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MEETING OF THE

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

**Friday, October 5, 2012
10:00 a.m. – 12:00 p.m.**

**SCAG Los Angeles Office
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Videoconference Available

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at (213) 236-1826 or via email embry@scag.ca.gov

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**High Speed Rail Subcommittee
Member/Alternate Roster**

Los Angeles County: Hon. Mike Antonovich, **Vice-Chair**
Hon. Frank Quintero
Hon. Gene Murabito
Hon. Bruce Barrow, Alternate
Hon. Steve Hofbauer, Alternate

Orange County: Hon. Leroy Mills

Riverside County: Hon. Karen Spiegel, **Chair**
Hon. Ron Roberts

Ex-Officio Member
Nancy Pfeffer, Gateway Cities

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

AGENDA

OCTOBER 5, 2012

The High-Speed Rail & Transit Subcommittee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Karen Spiegel, Chair)

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 Subcommittee, 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 minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

<u>ACTION ITEM</u>		<u>Time</u>	<u>Page</u>
1. <u>Subcommittee Work Plan & Deliverables</u> <i>(Philip Law – Transit/Rail)</i>	Attachment	15 mins.	1

Recommended Action: Approve Subcommittee Work Plan & Deliverables

INFORMATION ITEMS

1. <u>Regional Rail Update</u> <i>(Stephen Fox – Transit/Rail)</i>	Attachment	30 mins.	2
2. <u>MAP 21 Update</u> <i>(Jeff Dunn – Legislation)</i>	Attachment	20 mins.	19
3. <u>Measure J Extension</u> <i>(David Yale – Executive Officer Countywide Planning & Development/Metro)</i>	Attachment	20 mins.	36

CHAIR'S REPORT

(Hon. Karen Spiegel)

STAFF REPORT

(Stephen Fox – Transit/Rail)

Proposed Future Meeting Dates:

October 30, 2012 – 10:00 AM – 12:00 PM

November 27, 2012 – 10:00 AM – 12:00 PM

December 18, 2012 – 10:00 AM – 12:00 PM

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

AGENDA

OCTOBER 5, 2012

FUTURE AGENDA ITEMS

Any Subcommittee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT





HIGH-SPEED RAIL AND TRANSIT (HSRT) SUBCOMMITTEE

Deliverables:

1. Action Plan for implementation of key strategies identified in the 2012-2035 RTP/SCS
2. Reports on transit/rail best practices and broad policy framework related to HSRT for the 2016 RTP/SCS
3. Road Map for the development of the passenger rail and transit element of the 2016 RTP/SCS

Meeting #1

Overview of Work Plan and Update on Rail/Transit Issues

Objective: Review current rail planning efforts, discuss recent and upcoming legislation and implications, and establish subcommittee work plan

- ◆ 2016 RTP/SCS development schedule; work plan for subcommittee and steps to achieve deliverables
- ◆ Regional rail update, including review of RTP blended approach to CA HSR
- ◆ Updates on MAP-21 and Measure R Extension

Action: Approve High-Speed Rail and Transit Subcommittee Work Plan

Potential Presenters: CA HSRA, LOSSAN, Metrolink, Metro, FTA, SCAG

Meeting #2

Southern California High-Speed Rail MOU

Objective: Initiate development of a coordinated regional vision for passenger rail service

- ◆ Southern California High-Speed Rail MOU
 - Presentation of projects and improvements, costs and benefits
 - MOU Working Group: Next Steps
- ◆ SCAG regional rail planning, coordination, and vision

Potential Presenters: county transportation commissions, Metrolink, SCAG

Meeting #3

Public Transit Best Practices and Issue Areas for 2016 RTP/SCS

Objective: Review best practices for public transit and identify key issues and policy areas for further evaluation as part of the development of the 2016 RTP/SCS

- ◆ Regional public transit update and future service plans
- ◆ Increasing transit ridership and attracting new riders
 - Presentation of nation-wide best practices (e.g. first-mile/last-mile, smart cards & e-tickets, inter-modal and inter-agency coordination)
 - Draft strategies and recommendations for further evaluation

Potential Presenters: SCAG, county transportation commissions, transit operators

Meeting #4

Transit-Oriented Development

Objective: Understand opportunities and constraints, and identify key strategies, for successful Transit Oriented Development (TOD) in a post redevelopment environment

- ◆ TOD / land use nexus
- ◆ Economic development and job creation
- ◆ Rail and transit planning at the city level in the post CRA environment

Potential Presenters: Roger Moliere/Metro and other county transportation commissions, cities, Center for Transit-Oriented Development, Cecilia Estolano/ELP

Meeting #5—Joint Meeting

Revenue Strategies—Joint Subcommittee Meeting

Objective: Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- ◆ Trends, emerging tools, and opportunities for funding modal initiatives
- ◆ Funding high-speed rail
- ◆ Update on Express Travel Choices Study and emerging regional congestion pricing strategies

Potential Presenters: APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

Meeting #6

Wrap Up and 2016 RTP/SCS HSRT Framework

Objective: Identify key issues and policy areas for integration into the passenger rail and transit elements of the 2016 RTP/SCS

- ◆ Presentation of draft subcommittee deliverables
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

Action: Approve framework for development of passenger rail and transit elements of the 2016 RTP/SCS

Potential Presenters: SCAG

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MEMO

DATE: October 5, 2012
TO: High-Speed Rail & Transit Subcommittee
FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov
SUBJECT: Regional Rail Update

BACKGROUND

This memo updates subcommittee members on regional rail matters, including the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency, the Southern California Memorandum of Understanding (MOU), the California High-Speed Train (CHST) project, Metrolink, Amtrak and XpressWest.

DISCUSSION

LOSSAN Locally-Controlled Joint Powers Authority (JPA)

On August 31, 2012, the state Assembly and Senate approved SB 1225, allowing for local control of the Amtrak Pacific Surfliner service. The governor signed the bill on September 28, 2012. Work is now underway by the LOSSAN Board and staff in developing the new JPA's by-laws and governing structure. An interagency transfer agreement between Caltrans Division of Rail (DOR) and the new JPA will be executed by June 2015, if not sooner.

Amtrak's Pacific Surfliner is the designated intercity passenger rail service in the corridor, and Caltrans DOR has provided administration and management of the Surfliner for years. Both Amtrak and the DOR currently provide operating subsidies for the Pacific Surfliner. Other rail operations in the corridor include North County Transit District's (NCTD) Coaster, Metrolink, and freight service by Union Pacific and Burlington Northern Santa Fe. The purpose of a new, locally-controlled JPA is to enhance LOSSAN's ability to implement speed, service and marketing improvements, especially in light of upcoming changes to federal operating subsidies per Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the Southern California MOU improvements. The LOSSAN Rail Corridor Agency will have direct control of Amtrak operations, similar to Northern California's Capital Corridor JPA for Amtrak's Capital Corridor Service that was formed in the early 1990's. The new JPA will focus only on the state-supported intercity rail service and not on modifications to Metrolink or NCTD Coaster governance structures.

The benefits of local management of passenger rail service in the LOSSAN corridor include:

- more efficient resource allocation related to service expansion, frequencies, and schedules;
- a unified voice at the state and federal level when advocating on passenger rail issues, including funding for capital improvements;
- consolidated services such as fares, ticketing, marketing, and passenger information systems;
- coordinated capital improvement prioritization; and,
- more focused oversight of on-time performance, schedule integration, mechanical issues, and customer service.

MEMO

The new statute guarantees that the current level of service and funding support will continue until 2018. AB 1779, a companion bill that allows for local control of Amtrak's San Joaquin service in the Central Valley, also passed.

Southern California Memorandum of Understanding (MOU)

The Southern California MOU was executed by the participating agencies in June and the project list was submitted to the California High-Speed Rail Authority (CHSRA). The top project for each of the five participating counties will be funded first, and then projects will be funded based on their ranking according to the performance criteria decided on by the MOU Working Group. The state approved \$500 million in Prop 1A bond funds to be sold for the MOU in the FY13 budget and a MOU signing ceremony is tentatively scheduled at the CHSRA board meeting in October or November. The MOU Working Group continues to meet regularly, and is now concentrating on acquiring local match funding to satisfy Prop 1A's 50% match requirement.

California High-Speed Train (CA HST) Project

Following an extensive international search, the CHSRA Board of Directors announced the hiring of Jeff Morales as the Authority's new Chief Executive Officer (CEO) this summer. Mr. Morales is a former director of Caltrans and has extensive experience in large and complex transportation issues and projects on the local, state, federal and international levels. More recently, the CHSRA announced that Michelle Boehm has been selected as the new Southern California Regional Director. Ms. Boehm has a wealth of experience in transportation planning, project development and community outreach.

The Authority recently received a federal record of decision (ROD) for the environmental study of the Merced to Fresno section in the San Joaquin Valley. This will be the first segment to start construction which will begin next year. In August, the Authority released a revised draft EIR/EIS for the Fresno to Bakersfield section with a long public comment period of 90 days ending on October 19, 2012.

Work has begun on the supplemental alternatives analysis stage of the Los Angeles to San Diego via the Inland Empire segment of the project. This stage will further refine the preliminary alternatives analysis stage that was completed in the spring of 2011. The timeline for this phase of the study has been significantly pushed back.

Metrolink

Metrolink implemented a number of service enhancements this summer and also raised fares to address rising operational costs. Enhancements include adding one round-trip from Riverside to Laguna Niguel on the Inland Empire-Orange County line, adding an additional train between Laguna Niguel and Fullerton on the Orange County Line, and adding four weekend round-trip trains on the Orange County Line between Los Angeles Union Station and Oceanside. This allows riders from across Southern California to take advantage of the \$10 weekend pass to visit destinations in Orange County such as Disneyland and the beach areas. Fares increased an average of 7% system-wide on July 1, 2012. Metrolink ridership for July 2011 thru June 2012 was 12 million boardings, and revenues were \$80 million. Although revenues were up 5% from the prior year, they were \$1.8 million (2%) less than budgeted for FY 2011-12. This reduced revenue to budget may be related to several factors including fare enforcement issues along selected lines, especially the Antelope Valley and San Bernardino lines. Metrolink staff is participating in a board level ad-hoc task force which is working on strategies to improve fare revenue collection.

MEMO

Metrolink's development of the Positive Train Control (PTC) collision avoidance system is moving forward. There have been challenges in obtaining some equipment and radio spectrum but solutions have been developed to address these issues. Testing is continuing on rolling stock. Metrolink's PTC system is scheduled for revenue service in Sept. 2013, well ahead of the federal December 2015 mandate.

Amtrak

California State Rail Plan – Caltrans DOR prepares the California State Rail Plan every two years. This document reviews the current operations of the three state-supported intercity passenger rail services (Pacific Surfliner, San Joaquin and Capital Corridor) and outlines ten-year plans for operations, marketing, capital improvements, service expansions and new services, such as daily passenger rail service from Los Angeles to the Coachella Valley. The plan also examines freight operations, including policy issues, international trade growth, and intermodal operations. The 2013 plan is currently in development and is scheduled for completion in June 2013.

Northeast Corridor Visioning – Amtrak's Northeast Corridor (NEC) runs 457 miles between Washington D.C. and Boston, MA and serves Amtrak, commuter and freight trains. Most of this line is owned by Amtrak, with Metro-North, Connecticut DOT and the Massachusetts Bay Transportation Authority (MBTA) owning parts of the northern section. This corridor includes five major metropolitan area transportation hubs: Boston, New York City, Philadelphia, Baltimore and Washington D.C. This corridor carries over 2,000 daily trains comprised of Amtrak, eight commuter rail systems and freight railroads. Service reliability and on-time performance are issues as some sections of this corridor are operating at 100% capacity.

This summer Amtrak released a report entitled: "The Amtrak Vision for the Northeast Corridor: 2012 Update Report." This report describes the current level of conceptual development and planning for the future of the NEC rail network. It describes the current development and planning efforts for the NEC rail network and details actions taken by Amtrak and other stakeholders since the last major NEC planning reports released in 2010. It also highlights key findings of a recently completed NEC business and financial plan. The main goal of the NEC planning effort is to operate more trains at higher speeds.

In tandem with developments in our region, the report discusses a phased implementation strategy for the NEC. Due to the length and complexity of the corridor, as with our CA HST project, Amtrak has developed a phasing plan called the "Stair-Step" approach that shows how various improvements and projects can be delivered in useful increments over time that have independent utility for both Amtrak and the commuter rail operators along the corridor. This is similar to our CA HST's new blended/bookend approach.

Coast Daylight – The Coast Daylight is a proposed passenger rail service operating between Los Angeles and San Francisco. It would operate one round trip per day, but unlike the Coast Starlight which serves Oakland and Emeryville and not San Francisco, this route would travel up the San Francisco peninsula from San Jose and serve Santa Clara, Palo Alto, Millbrae and downtown San Francisco.

MEMO

A coalition of coastal counties has been working together to implement the Coast Daylight, and the Coast Rail Coordinating Council (CRCC) formed for this effort has been meeting on a quarterly basis. The LOSSAN Board, as well as over 20 agencies along the corridor, have passed resolutions of support for the Coast Daylight service. The significant challenges for this potential new service include funding for operations and rolling stock, and negotiations with the Union Pacific Railroad for operating rights.

Ridership - Although ridership in the LOSSAN corridor as a whole is strong, ridership on the Pacific Surfliner continues to be consistently down compared to last year. It is down year over year for nine of the last ten months, including 5% in July 2012. Some of the ridership loss is attributable to extensive track work and its corresponding service disruptions, elimination of off-peak fares and a significant drop in Rail2Rail passengers. During the same time frame, ridership on Metrolink, Coaster and the other Amtrak services in California and nationwide is consistently up compared to the prior year.

XpressWest

A couple of developments have happened with XpressWest, formerly DesertXpress. This summer the company renamed itself to “XpressWest” to more accurately reflect its role as the first leg of a larger western U.S. high-speed passenger rail network. Also, XpressWest and Metro have signed letters of commitment to work together to define what would be necessary to deliver high-speed rail service between Los Angeles and Las Vegas through the High Desert Corridor between Victorville and Palmdale to connect with existing rail service. Rail service within the High Desert Corridor is one of the alternatives in the environmental analysis. On the financing front, XpressWest’s FRA loan application is still pending a decision.

NEXT STEPS

Staff will continue monitoring regional rail developments and update the subcommittee, TC and RC on a regular basis.



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Rail Update

High-Speed Rail and Transit Subcommittee

October 5, 2012

Steve Fox
Senior Regional Planner

Regional Rail Update

- LOSSAN Corridor Locally-Controlled JPA
- Southern California High-Speed Rail MOU
- CA HST
- Metrolink
- Amtrak
- XpressWest

LOSSAN Locally-Controlled JPA

- Goal to improve speed, service, and marketing
- SB 1225 passed Assembly and Senate August 31
- Awaiting Governor's signature (by Sept. 30)
- AB 1779 San Joaquin Service Companion Bill
- LOSSAN Board developing by-laws and JPA language
- JPA formation by June 2015
- Current service levels guaranteed to 2018

Southern California HSR MOU

- MOU between So. Cal. agencies and CHSRA to use HSR funds on existing pax rail service
- Resulting from 2012 RTP/SCS and new CHSRA business plan
- \$1 billion in local funding
- Project list finalized
- State's FY 13 budget allocates \$500 million
- MOU Working group working on match funding

CA High-Speed Train

- Initial Construction Segment bonds authorized by State – yet to be sold
- Construction will begin next year
- Merced to Fresno segment received ROD
- Phase Two outreach under way and work will begin on Supplemental AA
- New Southern California Regional Director, Michelle Boehm

CA High-Speed Train

- “Initial Construction Segment” (ICS) north of Bakersfield to north of Fresno (130 miles)
- Amtrak San Joaquin service to first operate on this new infrastructure up to 125 mph in 2018
- Next segment is South: Bakersfield to Palmdale (also north to Merced) – “Initial Operating Segment” (IOS)
- First true high-speed operation with speeds up to 220 mph by 2021 to Palmdale
- Next segments to San Fernando Valley, San Jose and L.A. Union Station – “Phase 1 Blended”
- L.A. to Anaheim with full build-out of Phase 1

CA High-Speed Train



Metrolink

- New round trip on IEOC Line
- New train between Laguna Niguel and Fullerton
- 4 new weekend roundtrips on O.C. Line
- July 1 fare increase - average 7% system-wide
- Ridership up 7% FY12 to FY11
- Free L.A. FlyAway for monthly pass holders
- New Bike Cars

Metrolink

- Antelope Valley Line Study completed last spring
- San Bernardino Line Strategic Study to begin
- Perris Valley Line EIR completed
- PTC will be completed in Sept 2013, well ahead of Dec. 2015 federal mandate
- Bob Hope Airport Intermodal Transit Center and new Hollywood Way Rail station

Amtrak

- CA State Rail Plan to be finalized in June 2013
- Includes Coachella Valley Daily Service element
- Amtrak NEC Corridor Vision Update
 - Multi-Agency stakeholder and phased approach
- Pacific Surfliner ridership down this year due to several factors – 5% July over July

Amtrak

- Coast Daylight
 - Daily round trip between L.A. and S.F.
 - Provides peninsula service unlike Coast Starlight
 - Challenges include funding and negotiations for operating rights with Union Pacific
- Michigan 110 mph service
- Chicago to St. Louis under construction

XpressWest

- Formerly DesertXpress
- FRA loan application pending
- High-Desert Corridor includes rail alignment and study
- XpressWest Phase 2 to Palmdale

For more information
please contact

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MEMO

DATE: October 5, 2012
TO: High-Speed Rail & Transit Subcommittee
FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov
SUBJECT: MAP 21 Overview

BACKGROUND

On July 6, 2012, President Obama signed into law a new two-year transportation authorization entitled “Moving Ahead for Progress in the 21st Century” (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 is a two-year program replacing SAFETEA-LU after its numerous extensions. It is effective October 1, 2012 through September 30, 2014. Significant highlights of MAP-21 include:

- consolidates the number of programs by two-thirds--from about 90 programs down to less than 30 in order to focus resources on key national goals and reduce duplicative programs;
- eliminates earmarks;
- expedites project delivery while protecting the environment;
- creates a new program called “America Fast Forward,” which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to fund \$750 million in FY 2013 and \$1 billion in FY 2014 (from \$133 million now); and
- consolidates previous SAFETEA-LU programs into a focused freight program to improve the movement of goods.

DISCUSSION

MAP-21 identifies seven national transportation goals. These are: (1) safety, (2) infrastructure condition, (3) congestion reduction, (4) system reliability, (5) freight movement and economic vitality, (6) environmental sustainability, and (7) reduced project delivery delays. The U.S. DOT, in consultation with state DOTs, MPOs and other stakeholders, will develop performance measures for these goals within 18 months.

MAP-21 includes several new themes and programs for transit, including safety, state of good repair, performance, and program efficiency. MAP-21 gives the Federal Transit Administration (FTA) significant new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements that align federal funding with key goals and tracks progress towards these goals. Notable new transit programs funded under MAP-21 are discussed below.

MEMO

State of Good Repair

MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and express bus service operating in high occupancy vehicle (HOV) lanes. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. The FTA, in consultation with state DOTs, MPOs and other stakeholders, will establish state of good repair standards. Projects must be included in a transit asset management plan (see next section) to receive funding. Authorized funding for this program is \$2.1 billion in FY 2013 and \$2.2 billion in FY 2014.

Asset Management

MAP-21 requires the FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, FTA must then develop performance measures under which all FTA grantees will be required to set targets. These performance measures must be developed by FTA by October, 2013, and subsequently all grant recipients must establish performance targets within the new performance measures’ framework 3 months after that. All FTA grantees and their subrecipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs). FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

Transit-Oriented Development Planning

MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation. MAP-21 authorizes \$10 million for FY 2013 and \$10 million for FY 2014.

Expanded Bus Operations Funding

MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Now, transit systems in urbanized areas over 200,000 can use their formula funding for operating expenses if they operate no more than 100 buses. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their “attributable share” of funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their “attributable share” of funding for operating expenses.

MEMO

Performance-Based Planning

MAP-21 requires MPOs and state DOTs to establish performance targets that address national performance measures issued by the U.S. DOT and based on the goals discussed above (e.g., safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management). TIPs must include a description of the anticipated progress toward achieving the targets brought about by implementing the TIP. Five years after enactment of MAP-21, the U.S. DOT will report to Congress on the effectiveness of this performance-based planning and assess the technical capacity of MPOs in smaller areas to undertake performance-based planning.

Transit Representation on MPO Boards

Within two years of MAP-21 enactment, MPOs in urbanized areas of greater than 200,000 residents must include transit officials on their policy boards within two years.

Safety

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. FTA will implement the new law in consultation with the transit community and the U.S. DOT Transit Rail Advisory Committee for Safety (TRACS), which has been working since September of 2010 to help guide this effort.

Under the new law, FTA must develop safety performance criteria for all modes of public transportation (rail, bus, etc.). FTA must also develop minimum safety performance standards for vehicles not regulated by other federal agencies. In addition, FTA must develop a public transportation safety certification training program for individuals involved in transit safety.

The new law requires all recipients of FTA funding to develop agency safety plans that include performance targets, strategies, and staff training. For rural recipients, the plan may be drafted by the State. For small urban systems, FTA must issue a rule designating which small urban systems may have their safety plans drafted by the state. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs.

MAP-21 includes new requirements for the State Safety Oversight (SSO) program, through which states with heavy rail, light rail, and streetcar systems must establish safety oversight for these transit systems. MAP-21 requires State Safety Oversight Agencies (SSOAs) to be legally and financially independent from the rail systems they oversee, and have the authority, staff training, and expertise to enforce federal and state safety laws. FTA must certify whether each SSO is adequate and meets the requirements. FTA will oversee implementation of the SSO programs and audit each SSO agency triennially. MAP-21 also grants FTA enforcement authority and permits FTA to issue directives, require more frequent oversight of transit systems, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

MEMO

High-Speed Rail

MAP-21 contains no funding for high-speed rail (HSR). In addition, the FY 13 House of Representatives Transportation Appropriations bill that passed in early July included an amendment by Representative Denham of the San Joaquin Valley that prohibits funds in MAP-21 from being used for the CA High-Speed Train project. Since MAP-21 contains no funding for HSR, this was largely a symbolic vote.

NEXT STEPS

Staff will monitor the MAP-21 rule making process and work with the state DOT and transit agencies in our region to set targets for the new performance measures. Staff will also provide regular updates to the subcommittee.

Transit Provisions Summary of MAP-21

High-Speed Rail & Transit Subcommittee

October 5, 2012

Southern California Association of Governments

presented by:

Jeffrey Dunn, Legislative Analyst



Moving Ahead for Progress in 21st Century "MAP-21"

- Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Signed into law by President Obama on July 6, 2012
- Extends current law (SAFETEA-LU) through September 30, 2012
- Goes into full effect October 1, 2012
- Authorizes \$10.6B in FY 2013 and \$10.7B in FY 2014 for transit overall

MAP-21

General Provisions

- Consolidates 2/3 of federal programs – from approximately 90 to less than 30 to reduce duplicative programs and increase efficiency
- Expedites project delivery while protecting the environment
- Strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to fund \$750 million in FY 2013 and \$1 billion in FY 2014 (from \$133 million now)
- Establishes for the first time a national freight program to improve the movement of goods
- Eliminates earmarks

Current and MAP-21 Summary of Authorized Funding

- Current Authorized Funding (FY 2012 – Figures in Millions)
- Urbanized Area Formula Grants, \$4,259
- New Starts, \$1,955
- Fixed Guideway Modernization, \$1,667
- Bus and Bus Facility Grants, \$984
- Rural Formula, \$465
- Growing States/High Density, \$465
- Planning Programs, \$114
- Clean Fuels Grant Program, \$52
- National Research Programs, \$89
- Alternatives Analysis Program, \$25

MAP-21

Transit Related Provisions

- MAP-21 Authorized Funding (Per year, FY's 13 & 14; Figures in Millions)
- Urbanized Area Formula Grants, \$4,398*
- New Starts/Core Capacity, \$1,907*
- State of Good Repair Grants, \$2,136*
- Bus and Bus Facilities Formula Grants, \$422
- Rural Formula Grants, \$600*
- Growing States and High Density States Formula, \$519*
- Planning, \$127*
- Research, TCRP, Bus Testing, \$80
- TOD Pilot, \$10 for intermodal connectors and truck bottlenecks.
- (“*” denotes nominally increased funding over existing authorization)

MAP-21

Transit Related Provisions

- Safety Program
- FTA granted new Public Transportation Safety Authority
- Provides additional authority to set minimum safety standards, conduct investigations, audits, and examinations
- Overhauls State Safety Oversight
- New safety requirements for all recipients that include performance targets, strategies, and staff training
- Safety measures and targets must be incorporated into metropolitan and statewide transportation plans and improvement programs

MAP-21

Transit Related Provisions

- State of Good Repair (SGR) Grants
- Provides formula-based funding to maintain public transportation systems in a state of good repair
- Funding limited to Fixed Guideway investments (formula essentially replaces 5309 Fixed Guideway program)
- Defines eligible recapitalization and restoration activities
- New formula comprises: (1) former Fixed Guideway formula; (2) new service-based formula; (3) new formula for buses on HOV lanes
- FTA in consultation with state DOTs, MPOs, and other stakeholders will establish SGR standards within 1 year of enactment by rulemaking process
- Authorized Funding of \$2.1 billion for FY 2013 and FY 2014

MAP-21

Transit Related Provisions

- Transit Asset Management Provisions
- FTA must define “state of good repair” and develop performance measures based on that definition
- Set objective standards for measuring the condition of capital assets (including equipment, rolling stock, infrastructure, and facilities)
- All transit agencies must develop their own asset management plan that includes, at a minimum, capital asset inventories and condition assessments; and investment prioritization
- Each recipient is required to establish performance targets in relation to the definition of state of good repair established by FTA
- MPOs and states are required to coordinate their performance targets with the targets for state of good repair set by grant recipients

MAP-21

Transit Related Provisions

- Metropolitan and Statewide Planning Program
- Requires MPOs and states to develop transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning
- Requires MPOs to establish performance targets that address surface transportation performance measures in coordination with the state, and in coordination with public transportation providers to ensure consistency of performance targets related to transit asset management and transit safety
- TIPs must include description of the anticipated progress by implementing the TIP toward achieving the performance targets
- Requires MPOs in urban areas greater than 200,000 to include transit agency officials on their policy boards within 2 years of enactment
- Authorized funding - \$127 million³¹ (FY 2013); \$128.8 million (FY 2014)

MAP-21

Transit Related Provisions

- High-Speed Rail
 - MAP-21 contains no funding authorization for High-Speed Rail (HSR), though the Administration's proposed FY 2013 budget provides for \$47 billion over six years to fund the development of high-speed rail and other passenger rail programs as part of an integrated national strategy
 - H.J. Res. 117, the six-month stopgap continuing resolution passed by Congress this month and expected to be signed by President Obama prior to the September 30 expiration of current federal government expenditure authority does not include funding for High-Speed Rail

MAP-21

Transit Related Provisions

- TOD Pilot Grant Program
- TOD planning associated with a new fixed guideway or core capacity improvement project; authorizes grants planning grants that seeks to:
 - Enhance economic development, ridership, and other goals established during the project development and engineering processes
 - Facilitate multimodal connectivity and accessibility
 - Increase access to transit hubs for pedestrian and bicycle traffic
 - Enable mixed-use development
 - Include private-sector participation
- Authorized funding of \$10 million for FY 2013 and FY 2014

MAP-21

Transit Related Provisions

- Summary of Selected Timelines
- March 30, 2013 – DOT/FTA report to Congress on highway transit bus safety
- October 13, 2013 – DOT/FTA final rule establishing performance measures under SGR standards
- October 13, 2013 – DOT/FTA final rule implementing transit asset management system
- July 6, 2014 – Transit agency representation on large area MPO policy boards
- October 15, 2015 – DOT/FTA report to Congress on progress of transit safety and grant efficacy
- October 1, 2017 – DOT/FTA report to Congress on performance-based planning

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Measure J

Extending Half-Cent Sales Tax to Accelerate
Traffic Relief and Job Creation



Metro®

Overview



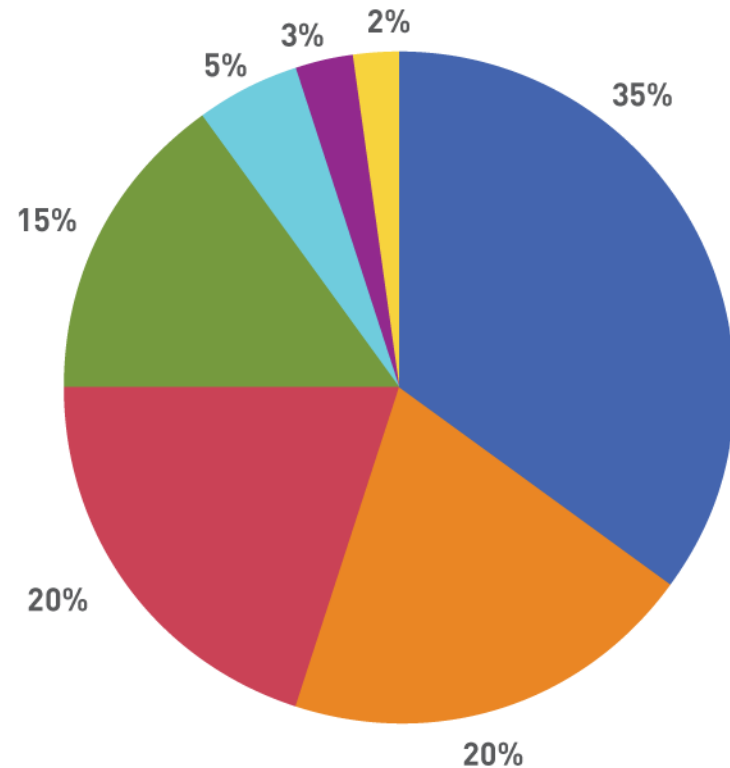
- > Extends sales tax approved in 2008 for 30 years without increase
- > Additional funds to sell bonds for accelerating:
 - 7 Transit Capital Projects
 - Up to 8 Highway Capital Projects
- > Continues funding categories & oversight from existing sales tax
- > Eases restrictions on shifting project funding between transit and highway projects:
 - funds must remain within same subregion
 - requires 2/3 Board vote
- > LAEDC studies estimate will accelerate 250,000 jobs
(direct, indirect & induced)

Spending After 1.5% Administration Costs



Expenditure Plan

- Rail and Rapid Transit Expansion
- Highway Improvements
- Bus Operations
- Local Return Improvements
- Rail Operations
- Metrolink Capital
- Metro Rail Capital



Transit and Highway Projects to be Accelerated by Measure J



Project Names



Rail and Rapid Transit Expansion

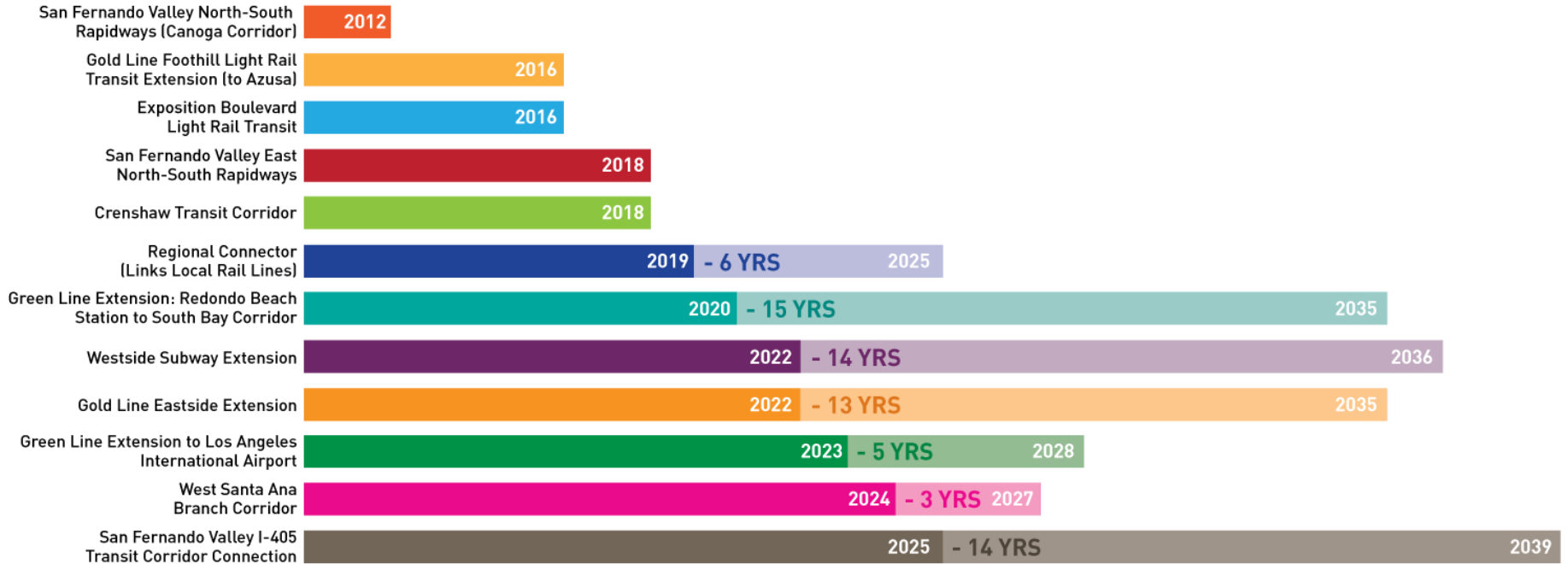
- R1 Exposition Boulevard Light Rail Transit
- R2 Crenshaw Transit Corridor
- R2* Regional Connector: Links Local Rail Lines
- R3 Westside Subway Extension (to be opened in segments)
- R4 Gold Line Eastside Extension* (one of two routes TBD)
- R4 Gold Line Foothill Light Rail Transit Extension
- R6* Green Line Extension: Redondo Beach Station to South Bay Corridor
- R7 Green Line Extension to Los Angeles International Airport*
- R8 San Fernando Valley North-South Rapidways: Canoga Corridor (Metro Orange Line Extension Completed 2012)
- R9 San Fernando Valley East North-South Rapidways*
- R10 West Santa Ana Branch Corridor*
- R11 San Fernando Valley I-405 Transit Corridor Connection*
- R12 Metrolink Capital Improvement Projects (Los Angeles County)

Highway Improvements

- H1 I-5 Capacity Enhancement: SR-134 to SR-170
- H2 I-5 Capacity Enhancement: I-605 to Orange County Line
- H3 I-5/Carmenita Rd Interchange Improvement
- H4 I-5/SR-14 Capacity Enhancement
- H5 I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements: South Bay*
- H6 I-5 North Capacity Enhancements: SR-14 to Kern County Line (Truck Lanes) (Phase 1)
- H6 I-5 North Capacity Enhancements: SR-14 to Kern County Line (Phase 2)*
- H7 I-710 South and/or Early Action Projects*
- H8 SR-138 Capacity Enhancements*
- H9 High Desert Corridor (environmental)*
- H10 I-605 Corridor “Hot Spot” Interchanges*
- H11 Highway Operational Improvements in Arroyo Verdugo Subregion*
- H12 Highway Operational Improvements in Las Virgenes/Malibu Subregion*
- H13 SR-710 North Gap Closure*
- H14 Burlington Northern Santa Fe Grade Separations in Gateway Cities*
- H15 Alameda Corridor East Grade Separations Phase II*
- H16 County-wide Soundwall Construction

* Specific routing and funding to be determined through the environmental process and Metro's Long Range Transportation Plan

Transit Project Acceleration



KEY **ACCELERATED COMPLETION DATE** APPROXIMATED **# OF YRS ACCELERATED** APPROXIMATED **ORIGINAL COMPLETION DATE**

Highway Project Acceleration



Accelerated

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements: South Bay

I-5 North Capacity Enhancements:
SR-14 to Kern County Line (Phase 2)

I-710 South and/or Early Action Projects

I-605 Corridor “Hot Spot” Interchanges

Highway Operational Improvements in
Arroyo Verdugo Subregion

County-wide Soundwall Construction

Highway Operational Improvements in
Las Virgenes/Malibu Subregion

Burlington Northern Santa Fe Grade Separations
in Gateway Cities

Maintain Original Schedule

I-5 Capacity Enhancement: SR-134 to SR-170

I-5 Capacity Enhancement: I-605 to Orange County Line

I-5/Carmenita Rd Interchange Improvement

I-5/SR-14 Capacity Enhancement

I-5 North Capacity Enhancements:
SR-14 to Kern County Line (Truck Lanes) (Phase 1)

SR-138 Capacity Enhancements

High Desert Corridor (environmental)

SR-710 North Gap Closure

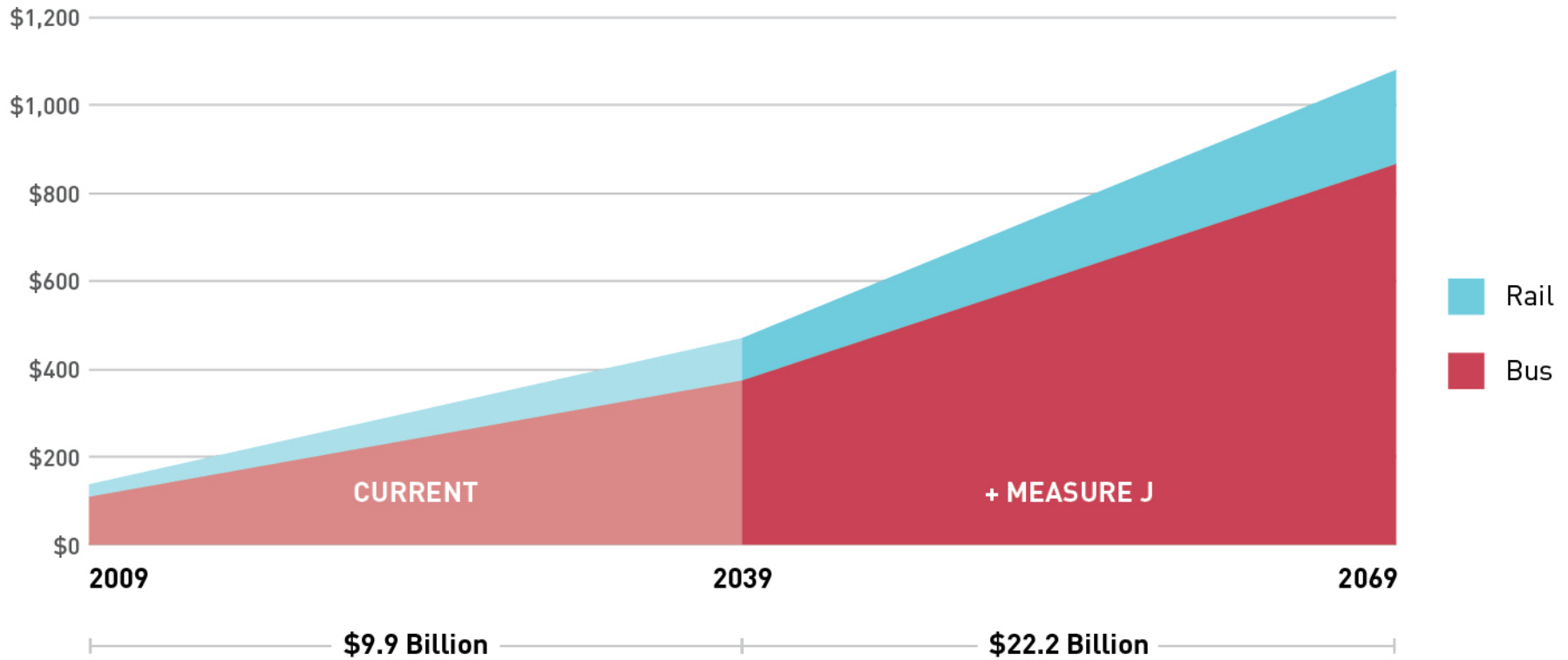
Alameda Corridor East Grade Separations Phase II

Bus and Rail Operations



60-Year Outlook

\$ in Millions

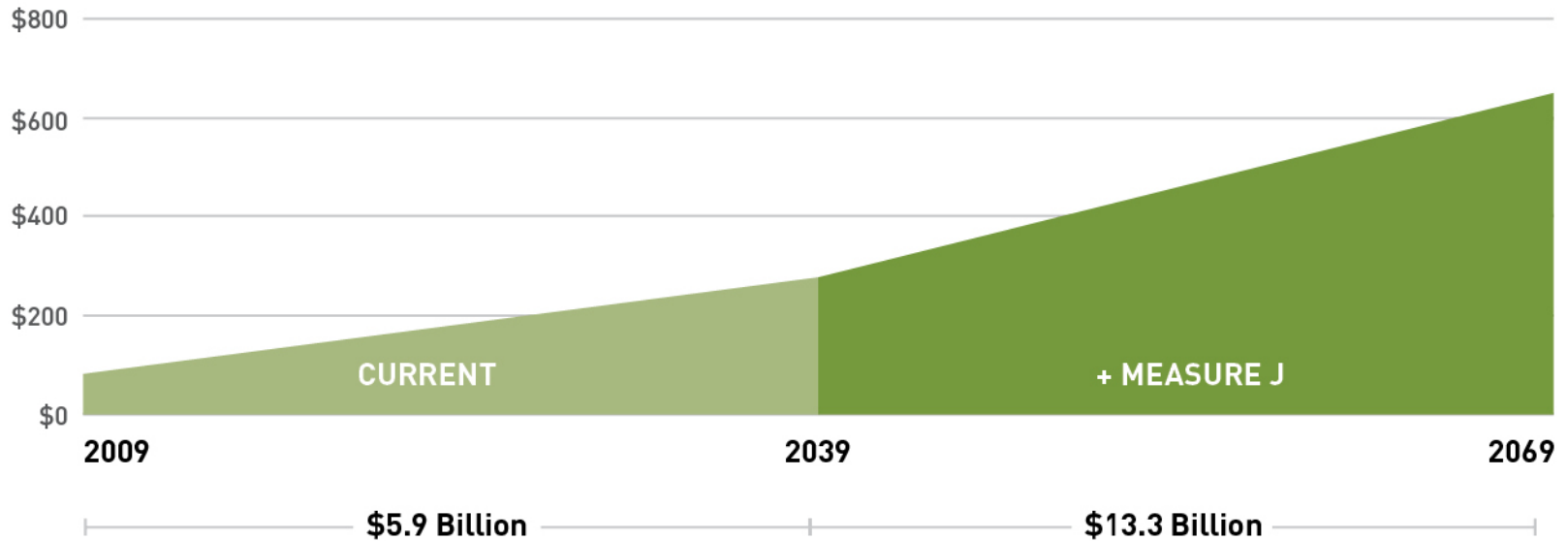


Local Return Improvements



60-Year Outlook

\$ in Millions



Local Return Project Examples



- > Pothole repair
- > Signal Synchronization
- > Local roadway and bridge safety improvements
- > Bikeway and pedestrian enhancements
- > Local transit services
- > Carpool and rideshare programs
- > Discounted transit fares for residents

Measure J Ballot Language



Accelerating Traffic Relief, Job Creation.

To advance Los Angeles County's traffic relief, economic/job growth by accelerating light rail/subway construction and airport connections, within five years, not twenty; funding countywide freeway, bridge, safety and traffic flow improvements; fixing potholes; keeping senior, student, disabled fares low; Shall Los Angeles County's voter-approved one-half cent traffic relief sales tax continue without increase for another 30 years or until voters decide to end it, with independent audits and keeping funds local?

Questions?

