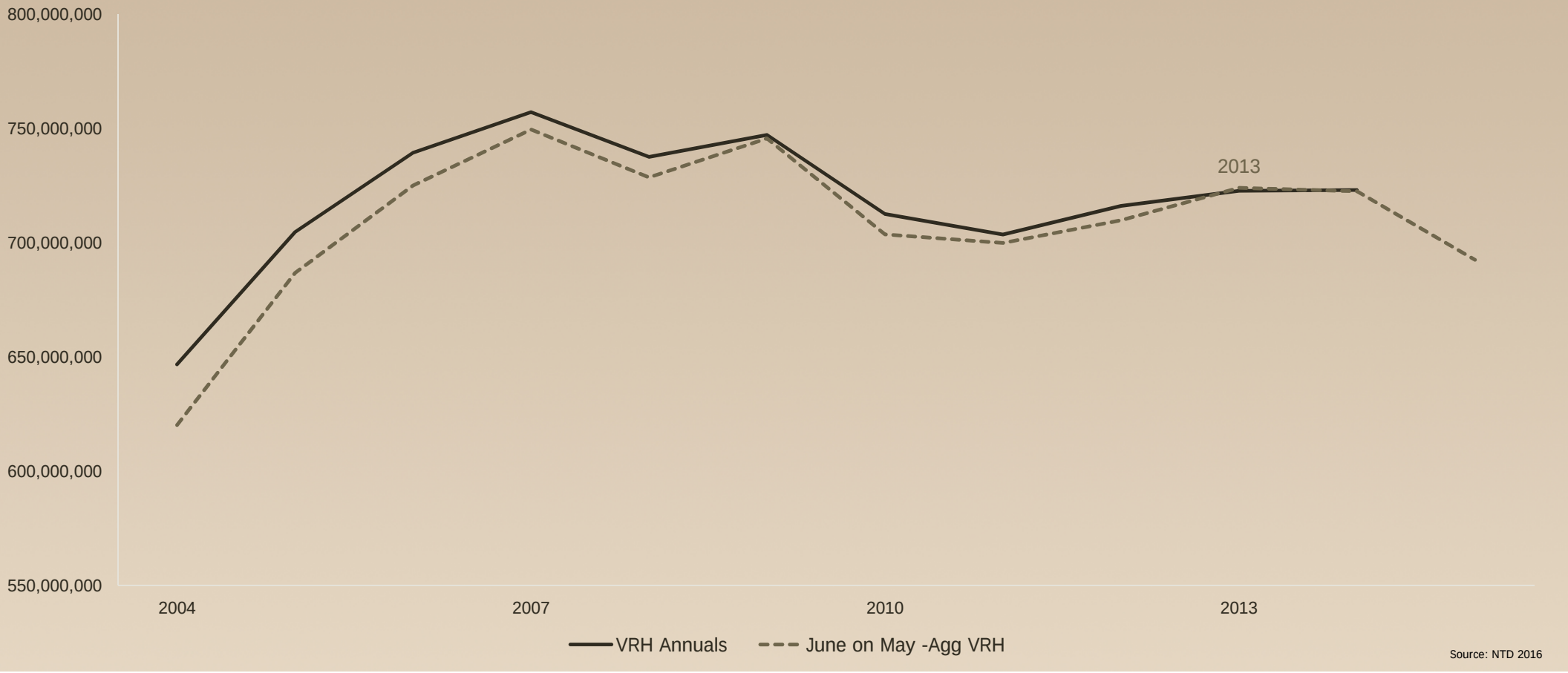
Total service Hours with Monthly Estimates, 2004-2015



Source: NTD 2016

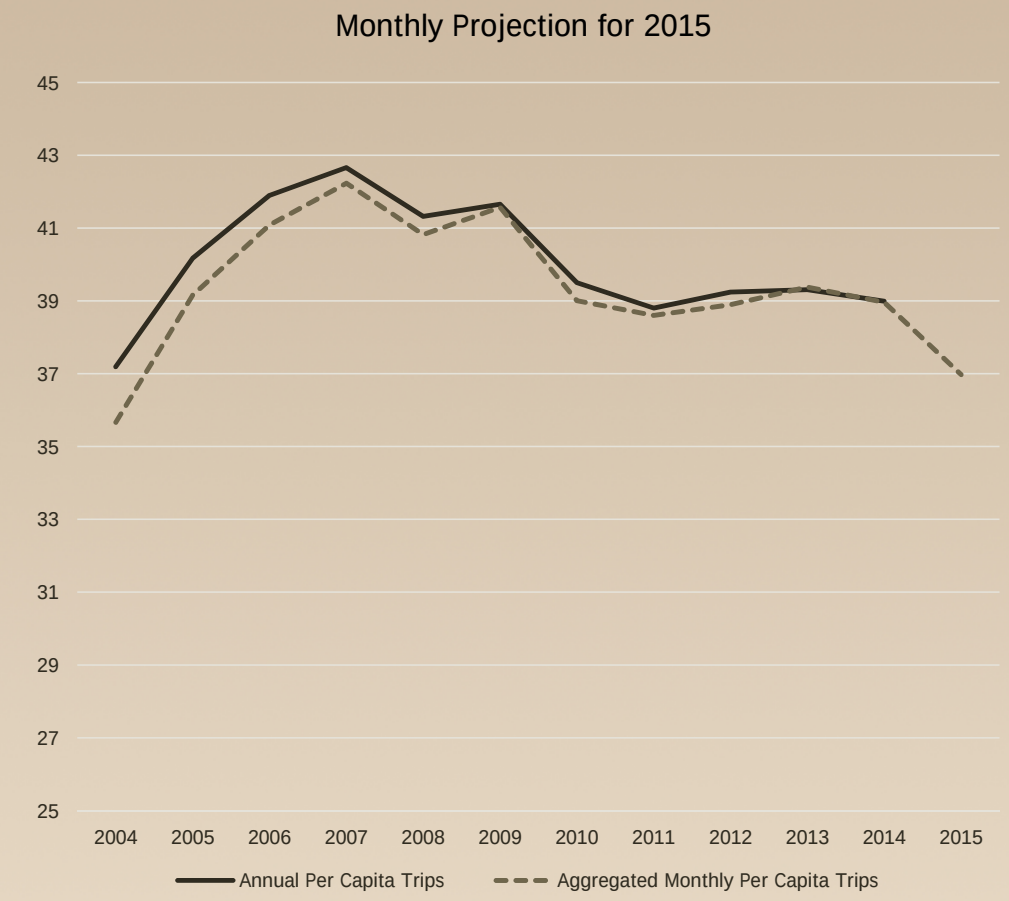
Total Regional Boardings, 2004-2014

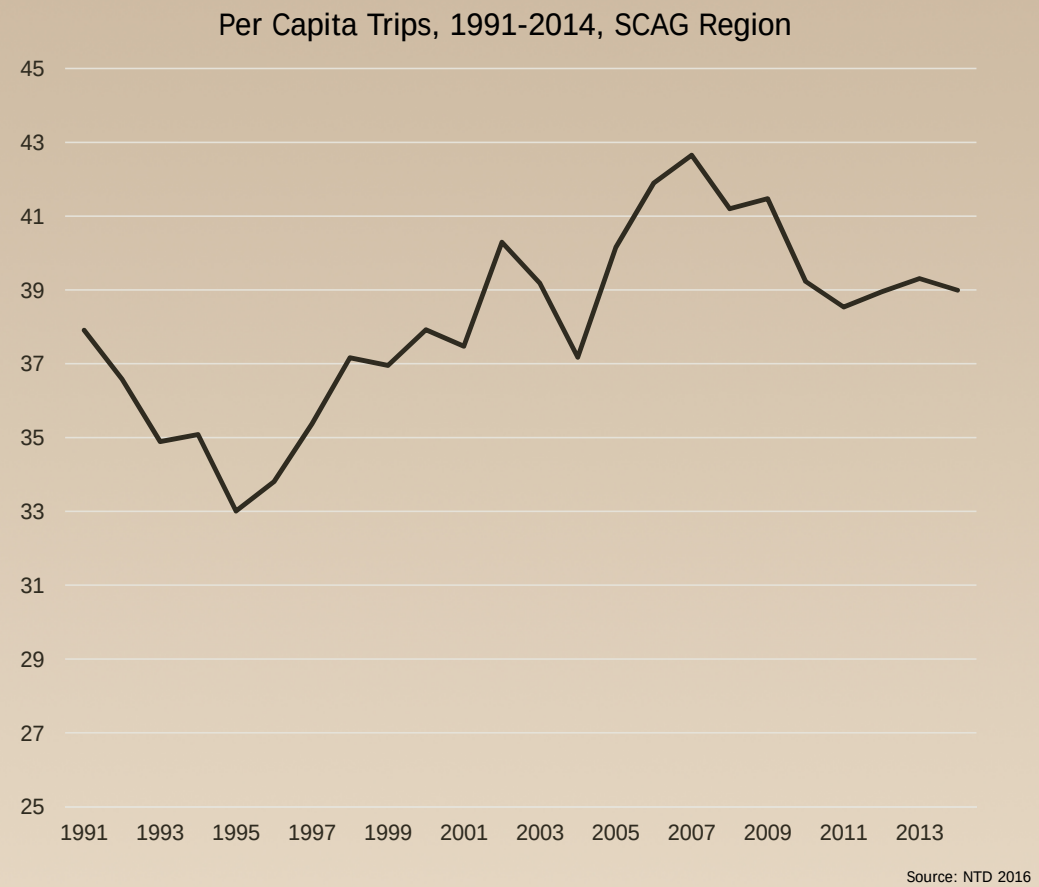
Total Regional Boardings with Monthly Estimates, 2004-2015



Source: NTD 2016

Regional Per Capita Trips 2005-2015 and 1991-2014



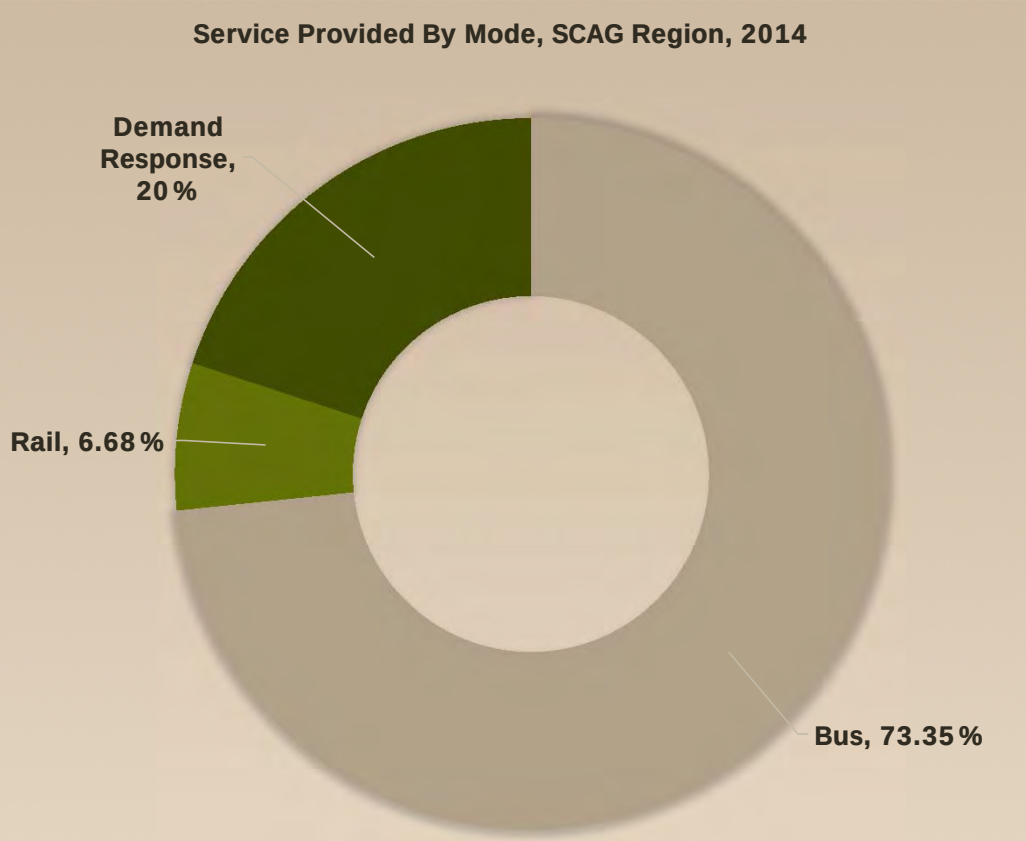


Source: NTD 2016

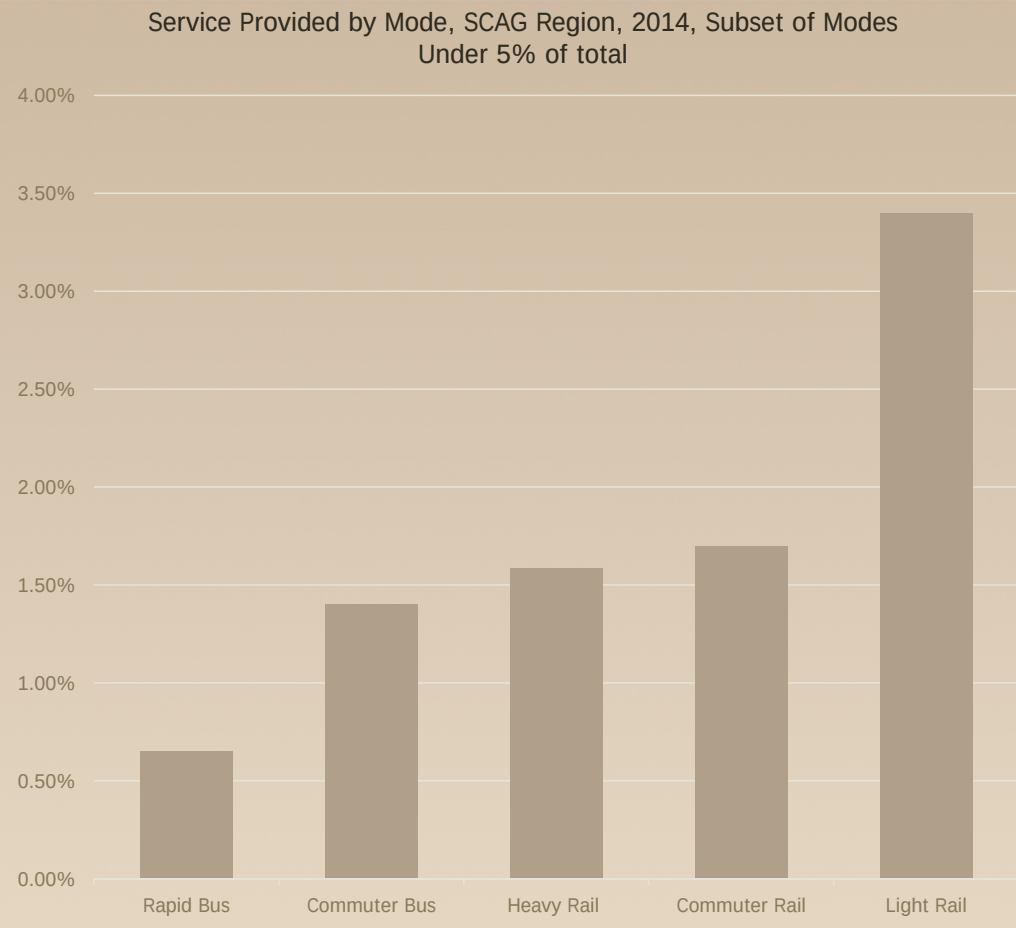
Total Regional Passenger Miles Travelled, 2004-2014

Per Capita Passenger Miles Travelled, 2004-2014

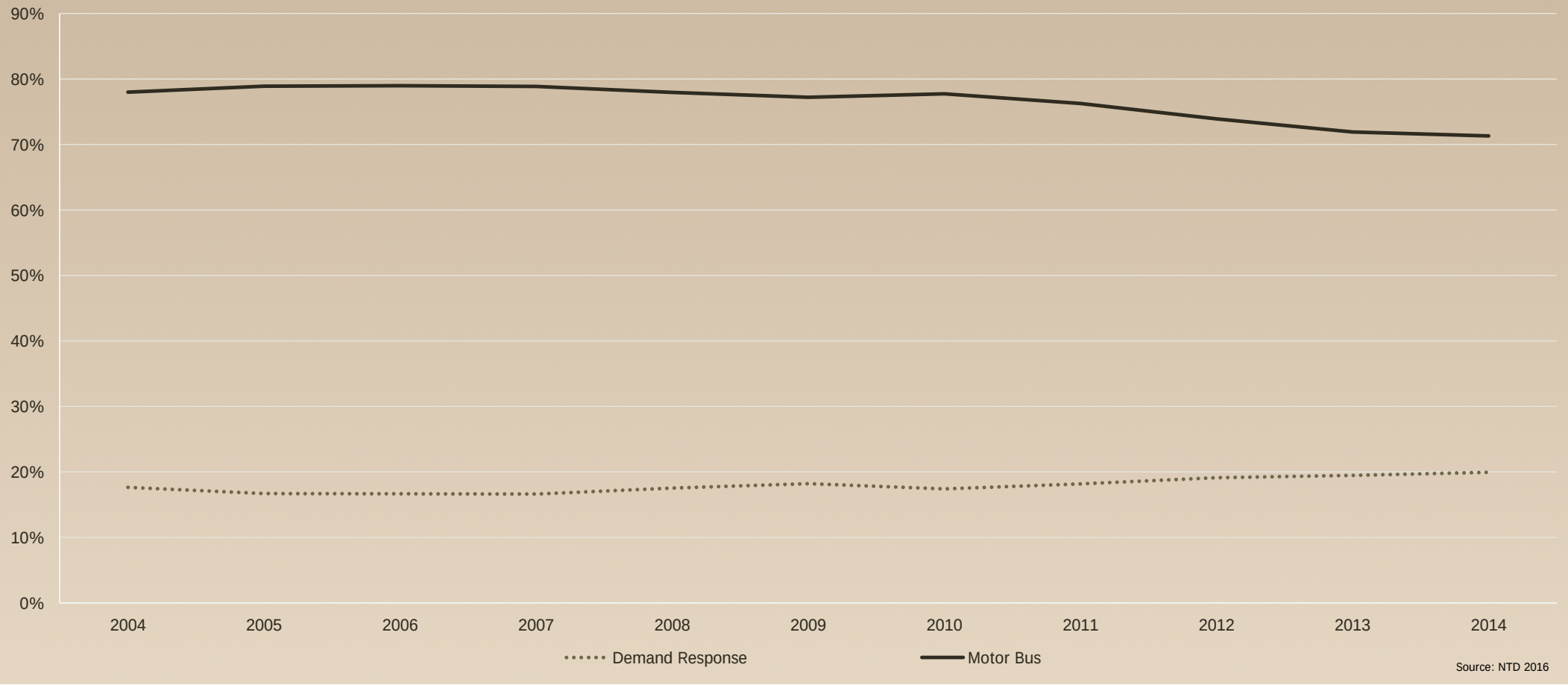
Share of Total Service Hours by Mode, 2014



Source: NTD 2016

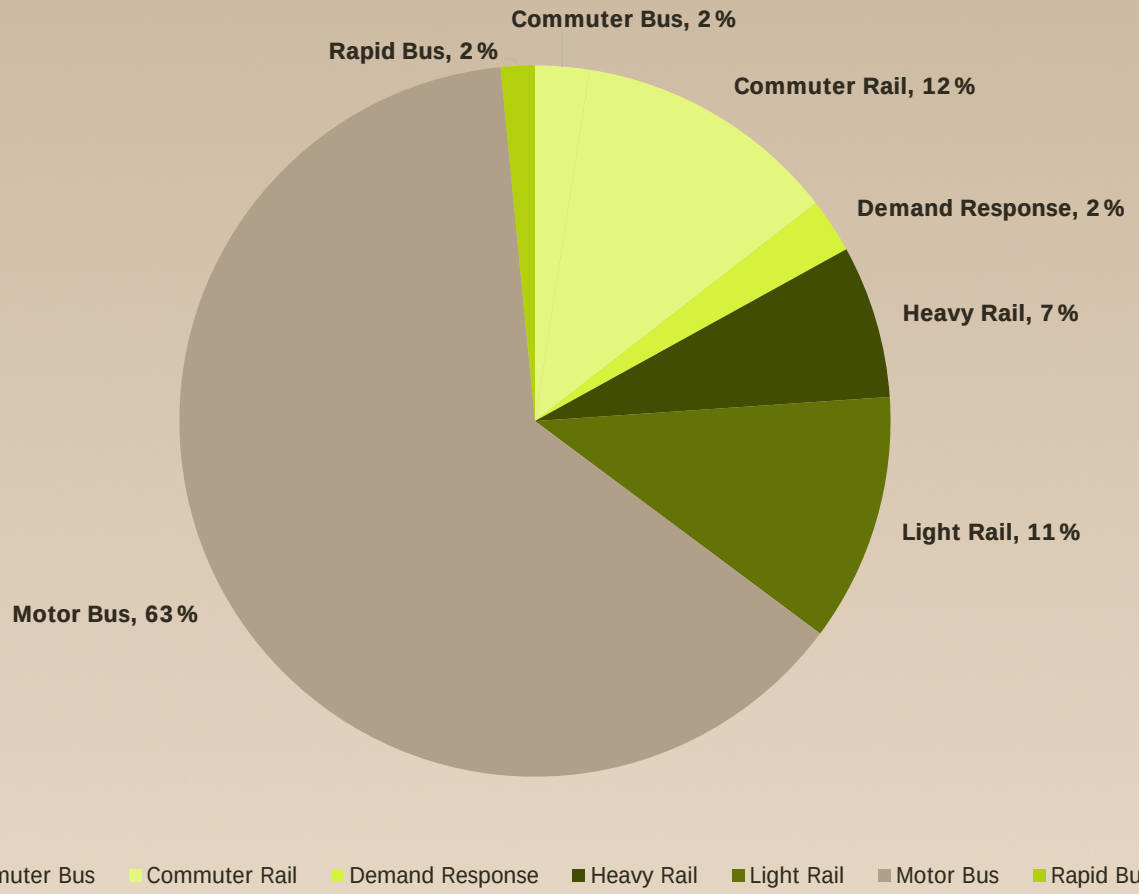


Modal Share of Service Provided



Source: NTD 2016

Modal Share of Passenger Miles Travelled, 2014

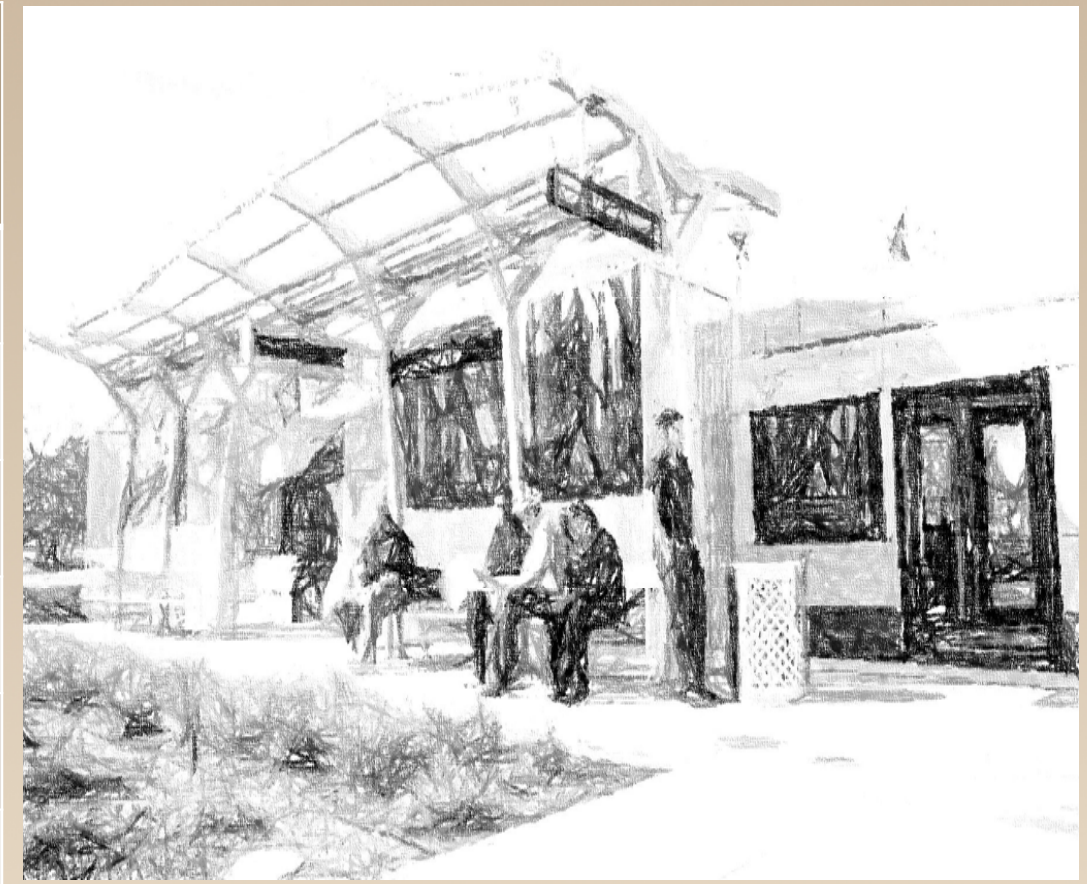


Source: NTD 2016

SCAG Region Fiscal Year 2013-2014 Financial Performance

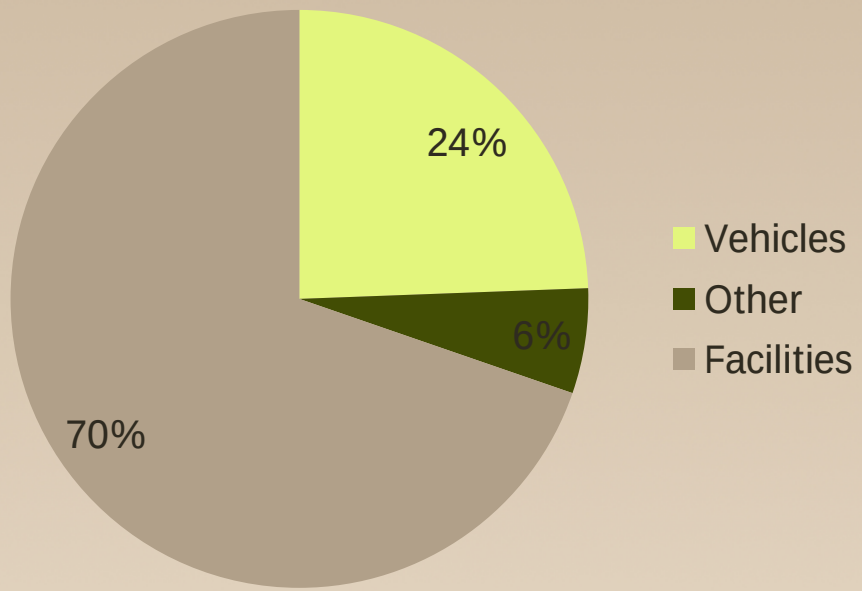
SCAG REGION FISCAL YEAR 2011-2012: OPERATING COSTS AND REVENUES

Total Operating Expenditures	$ 2,648,309,258
Vehicle Operations Costs	$ 1,386,941,650
Vehicle Maintenance	$ 490,804,407
Non Vehicle Maintenance	$ 178,230,882
General Administration	$ 576,909,209
Fare Box Revenues	$ 628,731,152

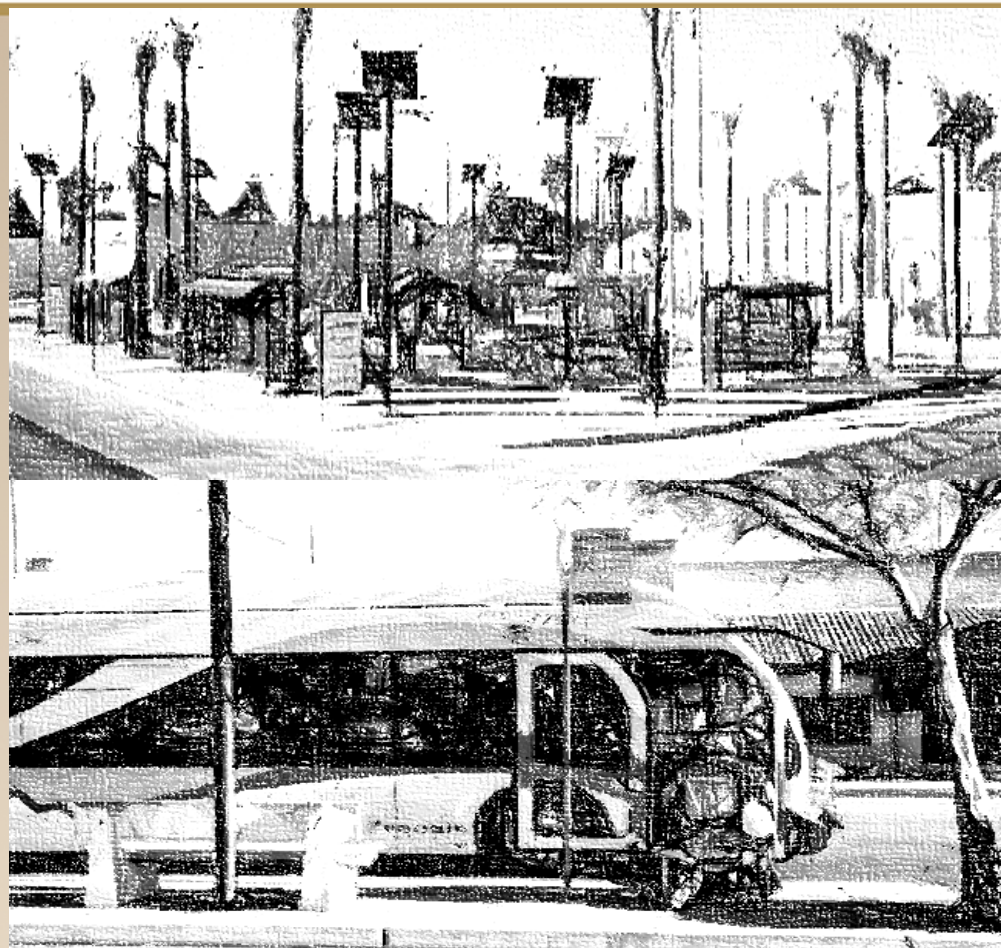


Source: NTD TS 2.1 2016

Capital Expenditures FY2013-14

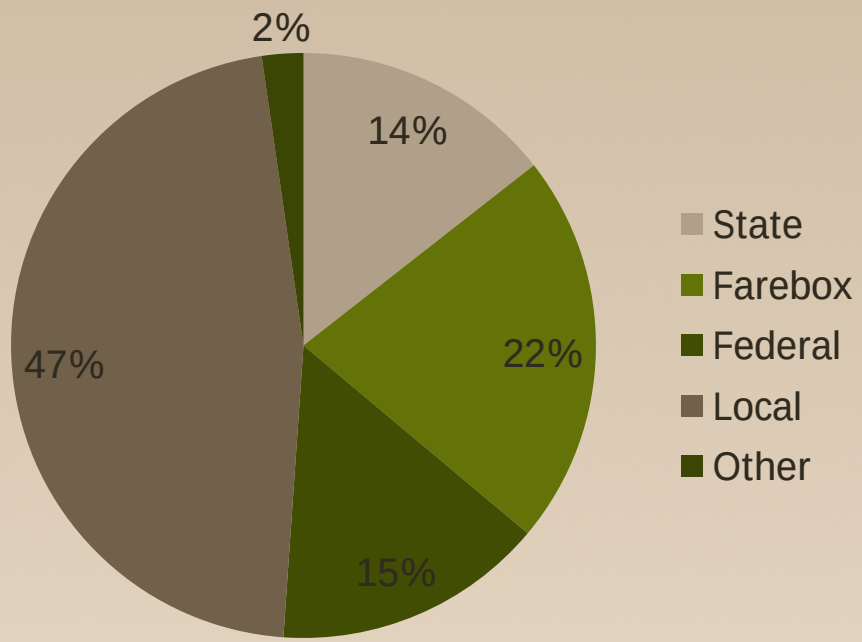


Source: NTD TS3.1 2016

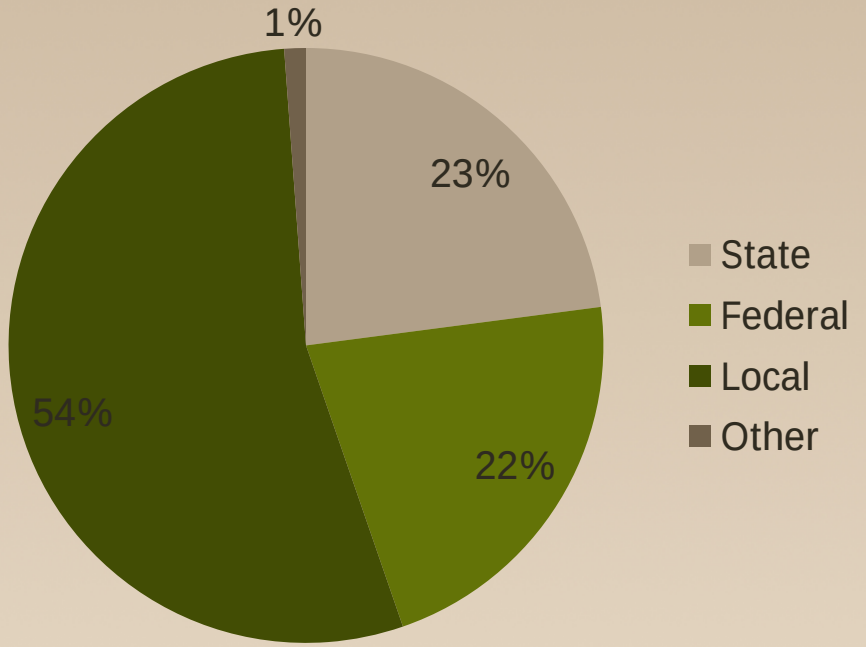


Sources of Operating and Capital Funds

Sources of Funds-O&M

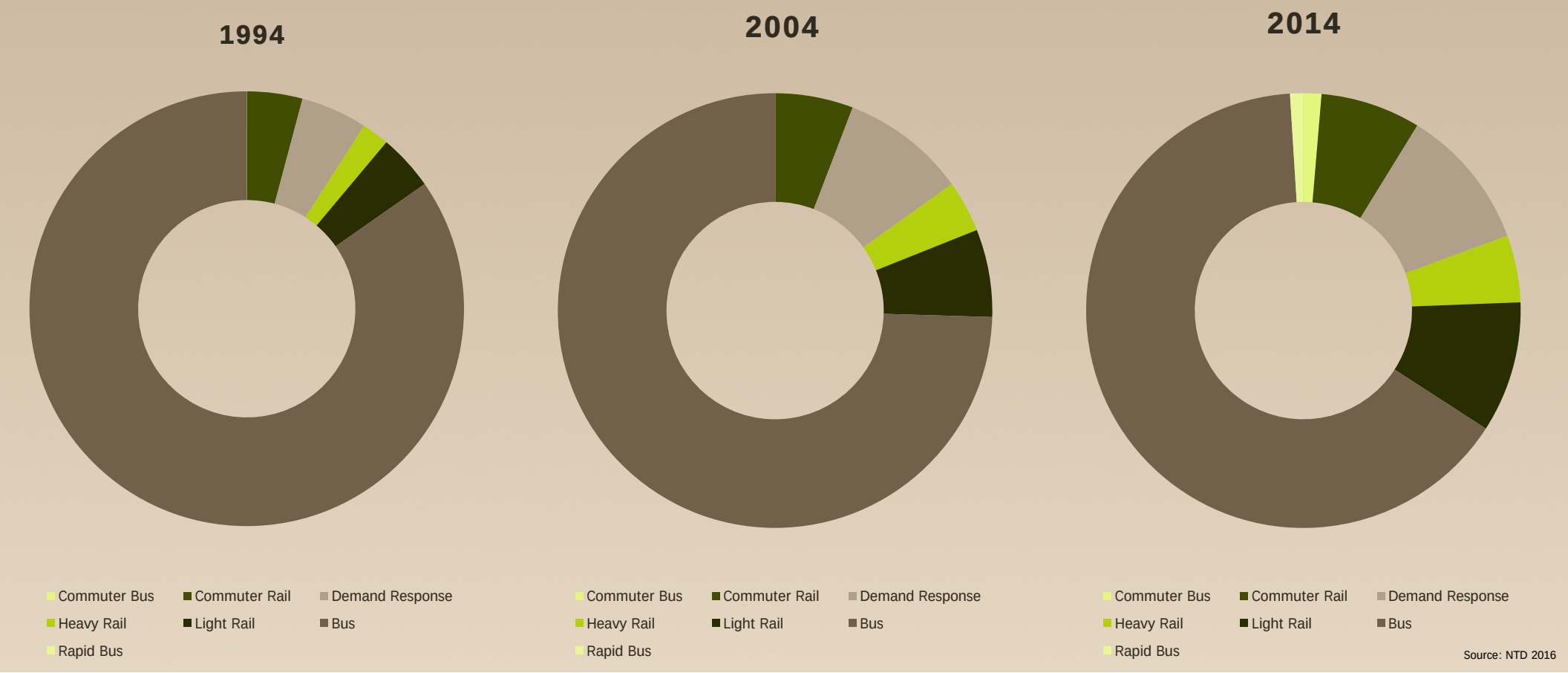


Sources of Funds-Capital

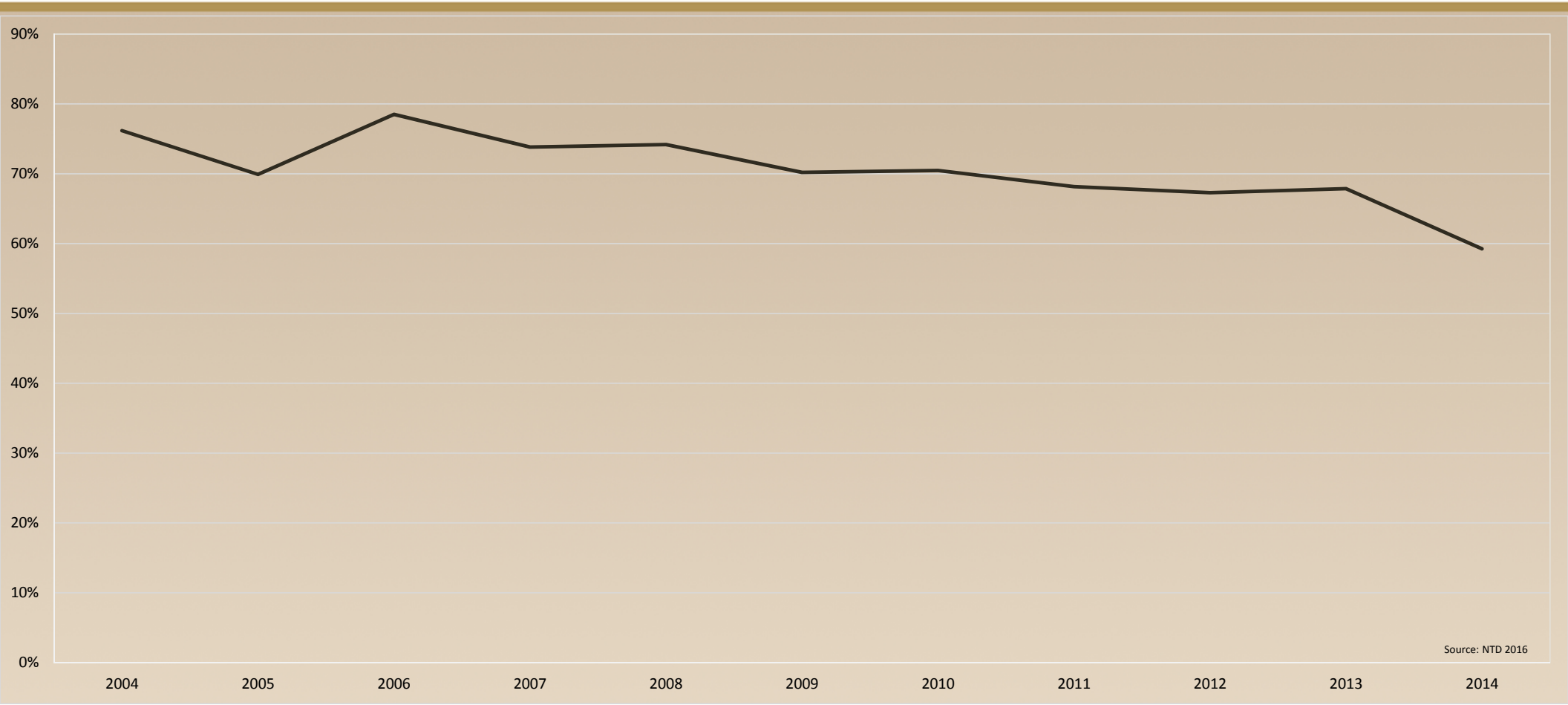


Source: NTD TS1.2 and TS1.3 2016

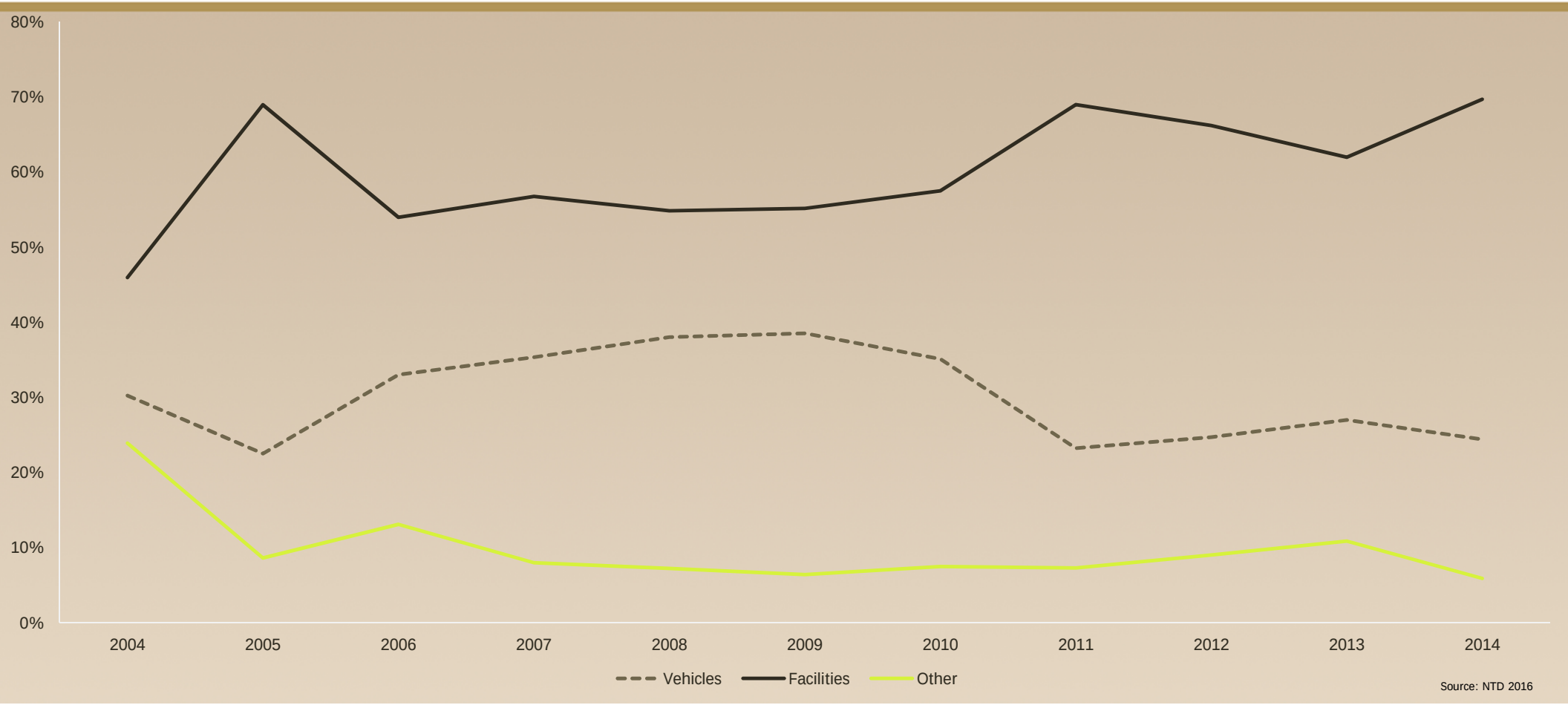
Operations Expenditures by Mode, SCAG Region, 1994, 2004, and 2014



Operations as a share of all Expenditures 2004-2014



Capital Expenditures, SCAG Region, 2004-2014

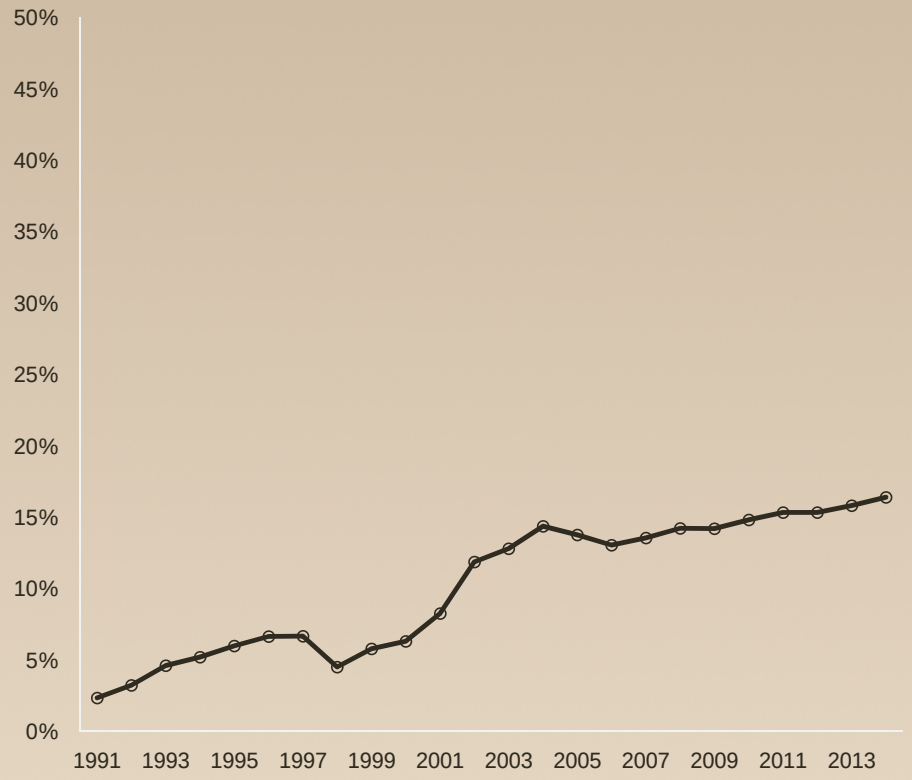


Source: NTD 2016

Service Provision in the SCAG Region, 2014 NTD

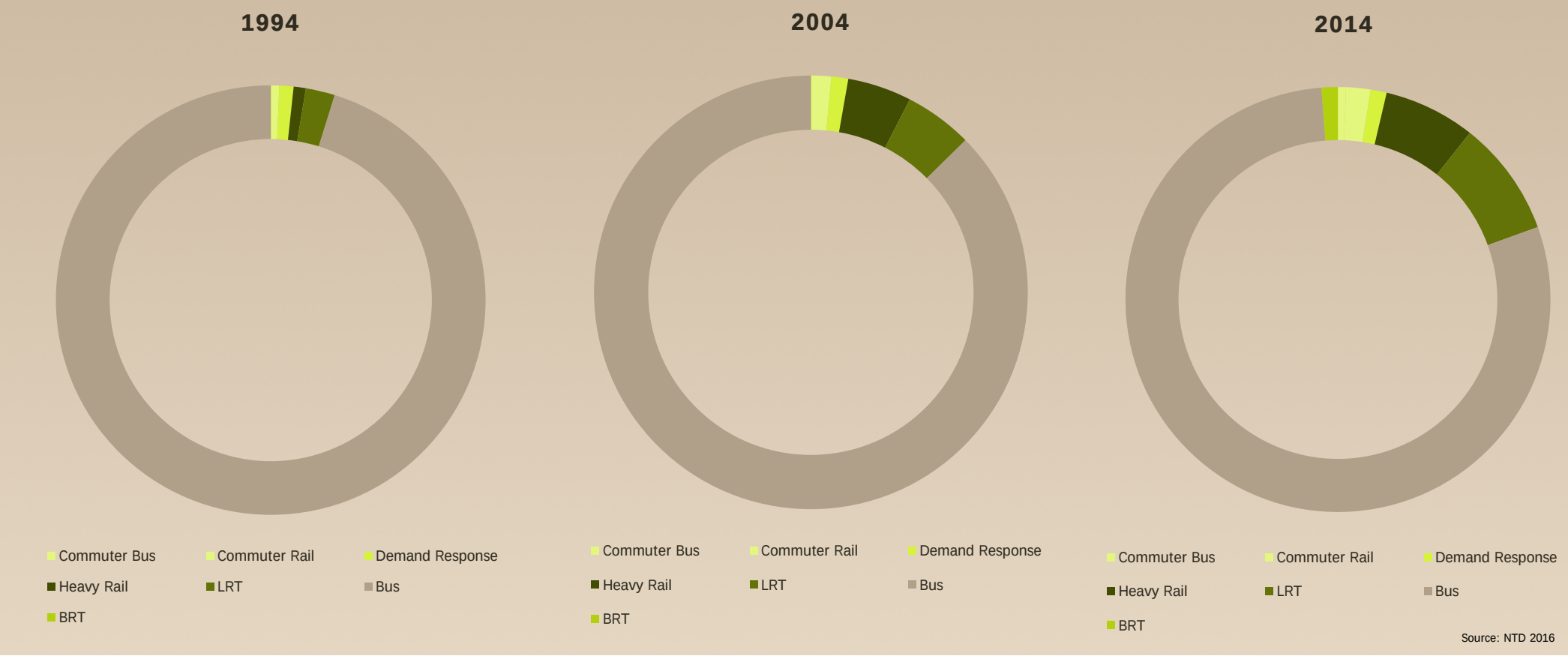
	Total Service Hours	Total Trips	Productivity	Average Cost per Trip
Demand Response Directly Operated	150,381	413,199	2.748	$27.29
Demand Response Purchased Transportation	3,872,739	8,441,402	2.180	$31.95
Percentage Directly Operated	3.7%	5%	-	-
Motor Bus Directly Operated	10,994,924	490,381,460	44.601	$3.76
Motor Bus Purchased Transportation	3,795,431	96,348,165	25.385	$3.50
Percentage Directly Operated	74.3%	84%	-	-

Share of Regional Trips provided by Purchased Transportation Providers, 1991-2014, SCAG Region

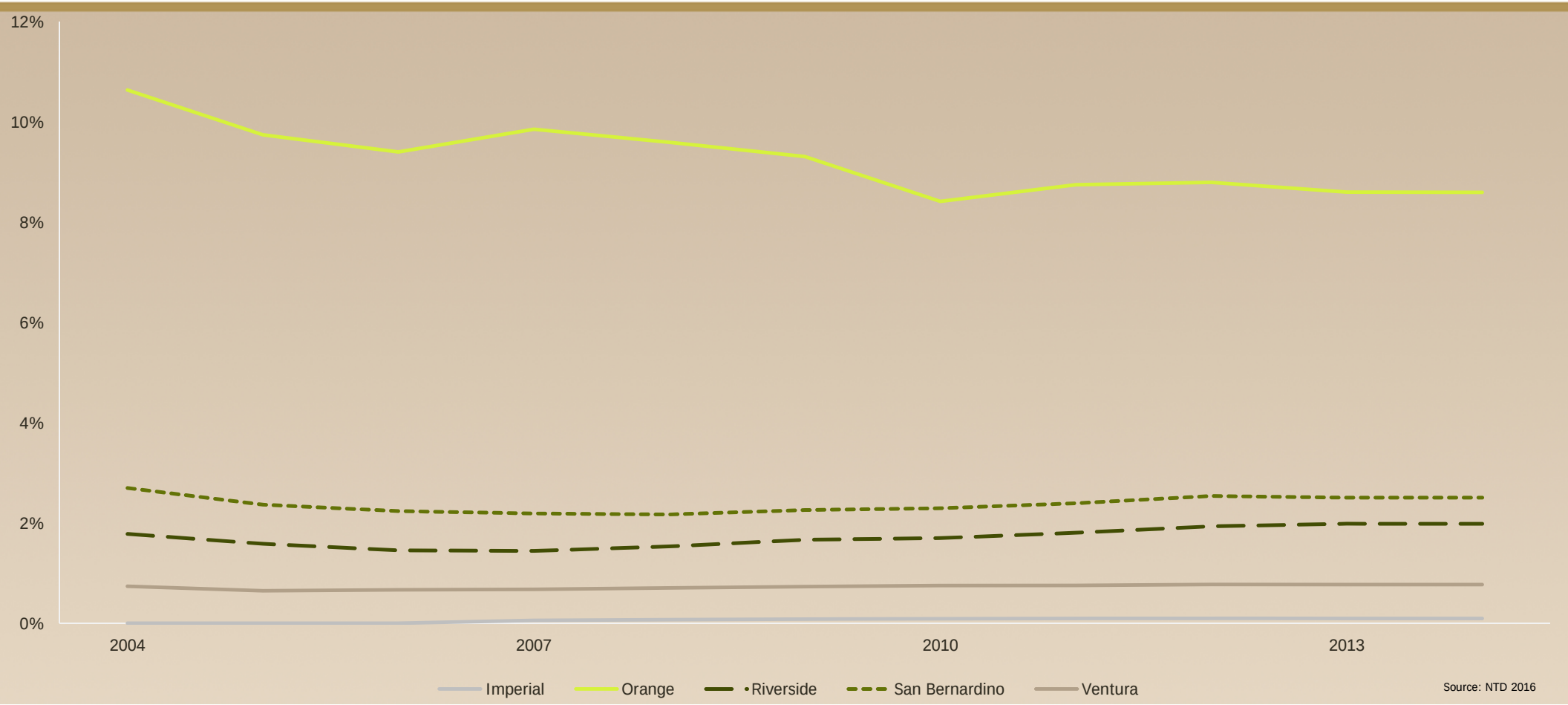


Source: NTD 2016

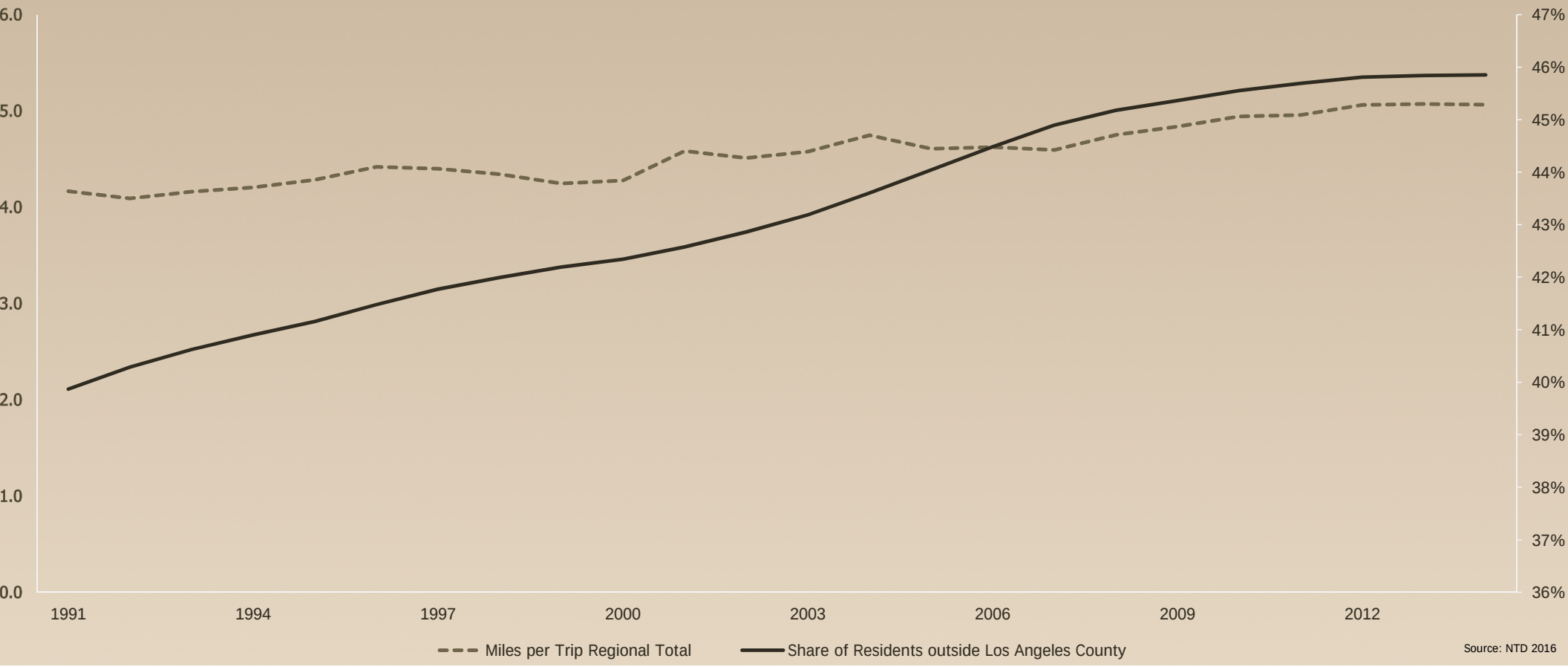
Transit Mode Share in the SCAG Region, 1994, 2004, and 2014



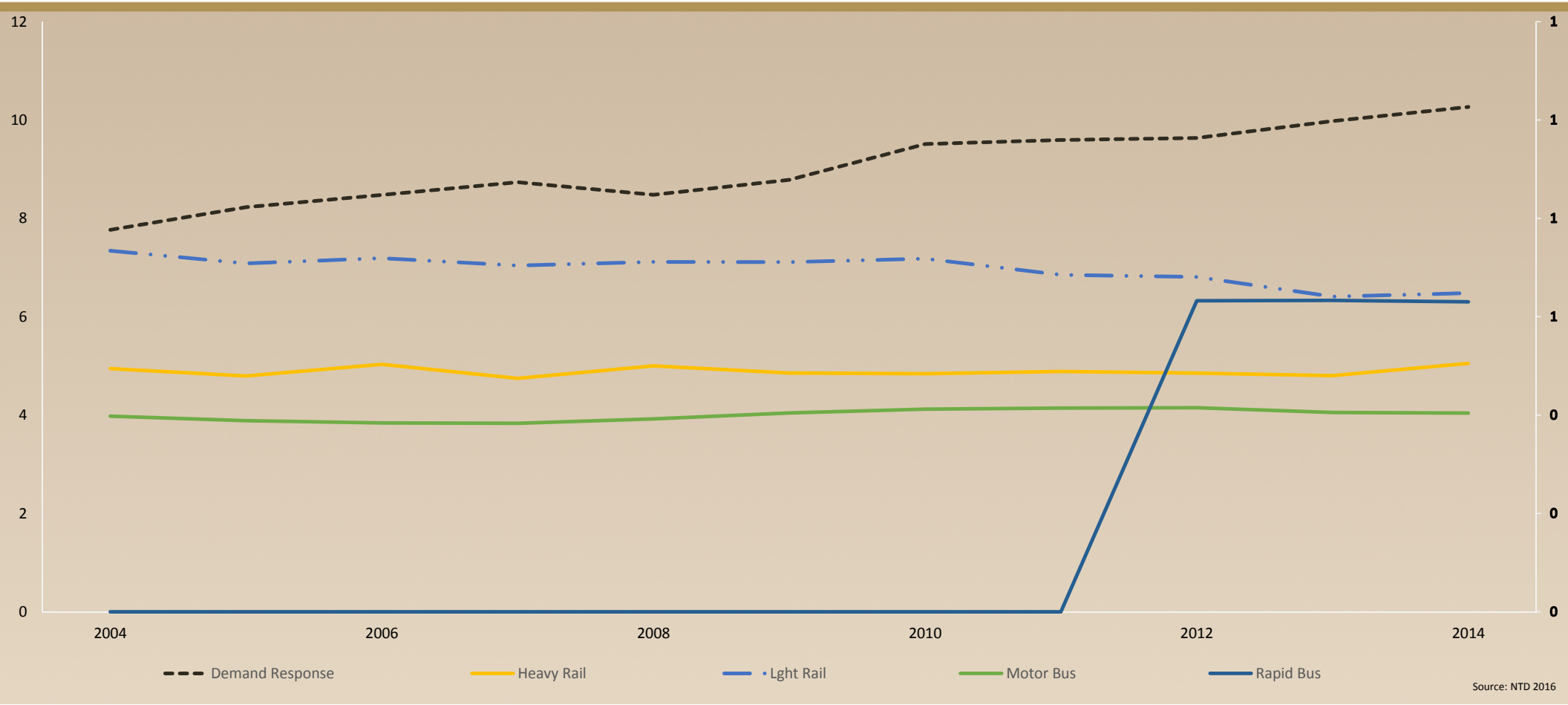
Total Trip Share by County, 1991-2014 SCAG Region, All Counties Except LA



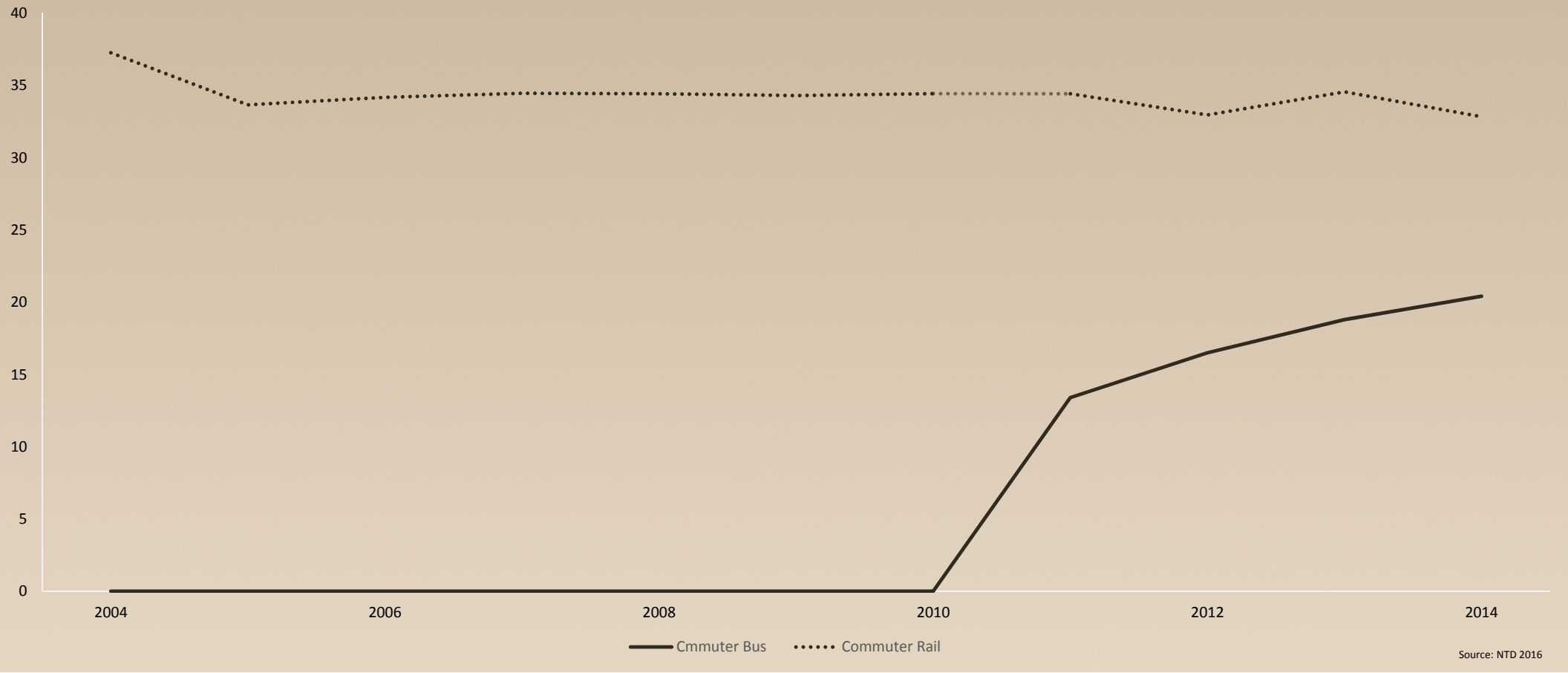
Average Trip Length and Residential Distribution, 1991-2014



Average Trip Length by Mode, SCAG Region, 2004-2014



Average Trip Length by Mode, SCAG Region, 2004-2014, Commuter Bus and Rail

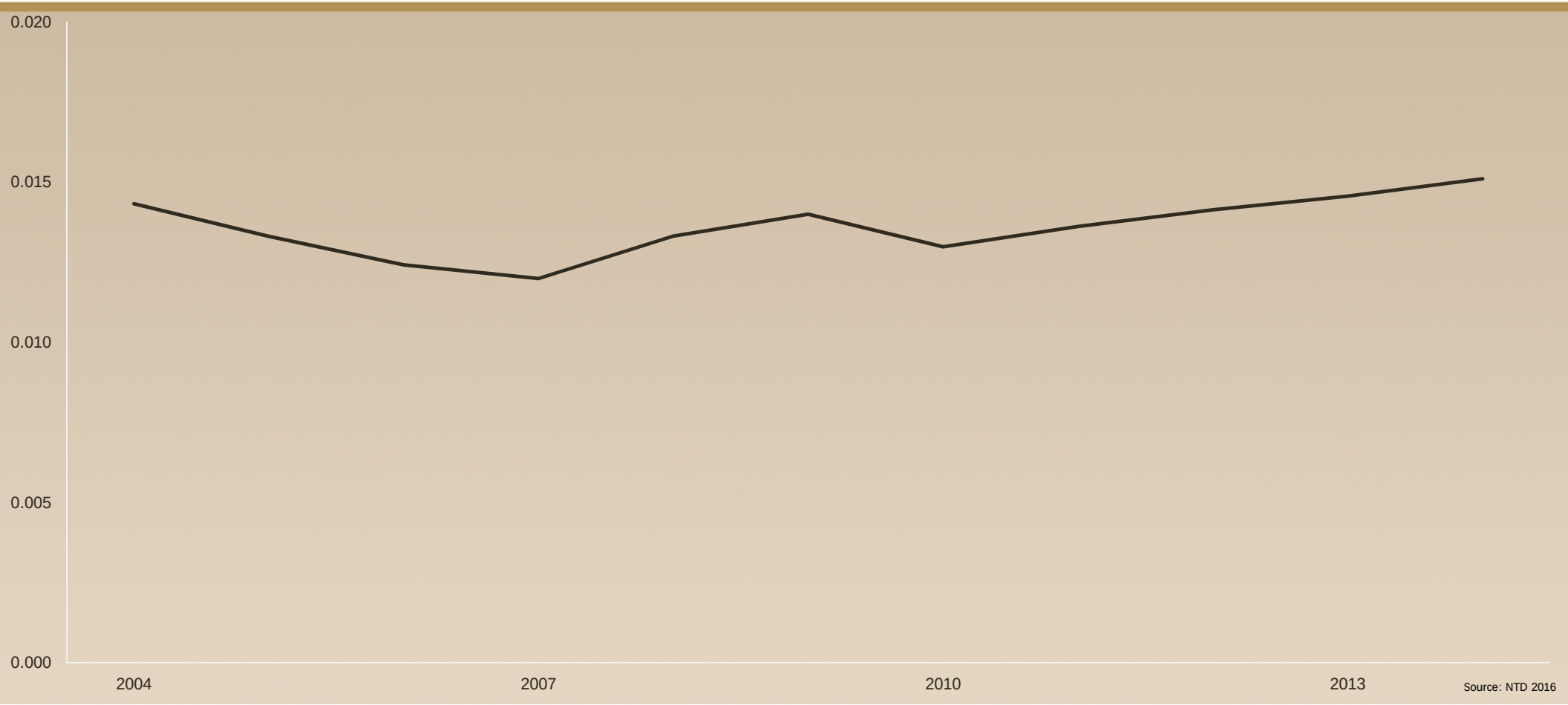


Service Provision and Consumption by UZA

	Vehicle Revenue Miles	Vehicle Revenue Hours	Unlinked Passenger Trips	Operating Expenses
Camarillo	0.12%	0.12%	0.01%	0.05%
El Centro-Calexico	0.26%	0.41%	0.12%	0.20%
Indio-Cathedral City	1.35%	1.44%	0.67%	0.97%
Lancaster-Palmdale	0.87%	1.13%	0.50%	0.78%
Los Angeles-Long Beach-Anaheim	85.43%	0.00%	93.52%	90.58%
Mission Viejo-Lake Forest-San Clemente	0.11%	83.66%	0.09%	0.09%
Oxnard	1.59%	0.08%	3.54%	0.95%
Riverside-San Bernardino	7.77%	1.67%	0.49%	4.68%
Santa Clarita	1.04%	8.35%	0.06%	0.81%
Simi Valley	0.22%	1.31%	0.04%	0.18%
Thousand Oaks	0.32%	0.23%	0.04%	0.20%
Victorville-Hesperia	0.92%	0.37%	3.54%	0.50%

Source: NTD 2016

Demand Response Trips per Fixed Route Trip, SCAG Region 1991-2016



Next Steps: Analysis

- Update non-NTD data sources
- Analyze FY2013-14 data at the sector level report back in the late summer
  - Looking at focusing on current year measures instead of operator profiles
  - Trend analysis to be aggregated at Market Sector level

Questions?

REPORT

DATE: June 29, 2016

TO: Regional Transit Technical Advisory Committee (RTTAC)

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

SUBJECT: FTA/FHWA Metropolitan Planning Final Rule

EXECUTIVE SUMMARY:
On May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly promulgated a new Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule (Final Rule) -- FHWA 23 CFR Part 450, FHWA 23 CFR 771, and FTA 49 CFR Part 613. This Final Rule is intended to implement the changes to statewide and regional planning mandated by MAP-21 and the FAST ACT.

BACKGROUND:
The changes in the Final Rule make the regulations consistent with current statutory requirements and implement the following:

- New mandates for State departments of transportation and metropolitan planning organizations (MPOs) to take a performance-based approach to planning and programming
- New emphasis on the nonmetropolitan transportation planning process, by requiring States to have a higher level of involvement with nonmetropolitan local officials and providing a process for the creation of regional transportation planning organizations (RTPO)
- Structural changes to the membership of the larger MPOs
- A new framework for voluntary scenario planning
- New authority for the integration of the planning and environmental review processes
- A process for programmatic mitigation plans

The Final Rule requires that States, MPOs, and operators of public transportation establish targets in key national performance areas to document expectations for future performance and that States, MPOs, and operators of public transportation must coordinate the targets that they set for key areas. It further establishes that MPOs must reflect those targets in their Regional Transportation Plans (RTPs) and that States must reflect those targets in their long-range statewide transportation plans.

Implementation Timeline

MPOs have two years to incorporate the provisions of the Final Rule into their planning processes. RTPs adopted prior to May 27, 2018 need not be developed in accordance with the Final Rule, while RTPs adopted on or after May 27, 2018 must be.

In the Final Rule, States are given one year from the effective date of a separate final rule on performance measures to select and establish performance targets in coordination with MPOs. MPOs are then given an additional 180 days to establish performance targets in coordination with the State and public transportation providers.

Although the Final Rule appears to imply that there is only one separate rule on performance measures, it is important to clarify that there are several separate, ongoing rulemaking processes being undertaken both by FHWA and FTA regarding performance measures. Specifically from FTA:

- In the Notice of Proposed Rulemaking (NPRM) issued Feb. 5, 2016, transit agencies would have one year from the effective date of the final rule to establish a Public Transportation Agency Safety Plan, which must include performance targets that are based on the safety criteria in the FTA's National Public Transportation Safety Plan; and
- In the NPRM issued Sep. 30, 2015, transit agencies would have two years from the effective date of the final rule to establish an initial Transit Asset Management Plan, which must include performance targets. However, the NPRM also proposes that transit agencies establish performance targets within three months of the effective date of the final rule.

Coordination and Integration

States and MPOs shall coordinate when selecting targets addressing the performance areas under 23 U.S.C. 150(b) and 23 CFR 490 to ensure consistency to the maximum extent practicable. (450.206(c)(2), 450.306(d)(2)(ii)). MPOs shall coordinate to the maximum extent practicable with public transportation providers when setting performance targets required under 49 U.S.C. 5326(c) and 5329(d). (450.306(d)(3)(iii)).

States and MPOs are also required to integrate the goals, objectives, performance measures, and targets into the statewide and the metropolitan transportation planning processes, described directly or by reference in other State transportation plans and processes as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation. (450.206(c)(4), 450.306(d)(4)).

MPO(s), State(s), and the providers of public transportation have been required to execute metropolitan planning agreements since SAFETEA-LU. As per this Final Rule, these agreements, or a similar written agreement, will require these parties to jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), & the collection of data for the State asset management plan for the National Highway System (NHS). New agreements or revisions to existing agreements do need to be in place in order to set performance targets or incorporate them into plans and programs; however, MPOs and States must demonstrate coordination of target setting with providers of public transportation if agreements are not in place.

Contents of Plans and Programs

This rulemaking does not address specific performance measures, such as the aforementioned transit measures or the performance of the NHS, freight, and CMAQ measures. This rulemaking only addresses processes to incorporate those measures into statewide and metropolitan planning.

The RTP shall include a description of the Federally required performance measures and performance targets used in assessing the performance of the transportation system (450.324(f)(3)), and a system performance report evaluating the condition and performance of the transportation system with respect to the required performance targets, including progress achieved by the MPO the performance targets (450.324(f)(4)).

The RTP should integrate the priorities, goals, countermeasures, strategies, or projects contained in the Highway Safety Improvement Plan (HSIP), including the State Highway Safety Plan (SHSP), and Public Transportation Agency Safety Plans, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security (450.324(h)).
Per the FAST act, RTPs must address two new planning factors (450.206(a)) and 450.306(b)(9 & 10)) "Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation" and "enhance travel and tourism." Plans must also consider resiliency needs, including an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters (450.324(f)(7)).

RTPs shall include consideration of intercity buses (450.216(b), 450.324(f)(2)). Additional stakeholders are added to the list of interested parties that States and MPOs must consult with, including:

- public ports
- agencies and officials responsible for tourism
- agencies and officials responsible for natural disaster risk reduction
- operators of intercity bus service
- providers of employer-based commuting programs

MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system (450.324(f))(4)(ii). There is no requirement for MPOs to engage in scenario planning, but there will be guidance and best practices provided by FHWA. Section 450.324(i) contains an optional framework for MPOs to consider when conducting scenario planning.
MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system (450.324(f)(4)(ii).

Statewide plans shall include a description of the performance measures and targets and a systems performance report assessing the performance of the transportation system. STIPs and TIPs shall include a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the Plan (450.218(q),

450.326(d)), to the maximum extent practicable. STIPs and TIPs shall also link investment priorities in the TIP/STIP to achievement of performance targets in the plans (450.218(q), 450.326(d)).

MPO Board Structure

Within two years of enactment of MAP-21, (by Oct. 1, 2014) MPOs serving TMA areas shall consist of local elected officials, officials of public agencies that operate major modes of transportation including representation by providers of public transportation, and appropriate State officials. MPOs do not need to re-designate to meet this provision.

Per the FAST ACT Designation or selection of officials or representatives shall be determined by the MPO according to the bylaws or enabling statute of the organization. Subject to those bylaws or enabling statutes, a representative of a provider of public transportation may also serve as a representative of a local municipality. These officials shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials.

SCAG has already addressed this new requirement, as previously reported to the RTTAC. Regional Council member Hon. Paul Krekorian, representing Metro, was appointed the public transportation representative by SCAG President Cheryl Viegas-Walker on April 7, 2016.

Planning and Environmental Linkages

The rulemaking adds purpose and need, preliminary screening of alternatives, and elimination of unreasonable alternatives to the list of planning decisions generated in the planning process that can be used in the environmental review process. It also replaces the requirement for concurrence of other participating agencies with relevant expertise with a smaller number of cooperating agencies with responsibility for permitting, review, or approval and eliminates requirements for duplicative approvals by the State, all local and tribal governments, and MPO(s) where the project is located.

Congestion Management Process

The rulemaking does not change the requirement for the Congestion Management Processes for TMAs including Congestion Management Process analysis of new SOV capacity in non-attainment areas in TMA (450.322(f)). The rulemaking allows MPOs serving TMAs to develop congestion management plans (450.322(h)). The rulemaking adds job access projects as a Congestion Management Process strategy (450.322(a)).