

Regional Transit Update

High-Speed Rail & Transit Subcommittee

Southern California Association of Governments

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Matt Gleason



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Transit in the SCAG Region

- Nearly 70 providers of fixed route service
- Almost 100 total transit providers
- Nearly 9,000 Route Miles
- Nearly half of all investment in the 2012 RTP/SCS



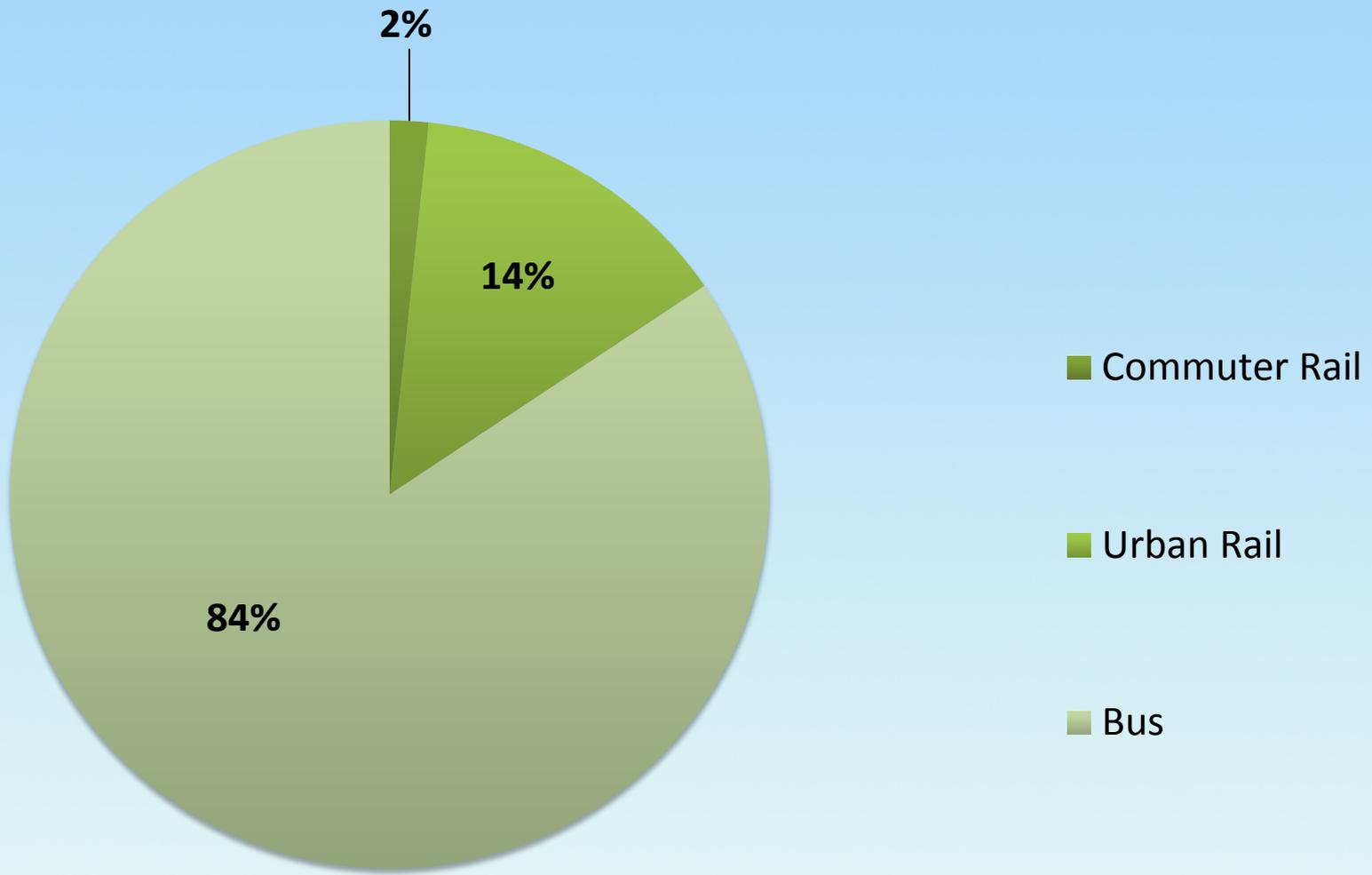
Transit Modes Operating in the SCAG Region

- Fixed Route
 - Bus/Bus Rapid Transit
 - Urban Rail
 - Heavy Rail
 - Light Rail
 - Commuter Rail
- Demand Response
 - ADA Paratransit
 - Dial-a-Rides
 - Human services/ other specialized transit services



Mode share, Transit Modes in SCAG Region, 2011

NTD



2012 RTP/SCS Transit Projects, Policies, and Strategies

■ Transit Capital Projects

- Measure R -- LA County
- BRT -- Orange, Riverside and San Bernardino counties
- Go Local -- Orange County
- Metrolink expansion -- Riverside County
- LOSSAN Corridor speed and capacity enhancements
- 10% ZEV fleet by 2020



2012 RTP/SCS Transit Projects, Policies, and Strategies

■ Operations Strategies

- Expanded transit signal priority and dedicated lanes
- Expanded predictive arrival systems
- Increased bicycle parking and carrying capacity at stations and on-board vehicles
- Increased point-to-point express bus service
- Increased bus service in highly productive corridors

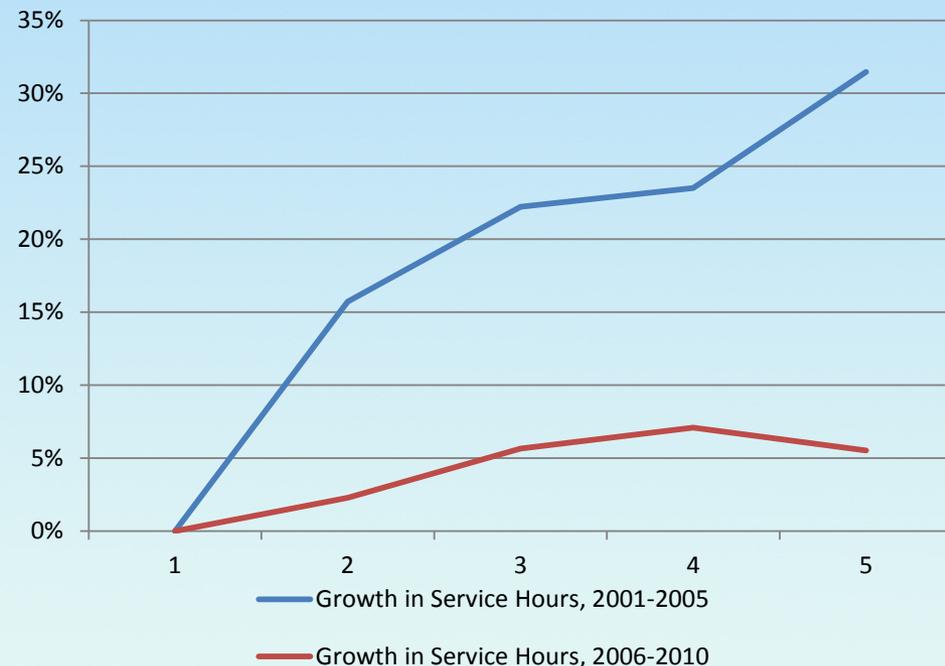


Service Cuts, 2008-2012

2008-2009 Recession led to significant decreases in passenger boardings and state operations funding

- FY07-FY10: 21% Drop in Local Transportation Funds
- FY08-FY11: \$759 Million reduction in State Transit Assistance funds
- Half of operators made drastic cuts
 - 2% to 20%; four >10%
 - Despite service expansions in some areas, overall hours relatively flat
- 63% Operators saw loss in boardings
 - 2% to 27%
 - Four > 15%
- Almost all operators raised fares

Growth in Service Hours, 2001-2005 and 2006-2010, NTD 2010



Total Fixed Route Transit Boardings, SCAG Region, 1991-2011 NTD



Recovering from the Recession

- Operations funding remains a challenge in short run
- Early 2012 numbers show ridership growth on transit systems throughout Southern California
- Still significant effort needed to get back to pre-recession service growth levels



2016 RTP/SCS Transit Element

Staff has been working toward the
2016 RTP/SCS Transit Element



Analyzing 2012 Regional Transit Network

Assessing current year transit system
performance

Identifying strategies/policies and best
practices to consider including in the 2016
RTP/SCS

Questions?



For more information, please contact:

Matt Gleason – gleason@scag.ca.gov

(213)-236-1832

www.scag.ca.gov/transit/



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