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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday January 30, 2019
10:00 a.m.

SCAG LOS ANGELES MAIN OFFICE

900 WILSHIRE BLVD., STE. 1700
POLICY COMMITTEE ROOM A
LOS ANGELES, CALIFORNIA 90017
(213) 236-1800

TELECONFERENCE

TO JOIN THE MEETING: <https://zoom.us/j/220315897>
CONFERENCE NUMBER: 1 (646) 558 8656
MEETING ID: 220 315 897

VIDEOCONFERENCE

Available Upon Request

PLEASE NOTE NEW LOCATION

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Matt Gleason (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) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA**

Wednesday, January 30, 2019

=====

The Regional Transit Technical Advisory Committee may consider and act upon TIME PG# any of the items listed on the agenda regardless of whether they are listed as information or action items.

1.0 CALL TO ORDER

(Gary Hewitt, OCTA, 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 RECEIVE AND FILE

3.1 Minutes of the October 31, 2018 Regional Transit TAC Meeting 1

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, January 30, 2019**

4.0 INFORMATION ITEMS

- | | | |
|-----|---|----|
| 4.1 | <u>City of Columbus Multimodal Trip Planning Application/Common Payment System Concept of Operations</u>
<i>(Andrew Wolpert , City of Columbus)</i> | 20 |
| 4.2 | <u>HOP Fastpass</u>
<i>(Tony Swanson, Portland TriMet)</i> | 25 |
| 4.3 | <u>Transit Asset Management Plans and Data, Initial Findings</u>
<i>(Matt Gleason, SCAG)</i> | 15 |
| 4.4 | <u>2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) High-Quality Transit Corridor (HQTC) and Identification/Operator Survey</u>
<i>(Steve Fox, SCAG)</i> | 20 |

5.0 STAFF REPORT

- | | | |
|-----|--|---|
| 5.1 | <u>2019 RTTAC Agenda Outlook</u>
<i>(Matt Gleason, SCAG)</i> | 5 |
| 5.2 | <u>Private Intercity Bus Operator Analysis</u>
<i>(Steve Fox, SCAG)</i> | 5 |

6.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, May 29, 2019.

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

Wednesday, October 31, 2018

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 Chair Gary Hewitt, OCTA.

Members Present:

Gary Hewitt (Chair)	Orange County Transportation Authority
Joyce Rooney (Vice Chair)	Redondo Beach Transit
Tracy Beidleman	Long Beach Transit
Sara Baumann	Long Beach Transit
Lori Huddleston	LACMTA
Kyle Holland	LACMTA

Videoconference:

Kevin Kane	Victor Valley Transit Authority
David Cadena	Antelope Valley Transportation Authority
Claire Grasty	Ventura County Transportation Commission

Teleconference:

Joe Raquel	Foothill Transit
Norm Hickling	Antelope Valley Transit Authority
Kristen Warsinski	Riverside County Transportation Authority

SCAG Staff:

Philip Law	Stephen Fox
Matthew Gleason	

1.0 CALL TO ORDER

Gary Hewitt, OCTA, called the meeting to order at 10:09 a.m.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the August 29, 2018 Regional Transit TAC Meeting
- 3.2 FTA Triennial Reviews, Section 5307 and Public Participation – Updated Checklist

4.0 INFORMATION ITEMS

4.1 Integrating Mobility as a Service into TAP

Kyle Holland, Los Angeles Metro, reported on TAP system service enhancements. Ms. Holland noted that Metro's TAP system is a contactless, chip-based smart card system that facilitates 29 million regional fare transactions monthly and sells over 1.5 million passes totaling \$12 million. It is the largest system of its kind in North America and is sold in 440 outlets countywide. She stated the system is being evolved to a cloud based service that provides expanded options for users who will be able to use the TAP card for transit as well as other mobility options including bikeshare, micro transit, ride hailing, toll lanes, parking as well as events. The system will feature a mobile phone application so users can access the system by phone to load TAP card value. Additionally, a cash loading system will be available for unbanked customers.

Ms. Holland stated that there will be several account loading customer choices such as PayPal, credit card and other sources. She noted the system can accommodate a reward service as well as provide Metro an option to quickly modify fare prices so customers can purchase products at discounted prices when offered. This enables Metro to incentivize transit use at times, for example, when health concerns rise for the region. Additionally, enhancements provide system customization that can accommodate multiple programs such as Metro's Low Income Subsidy Program (LIFE).

Joyce Rooney, Redondo Beach Transit, asked about the Pay Near Me function and if it is currently available. Ms. Holland responded that the service is now available and transit users can use one of the 2,000 Pay Near Me outlets in Los Angeles County to purchase TAP card value using cash payment.

Gary Hewitt, OCTA, asked if information other than the stated cash value is identified in the TAP wallet. Ms. Holland responded that only value amount information is held in the TAP Wallet.

4.2 Peer Regions Performance Benchmarking – Initial Findings

Matt Gleason, SCAG staff, reported on Peer Regions Performance Benchmarking initial findings. Mr. Gleason noted that this analysis is the second in a series that will inform the 2020 Regional Transportation Plan/Sustainable Communities Strategy. He noted the benchmarking effort compares the SCAG region's transit investment and performance to other large MPOs. This allows examination of cost effectiveness of operations and permits stakeholders to identify areas of possible improvements. It was noted per capita benchmarks provide more useful comparisons as transit agencies nationally have varying asset profiles and investments.

Mr. Gleason reviewed 2015-2016 peer region comparisons including revenue hours, unlinked trips, types of modes deployed, per capita service deployment, operations spending, per capita operations spending and total capital spending. Important

takeaways were reviewed and it was noted that the SCAG region is among the largest service providers and carries the largest number of trips compared to those in its peer group. When examined on a per capita basis the region is not as competitive compared to most northern and western large service providers, however; it is competitive compared to the sunbelt region.

Additionally, the SCAG region has less focus on heavy rail and has a greater emphasis on building light rail than other transit regions. Only Boston is spending a similar share on light rail. Further, the SCAG region provides a significant share of bus service and is in the top three bus service providers. The SCAG region is also more focused on capital investment than other regions. Mr. Gleason noted next steps include tabulating service deployment ratios and to apply key metrics to peer regions and measure performance. A release of the report is anticipated late winter or early spring 2019.

Gary Hewitt, OCTA, asked if future reports could include demand response per capita trips. Mr. Gleason responded that it could be provided.

Joyce Rooney, Redondo Beach Transit, asked if demand response data includes ADA service. Mr. Gleason responded that it is included in the data.

4.3 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) High-Quality Transit Corridor (HQTC) and Major Transit Stop Methodology

Steve Fox, SCAG staff, provided an update on the 2020 RTP/SCS High-Quality Transit Corridor and Major Transit Stop Methodology. Mr. Fox stated that SCAG staff conducted ongoing discussions with regional transit operators in preparation for the 2016 RTP/SCS and again seeks the committee's input on several remaining methodology items. He first reviewed the 2016 HQTC methodology.

Mr. Fox then reviewed the proposed methodology revisions for the 2020 RTP/SCS. He noted the first revision would modify from a peak period to a stop-based methodology. Following this methodology a bus stop is included as a HQTC if bus service arrives every 15 minutes or better. The modification eliminates a question of which bus trips ought to be counted as "peak period" trips. This also eliminates issues related to bus routes with multiple route patterns and it is consistent with other MPOs. Refinements were reviewed and it was noted for transit routes with different patterns, the average frequency of service for each pattern will be used. The combined route patterns with common endpoints that meet the 15-minute threshold qualify as HQTCs. For one-way service, it was noted that transit routes that operate in one direction only for the entire route or a portion of the route at 15-minutes or better qualify as a HQTC. This includes routes operating on either one-way or two-way streets, one-way circulators and routes with one-way terminal loops.

Mr. Fox next reviewed the proposed bi-directional frequency revision noting that 15-minute frequency in only one direction may be sufficient to qualify as a HQTC. It was noted that this revision captures corridors with peak direction travel and eliminates issues related to one-way routes or routes with one-way segments. He

noted the third revision would include combined headways for Bus Rapid Transit, rapid, local lines and line “families” serving the same corridor. For example, Metro Rapid and Metro local lines, Onmitrans and the sbX.

Mr. Fox reviewed next steps and schedule including incorporating the committee’s input, identifying draft 2016 HQTCS and Major Transit Stops. Additionally, to verify 2016 transit network 15-minute frequency services with transit operators by January 2019. Further, to complete draft data set and maps for review by May 2019 and to finalize data set and maps for the Draft 2020 RTP/SCS by June 2019.

Tracy Beidelman, Long Beach Transit, asked which person from each agency would be responsible for communicating comments. Mr. Fox responded that feedback could be submitted any time and typically there is outreach to every agency’s planning department.

Gary Hewitt, OCTA, stated that the 500-foot transfer distance for intersecting routes is too short and limiting for planning purposes. Mr. Law responded that the 500-foot distance was the original recommendation by the RTTAC for the 2016 RTP/SCS. The assumption was revisited at the request of City of LA and Metro, but those agencies now support maintaining the 500-foot distance, as it is consistent with the Metro Transfers Design Guide definition of a transfer zone.

4.4 Draft 2020 RTP/SCS Performance Measures

Michael Gainor, SCAG staff, reported on the Draft 2020 RTP/SCS Performance Measures. Mr. Gainor stated that performance measures are used to evaluate scenarios in the RTP/SCS development to determine how it will perform and how it will affect certain parameters related to specific goals. He noted performance measures provide quantitative indicators to evaluate the extent the RTP/SCS is able to accomplish its stated goals under various modeling scenarios. Mr. Gainor noted there was an expansion of performance measures following the passage of SB 375 which affected the 2012 and 2016 RTP/SCSs.

He noted that 10 goals have been identified for the 2020 RTP/SCS including encouraging regional economic prosperity and global competitiveness. He reviewed the performance measures which have been added for the 2020 plan as well as Environmental Justice Performance Measures.

Gary Hewitt, OCTA, noted that the mean commute distance may be a better metric than mean commute time. Mr. Gainor responded that both metrics will be included in the 2020 RTP/SCS to get a more complete understanding of regional commutes.

5.0 STAFF REPORTS

5.1 Asset Management Data Request

Philip Law, SCAG staff, provided an update on Transit Asset Management (TAM) Plans and the asset data request. Mr. Law noted that TAM and National Transit

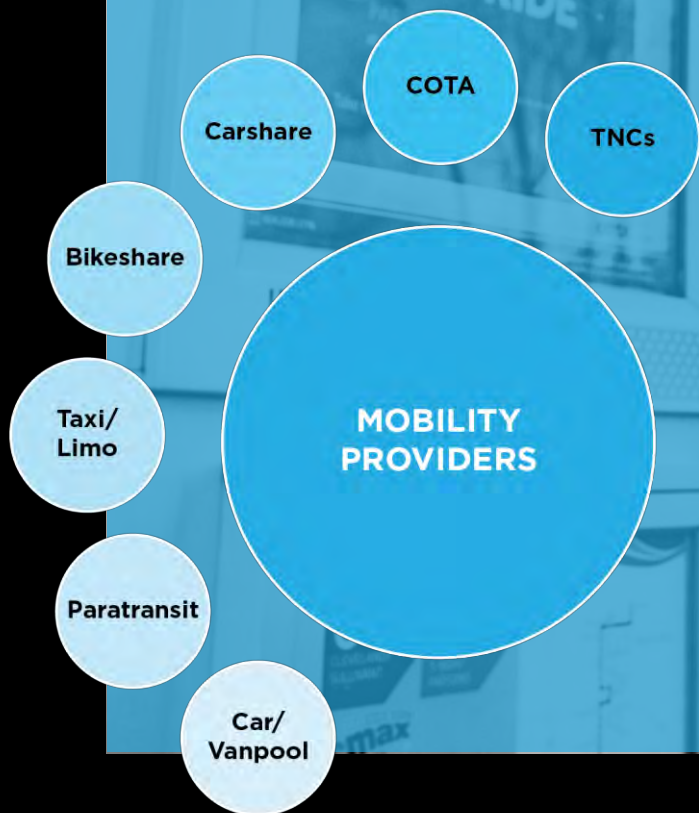
Database plans are due from transit agencies October 1, 2018. He stated that SCAG is required to incorporate into the 2020 RTP/SCS either directly or by reference transit agencies' TAM plans. Additionally, SCAG is required to develop regional TAM targets as part of the 2020 RTP/SCS. Mr. Law requested that agencies share their TAM plans which will be used to develop regional TAM targets.

6.0 ADJOURNMENT

Gary Hewitt, OCTA, adjourned the meeting at 11:55 a.m.

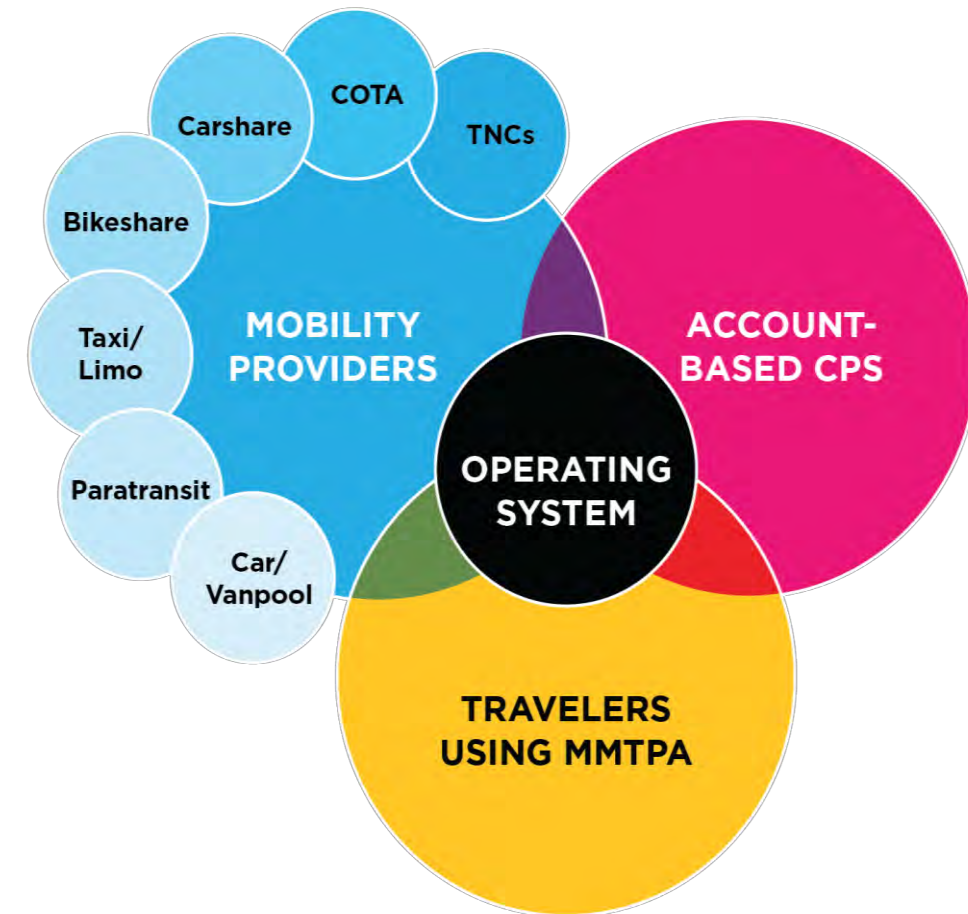


Multimodal Trip Planning Application/ Common Payment System Concept of Operations



MMTPA VISION

- The future of transit is multimodal and on-demand
- A shift away from personally-owned vehicles
- A solution that uses both public and private entities
- Integration with the Smart Columbus Operating System
- One-stop shop to plan, book, and pay
- As the regional public transit provider, COTA is the ultimate owner





CITY OF COLUMBUS OBJECTIVES

Facilitate improved access to multimodal trip planning information

Increase usage of available transportation services

Improve ease of multimodal trip planning

Provide travelers with more convenient access to transportation service options

Increase access to jobs and services

Increase customer satisfaction



PROPOSED SYSTEM



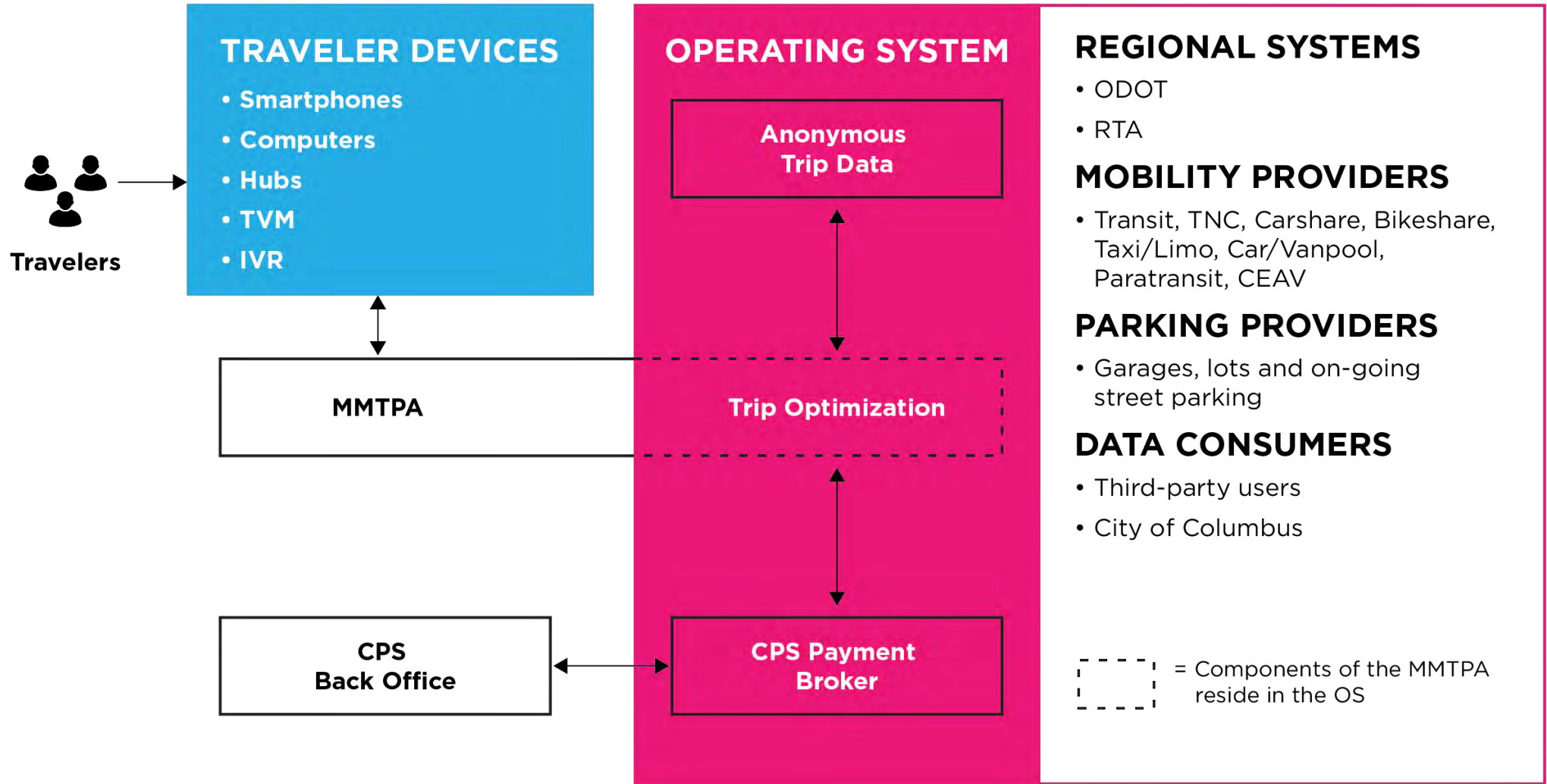
MMTPA DELIVERY APPROACH

- A foundation of open, free, and proven technologies.
- A platform that is consistent with the Smart Columbus Operating System project.
- A distributed ledger (“blockchain”) offers redundancy, transparency, shared governance, and long-term viability.
- The assurance that user data is not available to anyone unless volunteered to release.
- All user-facing apps use the same codebase, but can run on different devices (Android, iOS, kiosk, PC).





PROPOSED SOLUTION



DELIVERY APPROACH

The screenshot displays the SMRT Columbus mobile application interface, divided into three main sections:

- Search and Map Section (Left):** Features a search bar with the placeholder text "Where to?" and "Enter address, place name, or type of place". Below the search bar is a large "EXPLORE MAP" button. The SMRT Columbus logo and the COTA logo are visible at the bottom left.
- Destination and Resources Section (Middle):** The destination is set to "From my location to cmh green shuttle lot". Under the "WHEN" heading, the departure time is "I want to leave by 6:00 PM Today". Under the "RESOURCES" heading, there are four toggle options:
 - I have a car
 - I have a bike/scooter
 - I am willing to carpool
 - I have a Gohio Commute AccountA green "Continue" button is located at the bottom of this section.
- Map and Route Section (Right):** Shows a map of Columbus, Ohio, with a route highlighted in purple and pink. The route starts from a location near the airport and ends at the CMH green shuttle lot. A "gohio commute" logo is present. A route summary box displays the following steps:
 - 1:54 PM walk 0.2 mi
 - 1:58 PM board route 7 bus
 - 2:26 PM walk 1.1 miThe time range for the route is "From 1:54 PM to 2:42 PM". The map includes various icons for transit modes like bus, bicycle, and walking, and a "mapbox" logo is visible at the bottom left of the map area.

SCHEDULE

RELEASE 1: 2/28/2019

- Web app
- Android/iOS app
- COTA + 1 provider
- User preferences
- Online instructions
- User feedback
- Collect trip history
- Collect user telemetry
- Offline access

RELEASE 2: 5/9/19

- Full support for 4 additional providers
- Build machine learning features
- Develop approach with CPS team
- User interface for providers
- Matchmaking
- Accept rides
- Navigation
- Trip reservation/cancellation
- User-reported issues

RELEASE 3: 7/8/2019

- Full support for 5 additional providers
- Incorporate all outcomes from Release 2 data analysis
- IVR
- Rule system for rewards, incentives
- Security and testing certification
- Paratransit trips

GO LIVE! 8/29/2019

- All additional providers
- CPS interface integration
- Mobile tickets
- Electronic wallets



COMMON PAYMENT SYSTEM

Pay for all transportation services using a single account

Ability to register multiple payment methods

Integration with COTA's back-office

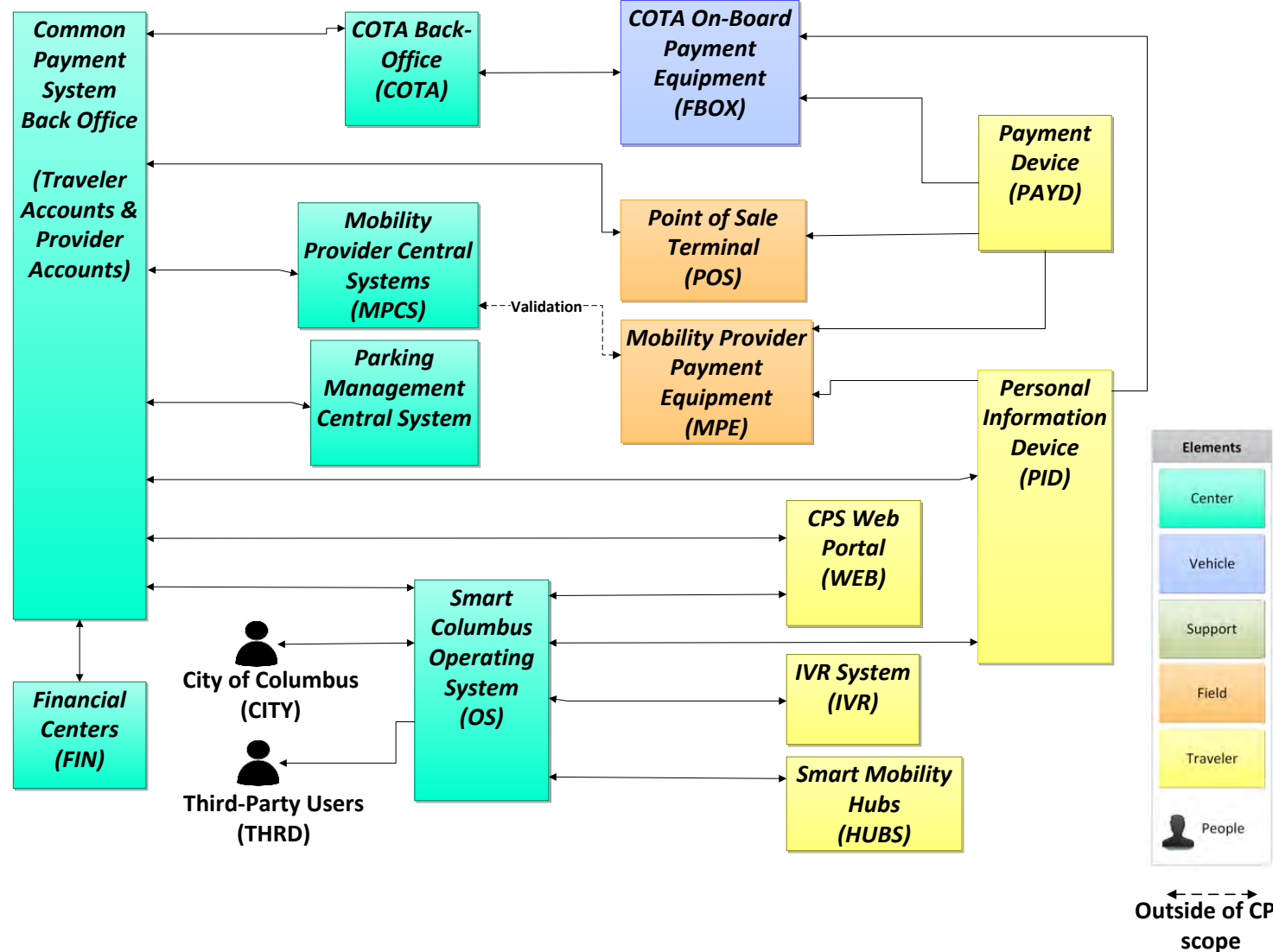
Enables unbanked travelers through reloadable prepaid debit cards or cash at COTA TVMs or other POS locations

Enables users without a smart phone to use a touch-tone phone to request a pre-purchased trip pick-up





COMMON PAYMENT SYSTEM





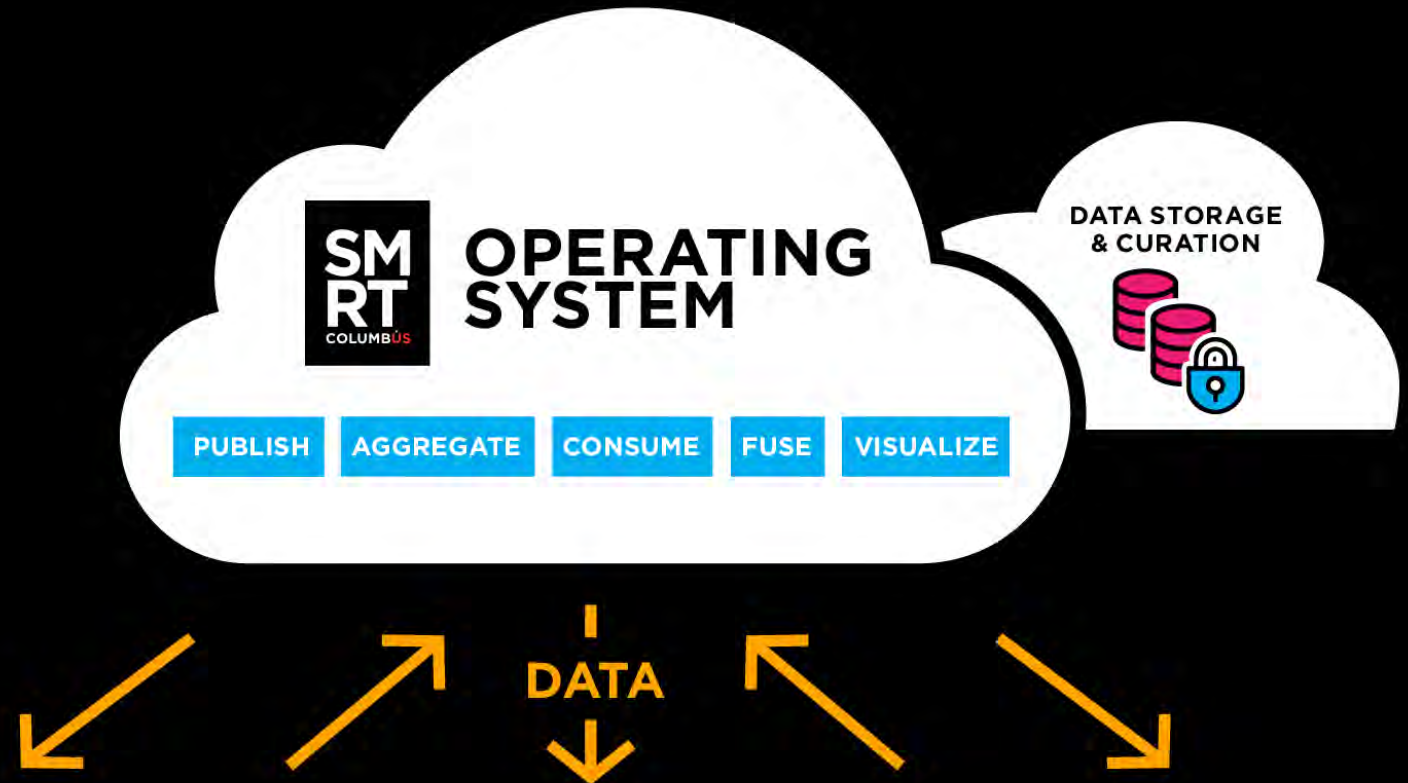
SOLUTION: DATA WAREHOUSE, APIs, AND PERFORMANCE MEASURES

Anonymous trip and payment data in a “big data” environment

Better trip optimization through machine learning

Access to data through Application Programming Interfaces (APIs)

Open data platform





SOLUTION: INCENTIVIZE MAAS

Convenience – “pay once”

Reward travelers for making multimodal trips; tie incentives and rewards to user experience

For Mobility Providers, expand market size by linking with Public Transit; customer-centric approach

For City/COTA, better data



OVERALL LESSONS LEARNED

- Prioritize early engagement with transportation providers
 - Concentrated on coordination with mobility and parking providers
- Shared account vs. single pay system
 - Mobility providers want to maintain their customer experience
- Separated procurement of MMTPA and CPS



WHERE WE GO FROM HERE

 MMTPA First Release
February 2019

 CPS RFP released
December 2018

 MMTPA Go Live
August 2019

 CPS NTP
March 2019

 MMTPA and CPS Go Live
January 2020

 CPS First Release
June 2019



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hop

fastpass™

SIMPLE. FAST. SECURE.

January 30, 2019

Tony Swanson
TriMet Manager, Fare Revenue Systems

About TriMet

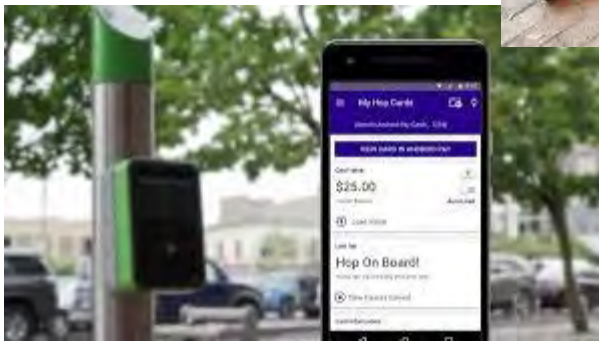


Our Vision

Build an Innovative, Best-in-Class Fare System

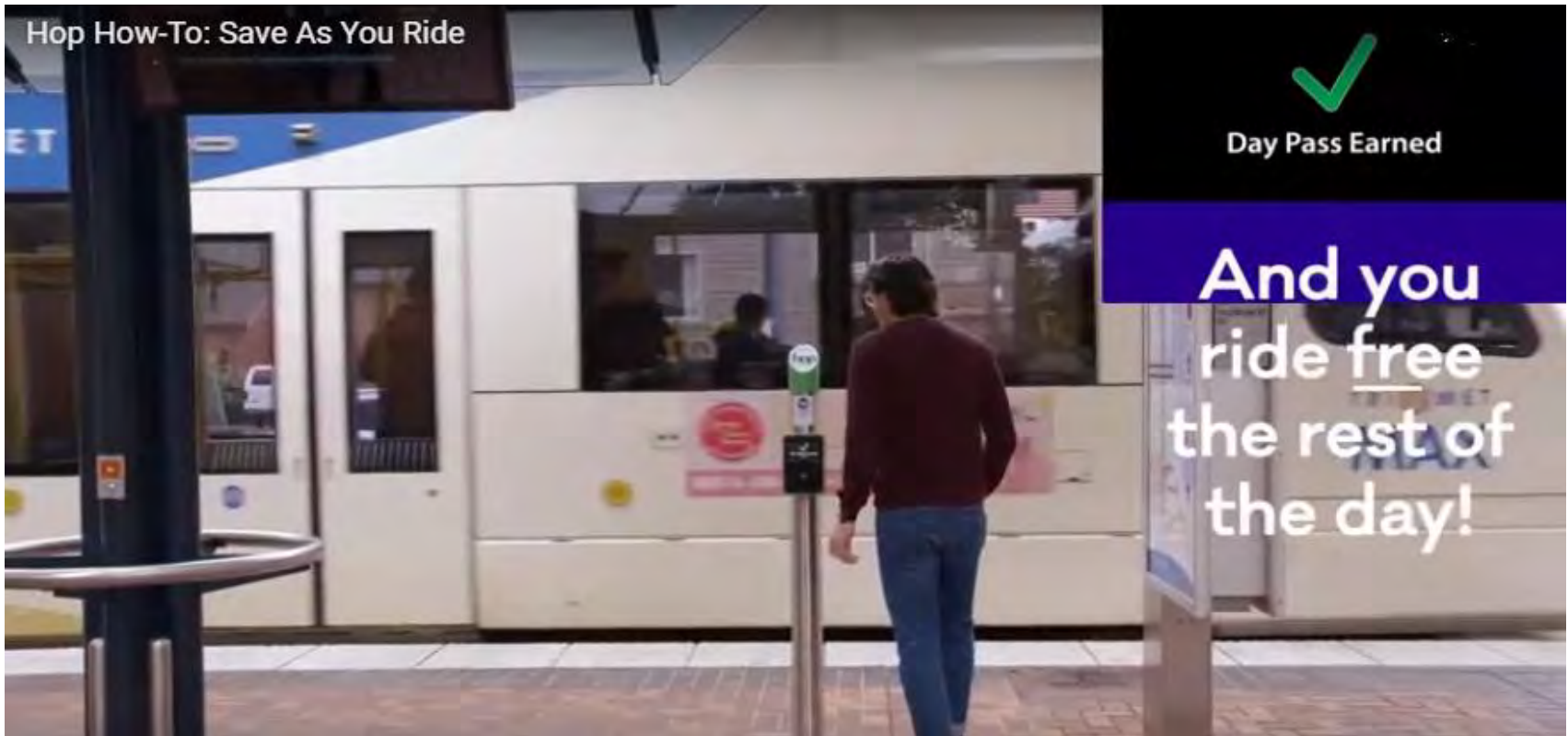


Hop is: account based, contactless, regional fare collection system, with industry leading features like open APIs, stored value, fare capping, open payments and virtualized smart cards.



Fare Policy

Not Just Technology Innovation, Fare Policy Innovation



Account-Based

Leo Detail - ORIGIN								
	\$	Jurisdiction Polygon: *DAVIDSON						
Pass	Space	PU	DD	Calc	FareType	Client	Frs	
▶	CL	AM	1	0	Yes	ADU-REC	\$ 3.70	\$ 0.
*								



Invitation to Integrate

Init: System Integrator, back office and validators

Moovel: Apps for account management and fare inspection

Ready Credit: Integrated with the gift card retail networks

Scheidt & Bachmann: 250 TVMs

The Brigade/Marathon: Websites

Trapeze: Paratransit

TriMet: Point of Sale

Google: Virtual Card



Sales Channels

**Reload Anytime,
Anywhere**

Android and iOS mobile apps

Integrated retail network

“Mobile first” website

Call center + IVR

Transit stores



Retail Network

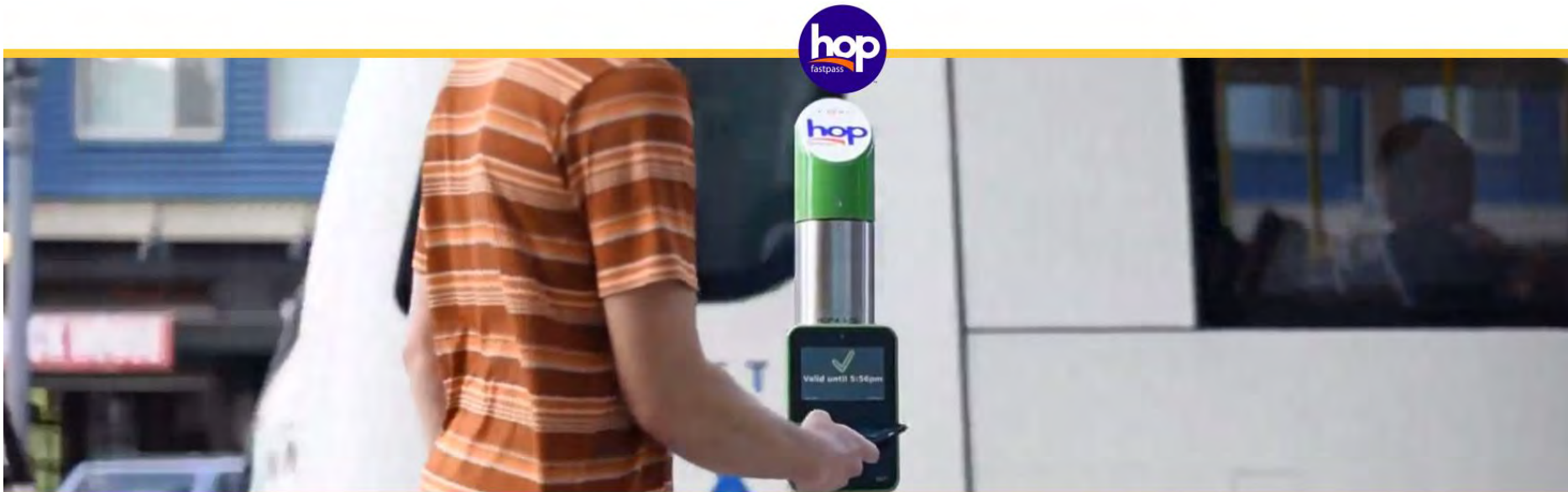
The screenshot shows a web browser window with the URL <https://myhopcard.com/home/#/get-card>. The page features a navigation bar with links: **PAY BY PHONE** OR **GET A CARD**, **REGISTER CARD**, **RELOAD CARD**, **CHECK BALANCE**, **HELP**, **SIGN OUT**, and **MY ACCOUNT**. The main content area is titled "Get a Card" and includes a search form with the text "Enter Address or Zip Code" and a "5 miles" radius selector. A prominent blue button reads "Find Retailers Nearby". Below the search form, two results are listed:

- 1 TriMet Ticket Office**
0.02 miles
Pioneer Courthouse Square
Portland, OR
Mon-Fri 8:30am-5:30pm
- 2 7-Eleven (reload, cash only)**

The background of the page is a map of the Portland, Oregon area, densely populated with blue location pins representing retail partners. The map shows various neighborhoods such as Forest Park, Beaverton, and Milwaukie. The Windows taskbar at the bottom indicates the system time is 6:57 PM on 4/17/2018.

Open Payments

World Class Innovation



Paying With Your Phone

Consumer Website

hop fastpass

GET A CARD REGISTER CARD RELOAD CARD CHECK BALANCE HELP SIGN IN | CREATE ACCOUNT

Email Password Sign In Create Account Forgot Password

Your new ticket to ride.

Hop Fastpass™ is a fare card for TriMet, C-TRAN and Portland Streetcar. Finally, there's a better way to pay.

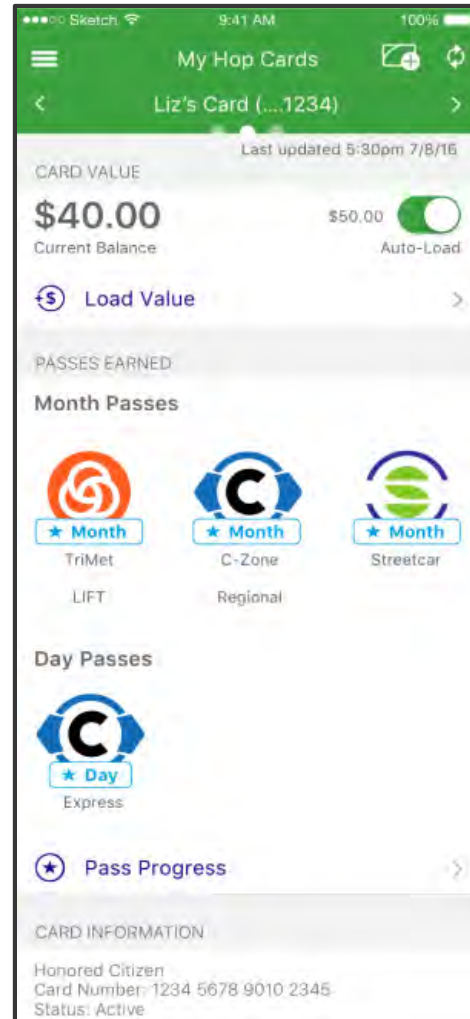
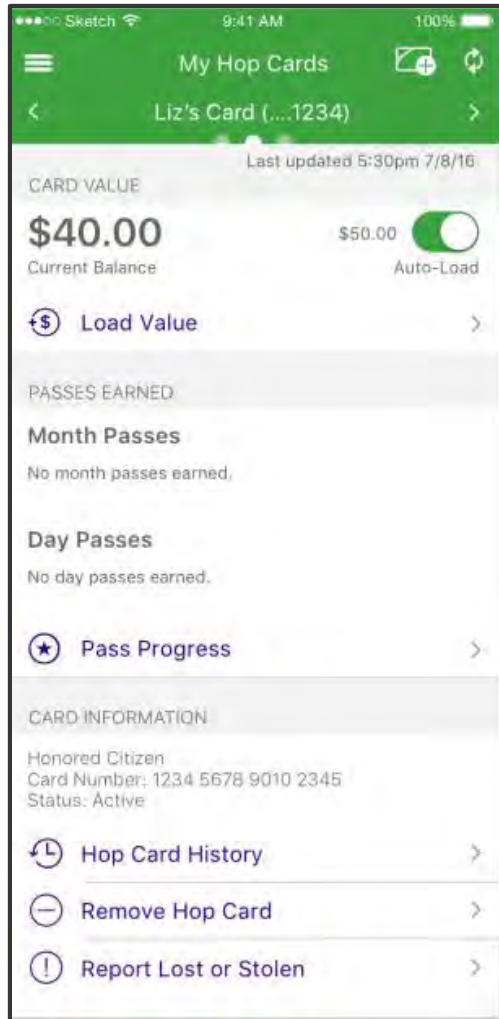
[Learn how to use Hop](#)

Register a Hop Card

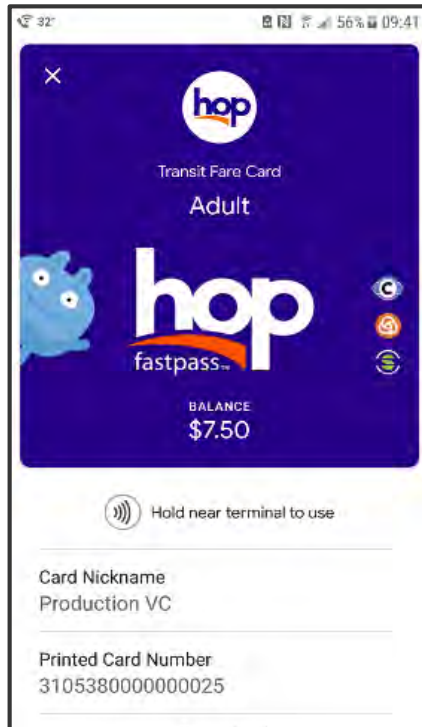
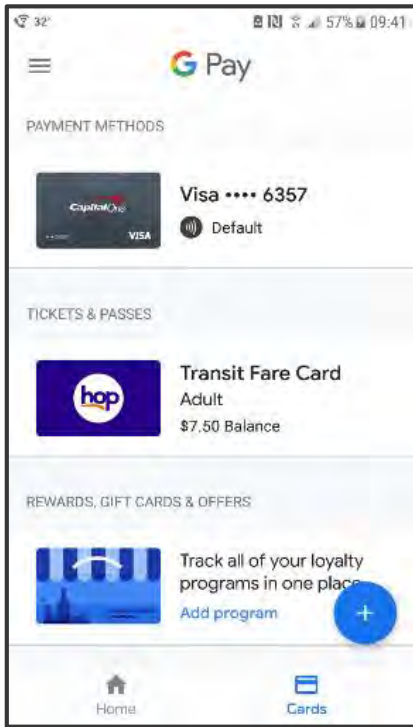
Reload Your Hop Card

Scroll

Consumer App



Virtual Card



Introducing the virtual Hop card for Android

A diagram illustrating the integration of the hop fastpass virtual card with Google Pay. It shows the hop fastpass logo, a plus sign, the Google Pay logo, an equals sign, and a smartphone displaying the virtual hop card.

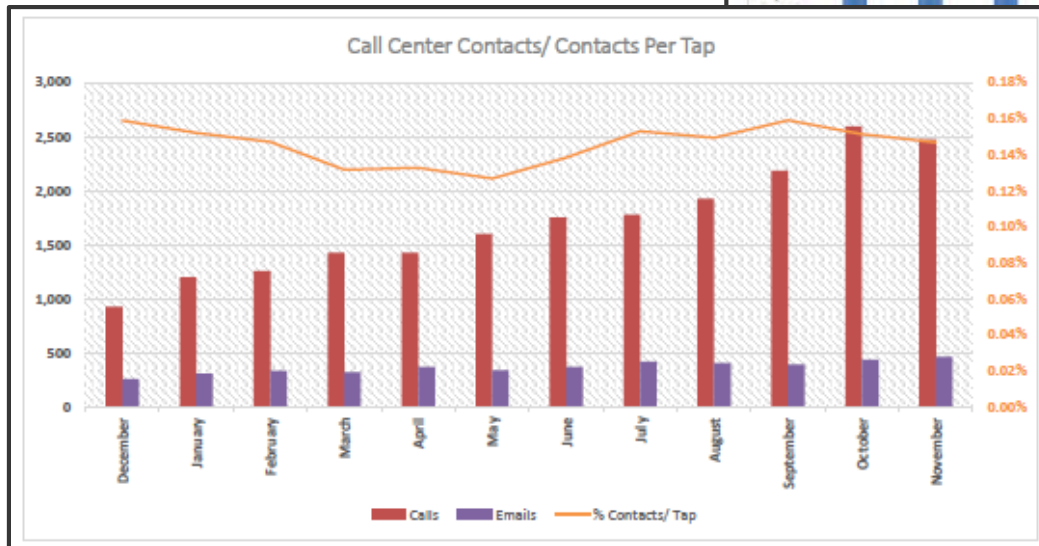
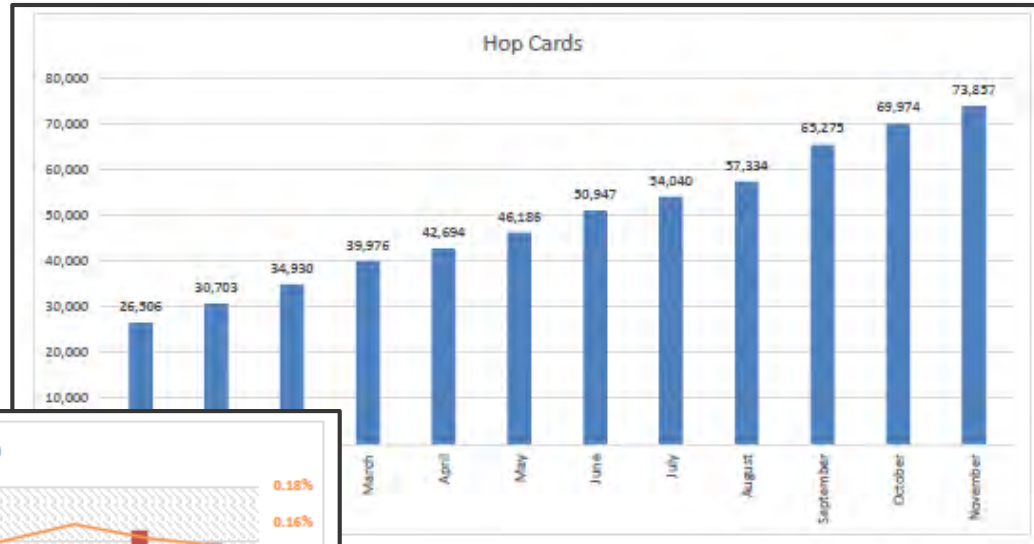


Educate & Increase Awareness



Project Status

Very Successful Launch, System is Intuitive







SIMPLE. FAST. SECURE.



Transit Asset Management Plans and Data Initial Findings

Regional Transit Technical Advisory Committee
(RTTAC)

Matt Gleason
Senior Regional Planner
January 30, 2019



Transit Asset Management

FTA Final Rule and Planning Agreement Changes



Asset Management

- The Final rule was mandated by MAP-21, and was adopted July 26, 2016 as 49 CFR parts 625 and 630
- The Final Rule mandates:
 - Development of asset management plans and agency-level 4-year targets by transit providers
 - Development of long range targets by MPOs.
 - Changes to NTD reporting.
- Subsequently, SCAG, the county transportation commissions, and local transit agencies amended the Metropolitan Planning Agreements as required by 23 CFR 450.314(a) – as previously reported at the August 2017 RTTAC.

- To aid in the planning process, transit operators will make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule (49 CFR 625.53).
- SCAG will integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation (23 CFR 450.306(d)(4)).

Performance-Based Planning

- The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions (23 CFR 450.306(d)(2)(iii)).
- The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region (23 CFR 450.314(h)(1))

Developing Asset Management Targets



- Initial Agency Targets were Due Jan. 1, 2017
- SCAG sent letters to 38 agencies requesting data; 31 responded. A total of 127 targets were received
- SCAG's Transportation Committee adopted Regional targets July 6, 2017
 - 6 sets of targets (by county) and 1 additional set for Metrolink
 - Compiled by constructing a weighted average using the sum of the products of the number of revenue vehicles by reported targets divided by the county total of revenue vehicles.
 - Where self-reported revenue vehicle numbers were available, those were used. Where they were not available, 2015 NTD asset data were used.

Asset Category	Measure/Target
Rolling Stock (Revenue vehicles)	Age - Useful Life Benchmark (ULB) Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
Equipment (Non-revenue vehicles)	Age - Useful Life Benchmark (ULB) Percentage of vehicles that have met or exceeded their ULB
Facilities (Maintenance facilities, administrative facilities, passenger stations, and parking facilities)	Condition (TERM) Percentage of facilities rated below 3.0 on the TERM scale
Infrastructure (Rail track, signals, and systems)	Performance Restrictions Percentage of track segments with performance restrictions

SCAG's Role in Regional Asset Management



1. Set regional targets in RTP/SCS

2. Integrate transit providers' agency plans into RTP/SCS, directly or by reference

3. Report on system performance and progress towards meeting targets

- 2020 RTP will be first to include regional targets
 - Future RTPs must report on progress achieved in meeting targets
 - Future FTIPs must describe anticipated effect toward achieving RTP targets, linking investment priorities to those targets
- SCAG may require additional information from project sponsors to support reporting requirements

Asset Management Plans & Data Submitted to SCAG

A Quick Review



County	Responders	Plan	A-90
Riverside County	5	5	3
San Bernardino County	5	5	3
Orange County	2	2	2
Ventura County (includes one group plan)	3	3	3
Los Angeles County (includes one group plan)	15	15	12
Imperial County	1	1	
Metrolink	2	1	1
Total	33	32	24

Group Plans

Los Angeles and Ventura Counties



The Final Rule gives Tier 2 agencies the ability to join group plans. In Southern California 39 agencies chose to do so, in Los Angeles and Ventura counties. Metro and VCTC are the group plan sponsors.

Group Plans	Sponsor	Participating Agencies
Ventura County	VCTC	6
Los Angeles County	LA Metro	33

Group Plans

Los Angeles and Ventura Counties



Los Angeles County Group Plan Participating Agencies

City of Alhambra	City of Artesia	City of Azusa	City of Baldwin Park	City of Bell Gardens	City of Bellflower	City of Burbank	City of Calabasas	City of Cerritos	City of Claremont	City of Compton
City of Downey	City of El Monte	City of El Segundo	City of Glendale	City of Hawaiian Gardens	Hollywood Burbank Airport	City of Inglewood	City of La Habra Heights	City of Lakewood	Los Angeles County	City of Monrovia
City of Monterey	Palos Verdes Peninsula Transit Authority	City of Pasadena	Playa Vista	Pomona Valley Transportation Authority	City of San Fernando	City of Sierra Madre	City of South El Monte	City of South Gate	City of West Hollywood	City of Whittier

Ventura County Group Plan Participating Agencies

Camarillo Area Transit	Moorpark City Transit	Simi Valley Transit	Thousand Oaks Transit	Valley Express	VCTC
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What We've Received

Plans and A-90s



County		Agency		Plan A-90		County		Agency		Plan A-90	
Imperial	Imperial County Transportation Commission	X				Metrolink	Metrolink	X	X		
Los Angeles	Access Services	X	X			Orange	Anaheim Transportation Network	X	X		
Los Angeles	AVTA	X				Orange	OCTA	X	X		
Los Angeles	City of Redondo Beach - Beach Cities Transit	X	X			Riverside	SunLine Transit Agency	X	X		
Los Angeles	City of Commerce Municipal Bus Lines	X	X			Riverside	City of Corona	X	X		
Los Angeles	Culver City Municipal Bus Lines	X	X			Riverside	Riverside Transit Agency	X	X		
Los Angeles	Foothill Transit	X	X			Riverside	City of Riverside	X			
Los Angeles	City of Gardena Transportation Department	X	X			Riverside	RCTC	X			
Los Angeles	LACMTA dba: Metro (Group Plan)	X	X			San Bernardino	City of Needles	X			
Los Angeles	Long Beach Transit	X	X			San Bernardino	Morongo Basin Transit Authority	X			
Los Angeles	LACMTA dba: Metro	X	X			San Bernardino	Victor Valley Transit Authority	X	X		
Los Angeles	Montebello Bus Lines	X				San Bernardino	Mountain Area Regional Transit Authority (MT)	X	X		
Los Angeles	Norwalk Transit System	X	X			San Bernardino	Omnitrans	X	X		
Los Angeles	Santa Clarita Transit	X				Ventura	VCTC Ventura County Group Plan	X	X		
Los Angeles	Santa Monica's Big Blue Bus	X	X			Ventura	Gold Coast Transit	X	X		
Los Angeles	Torrance Transit System	X	X			Ventura	VISTA	See Group Plan	X		

What We've Received

A Sample



County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Los Angeles	Access Services	Rolling Stock	AO - Automobile	41.67	25
Los Angeles	Access Services	Rolling Stock	CU- Cutaway	0	10
Los Angeles	Access Services	Rolling Stock	MV- Minivan	0	10
Los Angeles	Access Services	Rolling Stock	VN- Van	1.24	10
Los Angeles	Access Services	Equipment	Automobiles	0	0
Los Angeles	Access Services	Equipment	Trucks and other Rubber Tire Vehicles	0	0
Los Angeles	Access Services	Facility	Administrative / Maintenance Facilities	0	
Los Angeles	Commerce	Rolling Stock	BU - Bus	16.67	5
Los Angeles	Commerce	Rolling Stock	CU - Cutaway	57.14	58
Los Angeles	Commerce	Equipment	Trucks and other Rubber Tire Vehicles	0	0
Los Angeles	Commerce	Facility	Administrative / Maintenance Facilities		35
Los Angeles	GTrans	Rolling Stock	BU - Bus	0	30
Los Angeles	GTrans	Rolling Stock	CU - Cutaway	50	50
Los Angeles	GTrans	Rolling Stock	MV - Minivan	0	25
Los Angeles	GTrans	Equipment	Automobiles	23.53	30
Los Angeles	GTrans	Equipment	Trucks and other Rubber Tire Vehicles	0	30
Los Angeles	GTrans	Facility	Passenger / Parking Facilities	0	20

What We've Received

A Sample



County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Los Angeles	Metro	Rolling Stock	AO - Automobile	100	28.6
Los Angeles	Metro	Rolling Stock	BU - Bus	0	3.1
Los Angeles	Metro	Rolling Stock	CU - Cutaway	33.33	15
Los Angeles	Metro	Rolling Stock	MV - Minivan	25	12
Los Angeles	Metro	Rolling Stock	VN - Van	100	12.5
Los Angeles	Metro	Rolling Stock	AB - Articulated Bus	75.52	74.87
Los Angeles	Metro	Rolling Stock	BU - Bus	19.65	19.53
Los Angeles	Metro	Rolling Stock	HR - Heavy Rail Passenger Car	0	0
Los Angeles	Metro	Rolling Stock	LR - Light Rail Vehicle	0	0
Los Angeles	Metro	Rolling Stock	VN - Van	0	0
Los Angeles	Metro	Equipment	Automobiles		40
Los Angeles	Metro	Equipment	Trucks and other Rubber Tire Vehicles		100
Los Angeles	Metro	Equipment	Automobiles	23.84	26.48
Los Angeles	Metro	Equipment	Trucks and other Rubber Tire Vehicles	30.42	28.25
Los Angeles	Metro	Equipment	Steel Wheel Vehicles	66.67	50
Los Angeles	Metro	Facility	Passenger / Parking Facilities		5.9
Los Angeles	Metro	Facility	Administrative / Maintenance Facilities	0	5.9
Los Angeles	Metro	Facility	Passenger / Parking Facilities	0	0
Los Angeles	Metro	Facility	Administrative / Maintenance Facilities	0	0
Los Angeles	Metro	Infrastructure	HR - Heavy Rail	1.04	0.83

- Staff are in contract negotiations regarding consultant assistance in developing an asset management database
- This contract also includes assistance in developing targets
- Targets need to be developed by Fall 2019 for inclusion in the Regional Transportation Plan
- We currently expect that outreach will begin in the spring, and that the consultant will be seeking asset data from transit properties in the late spring and early summer
- In the meantime, please confirm that we have the correct information for your agency in 2018 performance and 2019 targets

Thank you

Matt Gleason

gleason@scag.ca.gov



Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Imperial	ICTC				
Los Angeles	Access Services	Rolling Stock	AO - Automobile	41.67	25
Los Angeles	Access Services	Rolling Stock	CU- Cutaway	0	10
Los Angeles	Access Services	Rolling Stock	MV- Minivan	0	10
Los Angeles	Access Services	Rolling Stock	VN- Van	1.24	10
Los Angeles	Access Services	Equipment	Automobiles	0	0
Los Angeles	Access Services	Equipment	Trucks and other Rubber Tire Vehicles	0	0
Los Angeles	Access Services	Facility	Administrative I Maintenance Facilities	0	
Los Angeles	AVTA				
Los Angeles	Commerce	Rolling Stock	BU - Bus	16.67	5
Los Angeles	Commerce	Rolling Stock	CU - Cutaway	57.14	58
Los Angeles	Commerce	Equipment	Trucks and other Rubber Tire Vehicles	0	0
Los Angeles	Commerce	Facility	Administrative / Maintenance Facilities		35
Los Angeles	Gardena (GTrans)	Rolling Stock	BU - Bus	0	30
Los Angeles	Gardena (GTrans)	Rolling Stock	CU - Cutaway	50	50
Los Angeles	Gardena (GTrans)	Rolling Stock	MV - Minivan	0	25
Los Angeles	Gardena (GTrans)	Equipment	Automobiles	23.53	30
Los Angeles	Gardena (GTrans)	Equipment	Trucks and other Rubber Tire Vehicles	0	30
Los Angeles	Gardena (GTrans)	Facility	Passenger / Parking Facilities	0	20
Los Angeles	Gardena (GTrans)	Facility	Administrative / Maintenance Facilities	0	20
Los Angeles	Beach Cities Transit	Rolling Stock	BU - Bus	8.33	0
Los Angeles	Beach Cities Transit	Rolling Stock	CU - Cutaway	100	20
Los Angeles	Beach Cities Transit	Rolling Stock	VN - Van	0	0
Los Angeles	Beach Cities Transit	Facility	Passenger / Parking Facilities	0	
Los Angeles	Beach Cities Transit	Facility	Administrative / Maintenance Facilities	0	
Los Angeles	Culver City	Rolling Stock	BU - Bus	10.71	10
Los Angeles	Culver City	Rolling Stock	CU - Cutaway		10
Los Angeles	Culver City	Rolling Stock	VN - Van	100	
Los Angeles	Culver City	Facility	Administrative I Maintenance Facilities	0	20

Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Los Angeles	Foothill Transit	Rolling Stock	AB - Articulated Bus	0	0
Los Angeles	Foothill Transit	Rolling Stock	BU - Bus	18.37	0
Los Angeles	Foothill Transit	Equipment	Automobiles	0	0
Los Angeles	Foothill Transit	Equipment	Trucks and other Rubber Tire Vehicles	0	0
Los Angeles	Foothill Transit	Facility	Passenger / Parking Facilities	0	0
Los Angeles	Foothill Transit	Facility	Administrative / Maintenance Facilities	0	0
Los Angeles	Long Beach Transit	Rolling Stock	AB - Articulated Bus	0	0
Los Angeles	Long Beach Transit	Rolling Stock	BR - Over-the-road Bus		100
Los Angeles	Long Beach Transit	Rolling Stock	BU - Bus	31.06	30
Los Angeles	Long Beach Transit	Rolling Stock	VN - Van	100	100
Los Angeles	Long Beach Transit	Equipment	Automobiles	78.95	60
Los Angeles	Long Beach Transit	Equipment	Trucks and other Rubber Tire Vehicles	60	60
Los Angeles	Long Beach Transit	Facility	Administrative / Maintenance Facilities	28.57	30
Los Angeles	Los Angeles County Group Plan	Rolling Stock	AO - Automobile	100	28.6
Los Angeles	Los Angeles County Group Plan	Rolling Stock	BU - Bus	0	3.1
Los Angeles	Los Angeles County Group Plan	Rolling Stock	CU - Cutaway	33.33	15
Los Angeles	Los Angeles County Group Plan	Rolling Stock	MV - Minivan	25	12
Los Angeles	Los Angeles County Group Plan	Rolling Stock	VN - Van	100	12.5
Los Angeles	Metro	Rolling Stock	AB - Articulated Bus	75.52	74.87
Los Angeles	Metro	Rolling Stock	BU - Bus	19.65	19.53
Los Angeles	Metro	Rolling Stock	HR - Heavy Rail Passenger Car	0	0
Los Angeles	Metro	Rolling Stock	LR - Light Rail Vehicle	0	0
Los Angeles	Metro	Rolling Stock	VN - Van	0	0
Los Angeles	Metro	Equipment	Automobiles		40
Los Angeles	Metro	Equipment	Trucks and other Rubber Tire Vehicles		100
Los Angeles	Metro	Equipment	Automobiles	23.84	26.48
Los Angeles	Metro	Equipment	Trucks and other Rubber Tire Vehicles	30.42	28.25
Los Angeles	Metro	Equipment	Steel Wheel Vehicles	66.67	50
Los Angeles	Metro	Facility	Passenger / Parking Facilities		5.9

Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Los Angeles	Metro	Facility	Administrative / Maintenance Facilities	0	5.9
Los Angeles	Metro	Facility	Passenger / Parking Facilities	0	0
Los Angeles	Metro	Facility	Administrative / Maintenance Facilities	0	0
Los Angeles	Metro	Infrastructure	HR - Heavy Rail	1.04	0.83
Los Angeles	Metro	Infrastructure	LR - Light Rail	2.07	1.65
Los Angeles	Montebello Bus Lines				
Los Angeles	Norwalk Transit System	Rolling Stock	BU - Bus	10.81	
Los Angeles	Santa Clarita Transit				
Los Angeles	Santa Monica's Big Blue Bus	Rolling Stock	AB - Articulated Bus	0	0
Los Angeles	Santa Monica's Big Blue Bus	Rolling Stock	AO - Automobile		18
Los Angeles	Santa Monica's Big Blue Bus	Rolling Stock	BU - Bus	24.56	5
Los Angeles	Santa Monica's Big Blue Bus	Rolling Stock	CU - Cutaway	0	0
Los Angeles	Santa Monica's Big Blue Bus	Rolling Stock	SV - Sports Utility Vehicle		50
Los Angeles	Santa Monica's Big Blue Bus	Rolling Stock	VN - Van	0	0
Los Angeles	Santa Monica's Big Blue Bus	Equipment	Automobiles	27.78	18
Los Angeles	Santa Monica's Big Blue Bus	Equipment	Trucks and other Rubber Tire Vehicles	0	40
Los Angeles	Santa Monica's Big Blue Bus	Facility	Passenger / Parking Facilities	0	
Los Angeles	Santa Monica's Big Blue Bus	Facility	Administrative / Maintenance Facilities	0	
Los Angeles	Torrance Transit System	Rolling Stock	BU - Bus	0	0
Los Angeles	Torrance Transit System	Equipment	Automobiles	100	88
Los Angeles	Torrance Transit System	Equipment	Trucks and other Rubber Tire Vehicles	0	50
Los Angeles	Torrance Transit System	Facility	Administrative / Maintenance Facilities	0	0
Metrolink	Metrolink	Rolling Stock	OR - Other		
Metrolink	Metrolink	Rolling Stock	RL - Commuter Rail Locomotive	1.15	10
Metrolink	Metrolink	Rolling Stock	RP - Commuter Rail Passenger Coach	0	10
Metrolink	Metrolink	Rolling Stock	RS - Commuter Rail Self-Propelled Passenger Car		10
Metrolink	Metrolink	Equipment	Automobiles		20
Metrolink	Metrolink	Equipment	Trucks and other Rubber Tire Vehicles	37.04	25
Metrolink	Metrolink	Equipment	Steel Wheel Vehicles		

Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Metrolink	Metrolink	Facility	Passenger / Parking Facilities		95
Metrolink	Metrolink	Facility	Administrative / Maintenance Facilities	0	95
Metrolink	Metrolink	Infrastructure	CR - Commuter Rail		15
Orange	Anaheim Transportation Network				
Orange	OCTA	Rolling Stock	AB -Articulated Bus	0	10
Orange	OCTA	Rolling Stock	BU- Bus	3.25	10
Orange	OCTA	Rolling Stock	CU- Cutaway		10
Orange	OCTA	Rolling Stock	MV- Minivan	0	
Orange	OCTA	Rolling Stock	SV- Sports Utility Vehicle	0	
Orange	OCTA	Rolling Stock	VN- Van	0	
Orange	OCTA	Equipment	Automobiles	73.74	20
Orange	OCTA	Equipment	Trucks and other Rubber Tire Vehicles	64.81	17
Orange	OCTA	Facility	Passenger Parking Facilities	0	0
Orange	OCTA	Facility	Administrative Maintenance Facilities	0	0
Riverside	City of Corona	Rolling Stock	BU - Bus	0	0
Riverside	City of Corona	Rolling Stock	CU - Cutaway	100	0.15
Riverside	City of Corona	Facility	Administrative / Maintenance Facilities		0
Riverside	City of Riveside	Rolling Stock	BU - Bus	N/A	N/A
Riverside	RCTC	Facility	Parking _ Structures		N/AO%
Riverside	RCTC	Facility	Passenger Facilities		N/AO%
Riverside	RCTC	Facility	Operations Control Center		N/AO%
Riverside	RTA	Rolling Stock	AO - Automobile		0.11
Riverside	RTA	Rolling Stock	BU - Bus	0	0
Riverside	RTA	Rolling Stock	CU - Cutaway	0	0.11
Riverside	RTA	Rolling Stock	VN - Van		0.03
Riverside	RTA	Equipment	Automobiles	1.69	
Riverside	RTA	Equipment	Trucks and other Rubber Tire Vehicles	100	
Riverside	RTA	Facility	Passenger / Parking Facilities	0	
Riverside	RTA	Facility	Administrative / Maintenance Facilities	0	

Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Riverside	SunLine Transit Agency	Rolling Stock	BU- Bus	18.75	1
Riverside	SunLine Transit Agency	Rolling Stock	CU- Cutaway	41.03	1
Riverside	SunLine Transit Agency	Equipment	Automobiles	41 .18	58
Riverside	SunLine Transit Agency	Equipment	Trucks and other Rubber Tire Vehicles	4.55	10
Riverside	SunLine Transit Agency	Facility	Passenger I Parking Facilities	33.33	65
Riverside	SunLine Transit Agency	Facility	Administrative I Maintenance Facilities	65	61
San Bernardino	City of Needles	Rolling Stock	CU - Cutaway Bus		0
San Bernardino	City of Needles	Rolling Stock	Contigency Fleet - Cutaway Bus		100
San Bernardino	City of Needles	Facility	Administration		0
San Bernardino	City of Needles	Facility	Garage		0
San Bernardino	Morongo Basin Transit Authority	Rolling Stock	BU - Bus		70
San Bernardino	Morongo Basin Transit Authority	Rolling Stock	CU - Cutaway Bus		40
San Bernardino	Morongo Basin Transit Authority	Equipment	Non Revenue/Service Automobile		100
San Bernardino	Morongo Basin Transit Authority	Equipment	Trucks and other Rubber Tire Vehicles		100
San Bernardino	Morongo Basin Transit Authority	Facility	Administration		20
San Bernardino	Morongo Basin Transit Authority	Facility	Passenger Facilities		20
San Bernardino	Mountain Transit (MT)	Rolling Stock	AB - Articulated Bus		N/A
San Bernardino	Mountain Transit (MT)	Rolling Stock	CU - Cutaway Bus		N/A
San Bernardino	Mountain Transit (MT)	Rolling Stock	MV - Mini-van		N/A
San Bernardino	Mountain Transit (MT)	Rolling Stock	TB - Trolleybus		N/A
San Bernardino	Mountain Transit (MT)	Rolling Stock	VN - Van		N/A
San Bernardino	Mountain Transit (MT)	Equipment	Non Revenue/Service Automobile		N/A
San Bernardino	Mountain Transit (MT)	Equipment	Trucks and other Rubber Tire Vehicles		N/A
San Bernardino	Mountain Transit (MT)	Facility	Administration		N/A
San Bernardino	Mountain Transit (MT)	Facility	Maintenance		N/A
San Bernardino	Omnitrans	Rolling Stock	AB -Articulated Bus	0	
San Bernardino	Omnitrans	Rolling Stock	BU ·Bus	18.47	30
San Bernardino	Omnitrans	Rolling Stock	CU ·Cutaway	23.02	30
San Bernardino	Omnitrans	Equipment	Automobiles	27.42	30

Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
San Bernardino	Omnitrans	Equipment	Trucks and other Rubber Tire Vehicles	31.82	30
San Bernardino	Omnitrans	Facility	Passenger Parking Facilities	3.33	30
San Bernardino	Omnitrans	Facility	Administrative Maintenance Facilities	5.88	30
San Bernardino	VVTA	Rolling Stock	AO - Automobile		N/A
San Bernardino	VVTA	Rolling Stock	BR - Over-the-road Bus		N/A
San Bernardino	VVTA	Rolling Stock	BU - Bus		N/A
San Bernardino	VVTA	Rolling Stock	CU - Cutaway Bus		N/A
San Bernardino	VVTA	Equipment	Automobiles		N/A
San Bernardino	VVTA	Equipment	Trucks and other Rubber Tire Vehicles		N/A
San Bernardino	VVTA	Facility	Administration		N/A
San Bernardino	VVTA	Facility	Maintenance		N/A
San Bernardino	VVTA	Facility	Grounds/ Fuel & Wash Station		N/A
San Bernardino	VVTA	Facility	Maintenance Equipment		N/A
San Bernardino	VVTA	Facility	Fuel/ Wash Equipment		N/A
Ventura	GCTD	Rolling Stock	BU - Bus	0	0
Ventura	GCTD	Rolling Stock	CU - Cutaway	46.67	0
Ventura	GCTD	Rolling Stock	VN - Van	0	0
Ventura	GCTD	Equipment	Automobiles	68.42	25
Ventura	GCTD	Equipment	Trucks and other Rubber Tire Vehicles	33.33	25
Ventura	GCTD	Facility	Administrative / Maintenance Facilities	0	0
Ventura	Ventura County Group Plan	Rolling Stock	AB -Articulated Bus		10
Ventura	Ventura County Group Plan	Rolling Stock	AO - Automobile		10
Ventura	Ventura County Group Plan	Rolling Stock	BR - Over-the-road Bus	0	10
Ventura	Ventura County Group Plan	Rolling Stock	BU- Bus	8.33	10
Ventura	Ventura County Group Plan	Rolling Stock	CU -Cutaway	6.9	10
Ventura	Ventura County Group Plan	Rolling Stock	DB - Double Decker Bus		10
Ventura	Ventura County Group Plan	Rolling Stock	MY-Minivan	61.11	10
Ventura	Ventura County Group Plan	Rolling Stock	OR- other		10
Ventura	Ventura County Group Plan	Rolling Stock	SB - School Bus		10

Asset Management Data Request, Initial Responses

2018 Performance and 2019 Targets as per NTD Form A-90

County	Agency	Asset Category	Mode	2018 Performance (%)	2019 Target (%)
Ventura	Ventura County Group Plan	Rolling Stock	SV - Sports Utility Vehicle		10
Ventura	Ventura County Group Plan	Rolling Stock	VN-Van		10
Ventura	Ventura County Group Plan	Equipment	Automobiles	0	25
Ventura	Ventura County Group Plan	Equipment	Trucks and other Rubber Tire Vehicles		25
Ventura	Ventura County Group Plan	Equipment	Steel Wheel Vehicles		25
Ventura	Ventura County Group Plan	Facility	Passenger Parking Facilities	0	0
Ventura	Ventura County Group Plan	Facility	Administrative Maintenance Facilities	20	0
Ventura	VISTA	Rolling Stock	AB -Articulated Bus		10
Ventura	VISTA	Rolling Stock	AO - Automobile		10
Ventura	VISTA	Rolling Stock	BR - Over-the-road Bus	9.38	10
Ventura	VISTA	Rolling Stock	BU- Bus		10
Ventura	VISTA	Rolling Stock	CU -Cutaway	0	10
Ventura	VISTA	Rolling Stock	DB - Double Decker Bus		10
Ventura	VISTA	Rolling Stock	MY-Minivan		10
Ventura	VISTA	Rolling Stock	OR- other		10
Ventura	VISTA	Rolling Stock	SB - School Bus		10
Ventura	VISTA	Rolling Stock	SV - Sports Utility Vehicle		10
Ventura	VISTA	Rolling Stock	VN-Van		10
Ventura	VISTA	Equipment	Automobiles		25
Ventura	VISTA	Equipment	Trucks and other Rubber Tire Vehicles	100	25
Ventura	VISTA	Equipment	Steel Wheel Vehicles		25
Ventura	VISTA	Facility	Passenger Parking Facilities		0
Ventura	VISTA	Facility	Administrative Maintenance Facilities		0



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

January 30, 2019

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Connect SoCal 2020 Regional Transportation Plan/Sustainable
Communities Strategy (RTP/SCS) High-Quality Transit
Corridor (HQTC) and Major Transit Stop Methodology

SUMMARY:

SCAG staff have prepared the final methodology documentation, attached, reflecting RTTAC and local stakeholder input regarding the identification of HQTCs and major transit stops. This documentation will be included in the Connect SoCal, Draft 2020 RTP/SCS Transit Technical Appendix, to be released in fall 2019. Staff will discuss the schedule for transit operator review of Base Year 2016 HQTCs and major transit stops, and identification of future year 2045 improvements.

DISCUSSION:

SCAG staff has finalized the refinement of the HQTC and Major Transit Stop methodology for the 2020 RTP/SCS based on discussions with the RTTAC and other stakeholders, notably the City of Los Angeles Planning Department. SCAG staff also consulted other California Metropolitan Planning Organizations (MPOs), the Governor's Office of Planning & Research (OPR) and city stakeholders. SCAG will use the finalized methodology to update its inventory of HQTCs and major transit stops for the Connect SoCal 2020 RTP/SCS. The base year transit network for the 2020 RTP/SCS is 2016, and is based primarily on data from 2016. The plan horizon year is 2045.

2020 Process Schedule

Below is the proposed schedule for the 2020 RTP/SCS HQTC and major transit stop development and external vetting process.

Identify Draft 2016 HQTCs and Major Transit Stops. SCAG staff will identify the 2016 HQTC network based on the SCAG 2016 base year model network. – February 2019

Verify 2016 and Future HQTCs and Major Transit Stops. SCAG staff will verify the 2016 HQTCs and major transit stops with transit operators and county transportation commissions (CTCs) to accurately inventory transit services. SCAG staff and transit operators will also identify future planned transit service improvements to be implemented by 2045. – March 2019

Finalize 2016 HQTCs and Major Transit Stops Set and Maps. SCAG staff will complete the Base Year 2016 HQTC and major transit stop data set and maps, incorporating input received from transit operators and CTCs. – April 2019

ATTACHMENTS:

1. Final 2020 RTP/SCS HQTC and Major Transit Stop Methodology for inclusion in Transit Technical Appendix

The following will be included in the forthcoming Connect SoCal, Draft 2020 RTP/SCS Transit Technical Appendix.

HIGH QUALITY TRANSIT CORRIDORS AND MAJOR TRANSIT STOPS

BACKGROUND

The Sustainable Communities and Climate Protection Act of 2008, Senate Bill (SB) 375, requires that Metropolitan Planning Organizations (MPOs) develop a Sustainable Communities Strategy (SCS) to reduce per capita greenhouse gas emissions through integrated transportation, land use, housing and environmental planning. SB 375 creates incentives for residential or mixed-use residential projects that may be exempt from, or subject to a limited review of, the California Environmental Quality Act (CEQA), provided they are consistent with the MPO's adopted SCS. These "transit priority projects" must, among other criteria, be located within one-half mile of a major transit stop or high-quality transit corridor (HQTC).

SB 743, signed into law in 2013, 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 consistent with an adopted specific plan and the SCS. A TPA is 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 Federal Transportation Improvement Program (FTIP).

STATUTORY DEFINITIONS

California statute defines [major transit stop](#) and [high quality transit corridor](#) as follows.

CA Pub. Res. Code § 21155(b)

For purposes of this chapter, a transit priority project shall (1) 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; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A [major transit stop](#) is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a [high-quality transit corridor](#) means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor 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.

CA Pub. Res. Code § 21064.3

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

METHODOLOGY

For planning and SCS purposes, SCAG identifies a "high quality transit area" as generally a walkable transit village or corridor that is within one-half mile of a major transit stop or HQTC as defined in statute. SCAG's technical methodology for identifying HQTCs and major transit stops is based on input from the Regional Transit Technical Advisory Committee (RTTAC), as well as consultation with local agencies, other large MPOs in California, and the Governor's Office of Planning and Research. The methodology and assumptions are discussed below. This methodology may be periodically updated to incorporate revisions or clarifications. Questions should be directed to Steve Fox, at fox@scag.ca.gov, or Philip Law, at law@scag.ca.gov.

SCAG maps and data depicting HQTCs and major transit stops are intended for planning purposes only. SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. The information is provided with no warranty of any kind, expressed or implied, including but not limited to the implied warranties of merchantability and fitness for a particular purpose.

Existing HQTCs and Major Transit Stops

SCAG updates its inventory of existing major transit stops and HQTCs with the adoption of a new Regional Transportation Plan (RTP) and SCS, once every four years. Data for the existing ("base year") condition for the RTP/SCS are typically obtained several years before plan adoption. The base year transit network for *Connect SoCal*, the 2020 RTP/SCS, is based primarily on data for 2016. This inventory of existing major transit stops and HQTCs is therefore only a snapshot in time as of 2016, and does not reflect the existing levels of transit service for any other timeframe.

<insert map of 2016 Base Year "existing" major transit stops and high quality transit corridors>

Transit agencies make adjustments to bus service on a regular basis. Therefore, given the limitations of the RTP/SCS base year transit network, local jurisdictions should consult with the appropriate transit provider(s) to obtain the latest information on existing transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining. It is the responsibility of the lead agency under CEQA to determine if a project meets statutory requirements.

Stop-Based Analysis

SCAG calculates peak commute bus service intervals at the stop level using schedule data published by transit agencies in the General Transit Feed Specification (GTFS) format (see for example,

www.transitfeeds.com). An HQTc therefore comprises or is determined by the qualifying stops on an individual bus route.

Peak Period Bus Service Interval (Frequency)

To determine whether the peak commute bus service interval (also called frequency) meets the statutory threshold of 15 minutes or less, SCAG uses the peak period defined in its regional travel demand model. The morning peak is defined as 6am to 9am and the afternoon peak is defined as 3pm to 7pm. A transit operator may have a different, board-adopted or de facto peak period; in such cases SCAG will accept requests to use operator-specific peak-hour periods on a case-by-case basis.

SCAG uses the total population of bus trips during the combined seven-hour morning and afternoon peak periods to determine the peak frequency at a bus stop. This is done for each bus route, by direction. The peak frequency is calculated by dividing 420 minutes (the seven-hour peak converted to minutes) by the total peak bus trips. This average frequency should be 15 minutes or less in order to qualify. The threshold is strict, at 15.0 minutes.

Directional Frequency

A bus route must only meet the 15-minute service interval threshold in one direction to qualify as an HQTc. This is based on RTTAC feedback that transit agencies often operate very peak-directional service or operate predominantly one-way service on a corridor.

Corridors with Multiple Overlapping Bus Routes

Separate but overlapping bus routes that do not individually meet the 15-minute threshold may not be combined in order to qualify as an HQTc. However, based on RTTAC feedback, there are certain corridors where overlapping “line families” or local/bus rapid transit (BRT) lines are intended to function as one bus route. On these corridors, transit riders typically board the first bus available, whether it be a local, express, or BRT line. For these line families or local/BRT corridors, SCAG uses the combined routes to calculate the frequency.

Route Alignment

The entire alignment of a bus route, based on the stops that meet the 15-minute peak frequency threshold, is considered an HQTc. This would include, for example, express bus services that operate along freeways where there are no stops along the freeway right-of-way.

Major Transit Stops and Intersecting Service Transfer Zones

As defined in statute, major transit stops include the intersection of two or more HQTcs. For purposes of transferring between intersecting service, SCAG uses a 500-foot buffer to determine a major transit stop. In other words, two intersecting HQTcs must have stops that are within 500 feet of each other to qualify as a major transit stop. A 500-foot buffer is assumed to be a reasonable limit to the distance that

a transit patron would walk to transfer between bus routes. It is also consistent with the Metro Transfers Design Guide definition of a transfer zone.

Amtrak Stations and Ferry Stations

Amtrak intercity passenger rail stations with only limited long-distance service are not automatically included as a major transit stop unless requested by a local agency. Similarly, ferry stations with seasonal and/or non-commuter based service (and that are served by bus or rail transit) are not automatically included as a major transit stop unless requested by a local agency.

Planned HQTCs and Major Transit Stops

Planned HQTCs and major transit stops are future improvements that are expected to be implemented by transit agencies by the RTP/SCS horizon year of 2045. These are assumed by definition to meet the statutory requirements of an HQTC or major transit stop. SCAG updates its inventory of planned major transit stops and HQTCs with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. Local jurisdictions should consult with the appropriate transit provider(s) to obtain the latest information on planned transit routes, stop locations, and service intervals/frequencies before making determinations regarding CEQA exemption or streamlining.

<insert map of planned (2045) major transit stops and high quality transit corridors>

Regional Transit Technical Advisory Committee 2019 Agenda Look Ahead

The RTTAC meets quarterly on the fifth Wednesday of the month. Additional meetings may be necessary in 2019 leading up to the release of the Draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, in late 2019. Following is a tentative look-ahead to the proposed RTTAC agendas for 2019. It includes three standing items requested by the Chair and Vice Chair for:

- 1) Regulatory Compliance – items addressing compliance with MAP - 21 and FAST Act rulemakings, as well as state regulations including SB 375 or ARB fleet rules
- 2) Performance – items related to understanding why ridership has declined, and highlighting steps local agencies are taking to address these losses
- 3) Technology and Mobility Innovations – items related to transportation network companies, ITS, advanced technologies, and other mobility innovations

The discussion items below are proposed and speakers have not yet been contacted. Suggestions from RTTAC members are welcome.

Spring 2019 (April 29 or 30, and/or May 29)

- Regulatory Compliance Standing Item
 - 2020 RTP/SCS Scenarios
 - SCAG Transit Asset Management Target Setting
- Performance Standing Item
 - Metro Next Gen study update*
- Technology and Mobility Innovations Standing Item
 - New Technology off model assumptions and analysis
- 2020 RTP/SCS Emerging Trends and Challenges
- HQTC Future Corridor Identification

Summer 2019 (July 31)

- Regulatory Compliance Standing Item
 - 2020 RTP/SCS Environmental Justice Analysis
 - SCAG Transit Asset Management Target Setting
 - Private Sector Providers of Transportation Service outreach findings
- Performance Standing Item
 - 2020 RTP /SCS Performance Targets
- Technology and Mobility Innovations Standing Item
 - Santa Monica Big Blue Bus at Night*
 - San Bernardino County 211 Program*
- 2020 RTP/SCS Scenario Planning Development
- LAWA Automated People Mover
- SCAG ADA Paratransit Forecasting Tool Development

Fall 2019 (Sep. 30 and/or Oct. 30)

- Regulatory Compliance Standing Item
 - SCAG Transit Asset Management Target Setting
 - California ARB Clean Transit Rule
 - Regional Housing Needs Assessment/Growth Forecast
- Performance Standing Item
 - 2020 RTP/SCS Draft Plan -- Investments and Plan Performance
- Technology and Mobility Innovations Standing Item
 - Montebello Bus Lines On Board Video Detection System*
- SCAG ADA Paratransit Forecasting Tool Development
- South Bay Metro Green Line Extension*

**Speakers not yet contacted*

Intercity Private Operators Transportation Centers

Transportation Center	City	Location	Services	Notes
Los Angeles Union Station	Los Angeles	800 N. Alameda St., Los Angeles 90012	Bolt Bus, Municipal Bus Operators, FlyAway	
Los Angeles Greyhound Station	Los Angeles	1716 E. 7th St., Los Angeles 90021	Greyhound	
El Monte Station	El Monte	3501 Santa Anita Ave., El Monte 91731	Greyhound	
El Centro Bus Station	El Centro	460 State St., El Centro 92243	Greyhound	Greyhound two blocks away from IVT terminal at 460 State St.
Palmdale Transportation Center	Palmdale	39000 Clock Tower Plaza Dr., Palmdale 93550	Metrolink, Amtrak Thruway Bus, Greyhound	
Santa Ana Regional Transportation Center	Santa Ana	1000 E. Santa Ana Blvd., Santa Ana 92701	Amtrak, Metrolink, OCTA, Greyhound, Intercalifornias,	
ARTIC	Anaheim	2626 E. Katella Ave., Anaheim 92806	Amtrak, Metrolink, OCTA Bus, Greyhound, Megabus	
Oxnard Transportation Center	Oxnard	201 E. 4th St., Oxnard 93030	Amtrak, Metrolink,	Intercalifornias 106 E. 5th St.
San Bernardino Santa Fe Depot	San Bernardino	1170 W 3rd St, San Bernardino 92410	Metrolink, Amtrak, Amtrak Thruway Bus, Omnitrans	
San Bernardino Transportation Center	San Bernardino	599 W. Rialto Ave., San Bernardino	Metrolink, Omnitrans, RTA, VVTA	Greyhound stop at 596 N. G St.
Riverside Metrolink Station	Riverside	4066 Vine St., Riverside	Metrolink, Megabus	Greyhound no longer serving downtown Riverside.
Calexico	Calexico	123 E 1st St., Calexico 92231		Future Calexico Intermodal Transportation Center
Claremont Metrolink Station	Claremont	110 W. First St., Claremont	Metrolink, Future Gold Line, Foothill Transit	Greyhound Bus station about two miles south at 888 S. Indian Hill Blvd.
Indio Bus Station	Indio	83-100 Indio Blvd., Indio 92201	Greyhound	Possibly a future passenger rail station.
Long Beach Bus Station	Long Beach	1498 Long Beach Blvd., Long Beach 90813	Greyhound	Three blocks from Blue Line Anaheim station. 15 blocks from Long Beach Transit
North Hollywood Station	North Hollywood	5273 Lankershim Blvd., North Hollywood 11239	Metro Red and Orange Lines, Metro Bus, Burbank Bus	Greyhound Bus station about one-half mile south at 11239 Magnolia Blvd.
Burbank Downtown Metrolink	Burbank	201 Front St., Burbank	Metrolink, Megabus	