



Main Office

818 West Seventh Street
12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Glen Becerra, Simi Valley

First Vice President

Greg Pettis, Cathedral City

Second Vice President

Carl Morehouse, San Buenaventura

Immediate Past President

Pam O'Connor, Santa Monica

**Executive/Administration
Committee Chair**

Glen Becerra, Simi Valley

Policy Committee Chairs

Community, Economic and

Human Development

Paula Lantz, Pomona

Energy & Environment

Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County

Transportation Commission

MEETING OF THE

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

**Friday, November 9, 2012
10:00 a.m. – 12:00 p.m.**

**SCAG Los Angeles Office
818 West Seventh Street, 12th Floor
Policy Room B
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

Orange County Office

**600 S. Main Street, Suite 906
Orange, CA 92863**

San Bernardino County Office

**1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410**

Ventura County Office

**950 County Square Drive, Suite 101
Ventura, CA 93003**

Imperial County Office

**1405 N. Imperial Ave., Suite 1
El Centro, CA 92243**

Riverside County Office

**3403 10th Street, Suite 805
Riverside, CA 92501**

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

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. If you require such assistance, please contact SCAG at (213) 236-1928 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1928.

**High-Speed Rail & Transit Subcommittee
Member/Alternate/Ex-Officio Roster**

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

Orange County: Hon. Leroy Mills

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

Ex-Officio Members

Nancy Pfeffer, Gateway Cities
Michael A. Morris, FHWA

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

AGENDA

NOVEMBER 9, 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

CONSENT CALENDAR

	<u>Time</u>	<u>Page</u>
<u>Approval Item</u>		
1. <u>Minutes of the October 5, 2012 Meeting</u>	Attachment	1

INFORMATION ITEMS

1. <u>California High-Speed Train Update</u> <i>(Michelle Boehm, SoCal Regional Director, CHSRA)</i>	Attachment	15 mins.	4
2. <u>Southern California MOU</u> <i>(Don Sepulveda, Executive Officer of Regional Rail, Metro)</i>		20 mins.	
3. <u>Metrolink Update</u> <i>(Gray Crary, Chief Strategic Officer, Metrolink)</i>		15 mins.	
4. <u>Riverside County Rail Update</u> <i>(Sheldon Peterson, Rail Manager, RCTC)</i>	Attachment	15 mins.	19
5. <u>LOSSAN Strategic Implementation Plan</u> <i>(Linda Bohlinger, Vice-President, National Director of Management Consulting, HNTB)</i>	Attachment	15 mins.	46
6. <u>California State Rail Plan</u> <i>(Linda Culp, Principal Planner-Rail, SANDAG)</i>	Attachment	20 mins.	66
7. <u>Amtrak Northeast Corridor Visioning</u> <i>(Jonathan Hutchinson, Senior Director of Corridor Development, Amtrak)</i>	Attachment	15 mins.	82

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

AGENDA

NOVEMBER 9, 2012

CHAIR'S REPORT

(Hon. Karen Spiegel)

STAFF REPORT

(Stephen Fox – Transit/Rail)

Attachment 5 mins. 97

FUTURE AGENDA ITEMS

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

ANNOUNCEMENTS

ADJOURNMENT

The next meeting date is December 21, 2012; 10:00 AM to 12:00 PM

**HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**October 5, 2012
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE. AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING AT SCAG'S DOWNTOWN OFFICE AND A VIDEO OF THE MEETING IS AVAILABLE ON SCAG'S WEBSITE.

The High-Speed Rail & Transit (HSR&T) Subcommittee held its meeting at SCAG's downtown Los Angeles office with video-conferencing at SCAG's Regional Offices.

Members/Alternates Present

Hon. Bruce Barrows, City of Cerritos	Los Angeles County
Hon. Leroy Mills, City of Cypress	Orange County
Hon. Gene Murabito, City of Glendora	SGVCOG
Hon. Frank Quintero, City of Glendale	Los Angeles County
Hon. Ron Roberts, City of Temecula	District 5
Hon. Karen Spiegel, City of Corona (Chair)	WRCOG
Hon. Jess Talamantes, City of Burbank	SFVCOG

Members/Alternates Not Present

Hon. Mike Antonovich (Vice-Chair)	Los Angeles County
Hon. Steve Hofbauer, City of Palmdale	Los Angeles County

Ex-Officio Members Present

Karen Heit (on behalf of Nancy Pfeffer)	Gateway Cities COG
---	--------------------

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Karen Spiegel, Chair, called the meeting to order at approximately 10:03 AM and led the Subcommittee in the Pledge of Allegiance.

The Chair introduced the Subcommittee members, SCAG staff, and members of the public. The Chair then reviewed the Subcommittee's Charter.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

ACTION ITEMS

1. Subcommittee Work Plan & Deliverables

Philip Law, Acting Manager of Transit/Rail, provided a summary of the goals and objectives of the Subcommittee, which are outlined in the Work Plan and Deliverables in the agenda packet. Mr. Law also reviewed the purpose and focus of the six HSR&T Subcommittee meetings. Hon. Leroy Mills requested that an outline of the output product of the six meetings be provided in order to state more clearly the direction of the meetings.

Mr. Law stated that staff is requesting the Subcommittee's approval of the Work Plan and Deliverables. After a brief discussion, a MOTION was made (Mills) to approve the Subcommittee Work Plan and Deliverables. The MOTION was SECONDED (Roberts). A roll-call vote was taken by Joann Africa, Chief Counsel, and was UNANIMOUSLY APPROVED.

INFORMATION ITEMS

1. Regional Rail Update

Steve Fox, Senior Regional Planner, provided an update on regional rail highlighting the following topics:

- LOSSAN Locally-Controlled Joint Powers Authority (JPA)
- Southern California Memorandum of Understanding (MOU)
- California High-Speed Train (CA HST) Project
- Metrolink
- Amtrak
- XpressWest

Mr. Fox stated that staff will continue to monitor regional rail developments and provide updates to the Subcommittee, the Transportation Committee, and the Regional Council.

Hon. Leroy Mills asked what speeds are representative of high-speed rail. Mr. Fox stated that speeds vary between 110 - 220 miles per hour, but to be considered "high-speed rail" the travel speed must be at least 110 miles per hour. Andrew Mack, COO of XpressWest, stated that with the electric multiple units, each train has its own propulsion system on-board, which in the case of California, provides for 220 miles per hour.

Mr. Fox introduced Michelle Boehm, Southern California Regional Director, with California High-Speed Rail Authority. Ms. Boehm thanked SCAG for its leadership in high-speed rail and stated that moving forward it is the goal of California High-Speed Rail Authority to partner with all Southern California agencies.

2. Map 21 Update

Jeff Dunn, Legislative Analyst, provided an update on Map 21 highlighting the transit provisions. Mr. Dunn referred the members to SCAG's website for more information on Map 21. Mr. Dunn will also provide a direct link to the members for easy access to the information.

3. Measure J Extension

David Yale, Executive Officer, Countywide Planning & Development with Metro provided an overview of Measure J, which if it passes in November, will extend the sales tax provision of Measure R for 30 years. Mr. Yale stated that Measure J will build infrastructure as well as create jobs. Mr. Yale outlined the transportation accelerations related to Measure J, such as 7 Transit Capital Projects and Highway Capital Projects.

Hon. Bruce Barrows inquired how the money would be divided in terms of the different projects. Mr. Yale stated that Measure J will try to maintain the equity split by dedicating the highway borrowing capacity on the same percentage basis as the projects were in Measure R.

CHAIR'S REPORT

The Chair opened the discussion to the proposed meeting dates stated on the agenda. The majority of the members were not in agreement with the dates.

STAFF REPORT

Steve Fox stated that since the proposed dates were not approved, staff will work with the Chair to find more suitable dates and send them to the Subcommittee members for consideration.

FUTURE AGENDA ITEMS

There were no additional agenda items provided.

ANNOUNCEMENTS

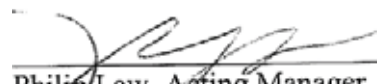
Hon. Jess Talamantes announced that SFVCOG is having a Mobility Summit on October 22, 2012 in Valencia.

Andrew Mack, COO of XpressWest, expressed his enthusiasm about the formation of the Subcommittee. Mr. Mack encouraged the members to contact him with any questions and referred them to XpressWest.com for more information regarding the company's services.

ADJOURNMENT

The Chair adjourned the meeting at approximately 11:25 AM.

Minutes Approved By:


Philip Law, Acting Manager
Transit/Rail

This Page Intentionally Left Blank



CALIFORNIA HIGH-SPEED RAIL: BETTER-FASTER-CHEAPER

High-Speed Rail Update

Fall 2012

A VISION FOR A STRONGER CALIFORNIA

- Creates jobs immediately
- Fosters short and long term economic development
- Relieves highway and airport congestion
- Protects our environment



With 20 million more people expected to be in California within the next 40 years, we can't build enough highways and airport runways to accommodate the demand.

Joseph C. Szabo, Federal Railroad Administrator

PUTTING CALIFORNIA TO WORK

JOBS NOW: The first construction segment in the Central Valley creates 20,000 jobs annually for five years

JOBS LATER: The entire San Francisco to Los Angeles segment creates an average of 66,000 jobs annually for 15 years



NEW 2012 BUSINESS PLAN = BETTER, FASTER, CHEAPER

- **Better:** Improves statewide mobility
 - Improves regional travel and increases regional and statewide ridership
- **Faster:** Rail improvements and benefits occur sooner
 - Connectivity and “bookend” projects enhance SoCal service
- **Cheaper:** Blended system reduces capital investment
 - Allows for public and private investment



EARLY INVESTMENTS, STATEWIDE BENEFITS

- Begin construction using ARRA funds
- Build the “spine” South
- Implement early investments and connectivity strategy
- Connectivity Funds -- \$950 M
- SoCal MOU --\$1 B total funds (1A+Match)



INITIAL HIGH-SPEED RAIL OPERATIONS

- Extend HSR to the San Fernando Valley
- Start HSR service
- Start blended service
 - Metrolink
- Continue investment in “bookends”



THE PHASE 1 AND PHASE 2 SYSTEM

- Phase I
 - 520 miles of track
 - HSR Service SF-SoCal
 - Enhanced connectivity across the State
- Phase II
 - 800 mile system links major metropolitan areas
 - Los Angeles
 - Anaheim
 - San Diego
 - San Francisco
 - Sacramento



FASTER: SYSTEM MODERNIZATION PROVIDES TANGIBLE RESULTS

- California Transportation Commission has already released funding
- Short Term -- Early connectivity investments improve operations and increase ridership
 - LA Metro - \$115 for Regional Connector in Downtown Los Angeles
 - Metrolink - \$89 million for new or improved trains, \$35 million for PTC
 - Pacific Surfliner - \$47 million for safety
- Long Term -- Lays the ground work for HSR connection



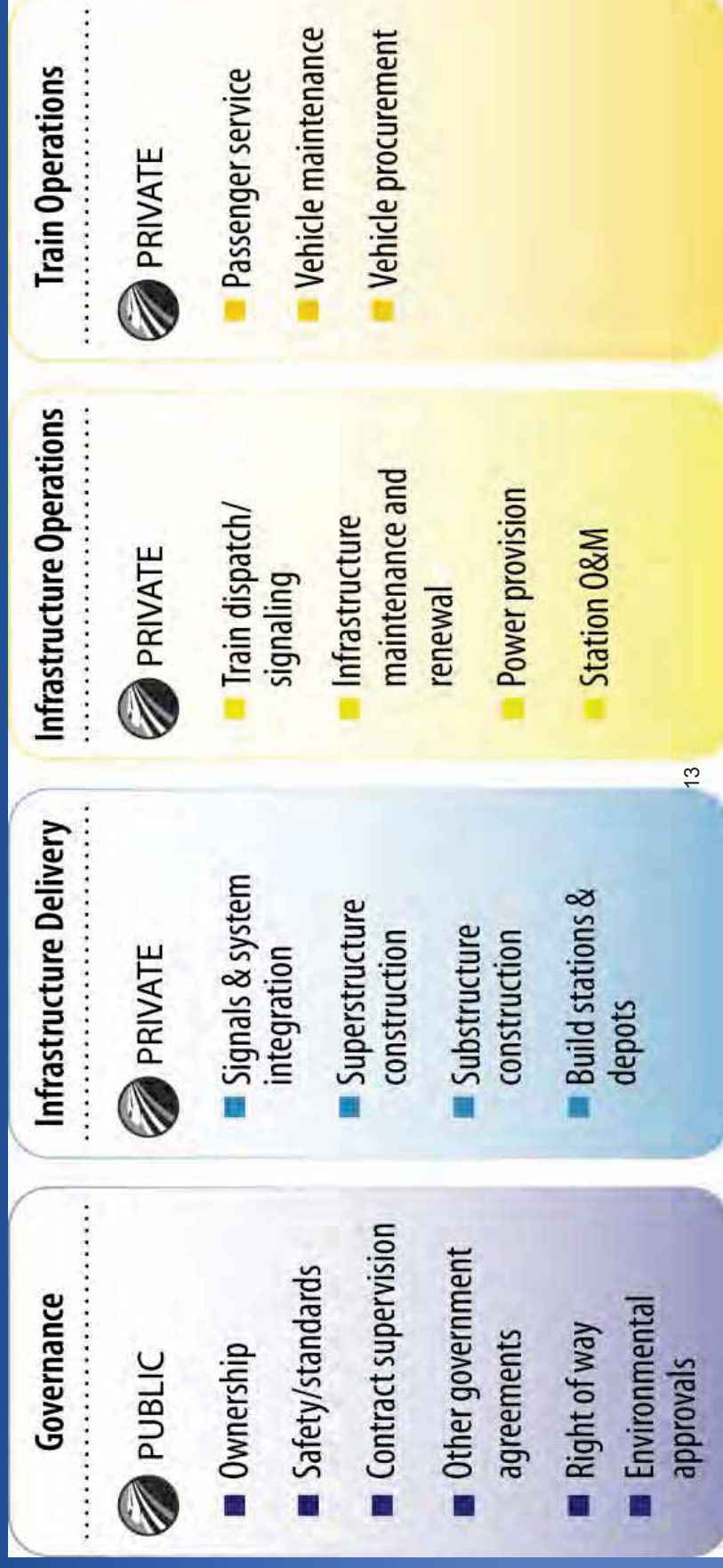
CHEAPER: SYSTEM MAXIMIZES ALL FUNDING SOURCES

- Plan will use state, federal, private and local resources
- \$6 billion already approved by the State legislature for Step 1
 - \$3.3 billion federal
 - \$2.7 billion Prop. 1A
- Responsible and fiscally sound approach
 - Funding will be identified before additional construction begins
 - Ridership and revenue will facilitate private investment



OVERSIGHT AND ACCOUNTABILITY

- Autonomous organization under BT&H
- Public-Private delivery model



SOUTHERN CALIFORNIA MOU

- Targets \$1B in prop 1A funds for early investment in Southern California and the Bay Area
 - Example project of regional significance: LA Union Station Run-Thru Tracks
 - Example projects of local significance: State College Grade Separation
- Promotes interagency approach to develop blended system
- Region led process to identify and prioritize projects



SOUTHERN CALIFORNIA ACTION PLAN

- Prioritize connectivity to Southern California
 - Close the GAP across the Tehachapi's
 - Get to the San Fernando Valley
 - Connect to Metrolink
- Partner with local agencies to develop “Early Investment” strategy
- Implement “Early Investment” strategy
- Conduct station area planning
- Coordinate with operators (Metrolink, Amtrak, Caltrans, BNSF etc.) to streamline schedules and connections
- Continue EIR/EIS work on So Cal sections

CURRENT ACTIVITY

- Design/Build Package No. 1
 - Due 1/18/13
- CM for D/B Package No. 1
 - Due 11/2/12

ECONOMIC BENEFITS TO THE STATE

- Not only a new way to connect to the Bay Area
- Increase in GDP:
 - In Germany, cities connected by high-speed rail to Frankfurt or Cologne experience a 2.7% increase in GDP resulting from increased market access to larger cities.
- Over 20 years, \$1.00 of government investment spending on “transportation and power” projects results in about \$1.42 in state and local tax revenues and another \$2.83 in federal tax revenues. (William & Mary Study, January 2012)



CALIFORNIA HIGH-SPEED RAIL: BETTER-FASTER-CHEAPER

High-Speed Rail Update

Fall 2012

This Page Intentionally Left Blank

DATE: November 9, 2012

TO: High-Speed Rail & Transit Subcommittee

FROM: Sheldon Peterson, RCTC Rail Manager, 951-787-7928, speterson@rctc.org

SUBJECT: Riverside County Rail Update

BACKGROUND

This memo updates subcommittee members on Riverside County rail matters, including Commuter Rail, High-Speed Rail, and Intercity Rail. The Riverside County Transportation Commission (RCTC) is actively involved in supporting and expanding commuter rail through Metrolink and is also engaged in efforts to establish and expand other future passenger rail options.

DISCUSSION

Commuter Rail

The Riverside County Transportation Commission is one of the founding member agencies of the Southern California Regional Rail Authority which goes by Metrolink. With the original passage of Riverside County's Local Sales Tax Measure A in 1988, RCTC has been building an integrated rail network to provide options for area commuters and residents. In 2002, Measure A was renewed with additional goals to double existing commuter rail service and continue development of the Perris Valley Line service from Riverside to Perris. As part of the rail systems development, RCTC purchased both right of way and usage rights from the existing freight railroads. Part of these rights include the Burlington Northern Santa Fe (BNSF) Shared Use Agreement, which not only allows for commuter trains but also provides RCTC with "exclusive passenger rail rights excluding Amtrak" between Riverside – Fullerton – Los Angeles.

RCTC, along with the partner agencies, have funded three separate commuter rail lines serving Riverside County. Opening in 1993, the Riverside Line travels along the Union Pacific right of way near the 60 freeway to provide service to Los Angeles. The Inland Empire Orange County or IEOC line provides service along the BNSF corridor, through Corona to Orange County and eventually Oceanside. This service began in 1995 as one of the first suburb to suburb commuter rail services. In 2002, the 91 Line opened along the BNSF corridor following the 91 freeway with stops in Fullerton and eventually Los Angeles. Some of these lines have limited frequencies in schedules and it is a high priority for RCTC to improve service options. In October 2012, the ridership reports show that 5 out of the top 12 busiest Metrolink trains are from Riverside. Therefore, RCTC is proposing an aggressive schedule to add two additional round trips and double peak period service in the short term. This will be followed by a near

term goal to develop 30 minute peak period service for both the 91 and IEOC lines term over the next several years.

Perris Valley Line

Since the rail property was purchased in 1992, RCTC has been working toward the development of the Perris Valley Line commuter rail expansion. This effort would be an extension of the 91 Line to Los Angeles that would go 24 miles further into Riverside County starting in South Perris. The project is part of the Federal Transit Administration's Small Starts funding program and will receive \$75 million as part of the \$246.7 million project costs. The project anticipates to begin with 12 daily trains and an additional 4 new station stops. Construction is planned to begin in 2013 with the start of revenue service in 2015. The new stations will include Riverside – Hunter Park, Moreno Valley/March Field, Perris Downtown and South Perris. In addition to the station cities, these stops will be able to attract riders from number of communities including Temecula, Murrieta, Hemet, San Jacinto, Menifee, Winchester and more. In an effort to develop early ridership the Perris Transit Center was opened in 2010 on the site that will be the future train station. Currently the Riverside Transit Agency provides direct commuter bus connections to the Riverside Metrolink trains.

High-Speed Rail

RCTC continues to be an active participant in the development of High-Speed Rail in California. The Commission approved the SCAG HSR MOU and supports the effort to get local rail projects moving forward. RCTC submitted two grade separation projects to be included in the priority list. Both the Jurupa Road and McKinley Street projects are part of the package of projects needing funding for early implementation. For several years, RCTC has been engaged in the efforts of the Southern California High-Speed Rail Inland Corridor Group to promote and develop the Phase II Corridor of service between Los Angeles, the Inland Empire, and San Diego. Working with California High-Speed Rail Authority staff the early alignment discussions and refinements are taking place prior to initiating the full environmental process. One of the major decisions impacting Riverside County will be whether or not the alignment follows the I-15 or I-215 corridors. RCTC has pushed to ensure that as much detailed information is developed including the potential ridership and community impacts prior to any decision on preferred alignment is determined.

Intercity Rail

This past year, RCTC became an ex-Officio member in the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN). The LOSSAN agency has been promoting intercity rail efforts in Southern California for a long time and thanks to SB 1225, it will soon assume

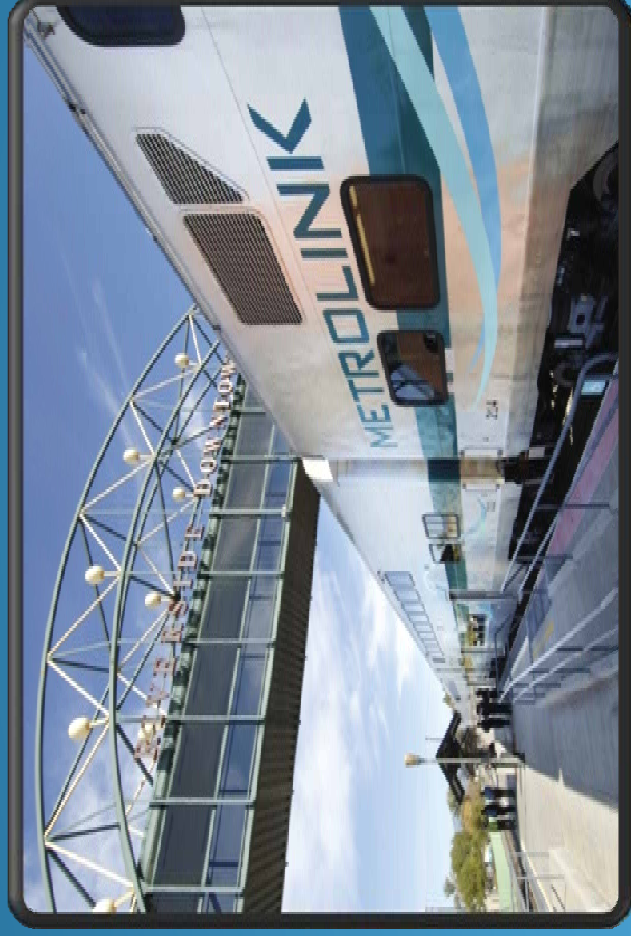
greater local control of the service. With the support of the regional partners, RCTC expects to become a voting member in the newly revised Joint Power Agreement that is currently in development. RCTC feels that the greater cohesion and cooperation among the many local participants will help to create an improved universal vision for rail transportation in Southern California.

For the past 20 years, RCTC and the Coachella Valley Association of Governments have been studying and supporting efforts to bring regular passenger rail service to the communities of the Coachella Valley. The many desert communities have all wanted greater access to the rest of Southern California with rail service. The most recent study in 2010 confirmed that using Amtrak as the intercity service provider would be the best option. The proposal would be for multiple daily round trips from Los Angeles to Indio with stops in Fullerton, Riverside, Loma Linda, Banning, Palm Springs and Rancho Mirage. The plan identified challenges with funding and rail access from the host railroad Union Pacific. This service proposal is being reviewed and included in the current California State Rail Plan led by Caltrans Division of Rail. RCTC is very supportive of this effort and encourages a thorough review of the service plan and advancing this project through the next logical steps.

This Page Intentionally Left Blank



Riverside County Passenger Rail Priorities



November 2012



Commuter Rail



High Speed Rail



Intercity Rail

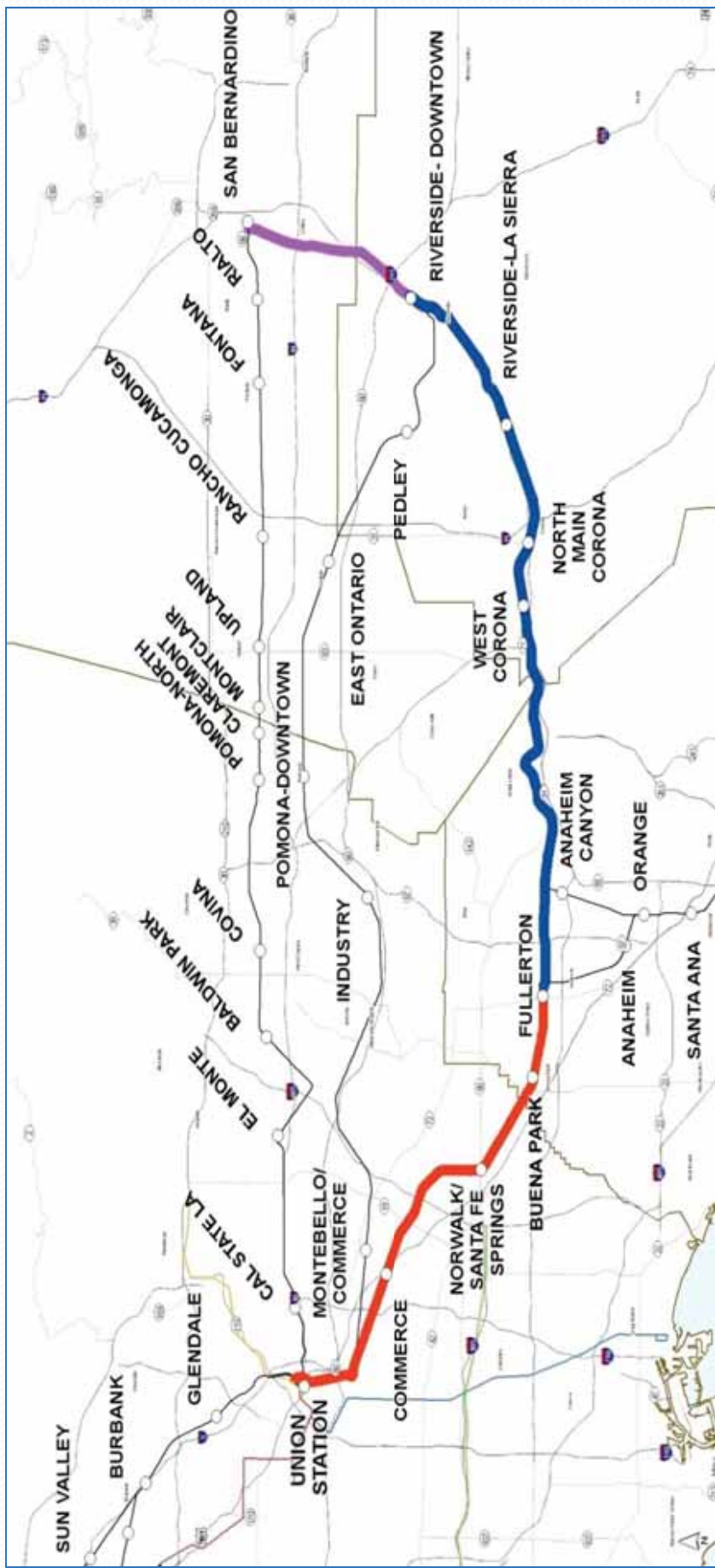
RCTC's Commuter Rail Objectives

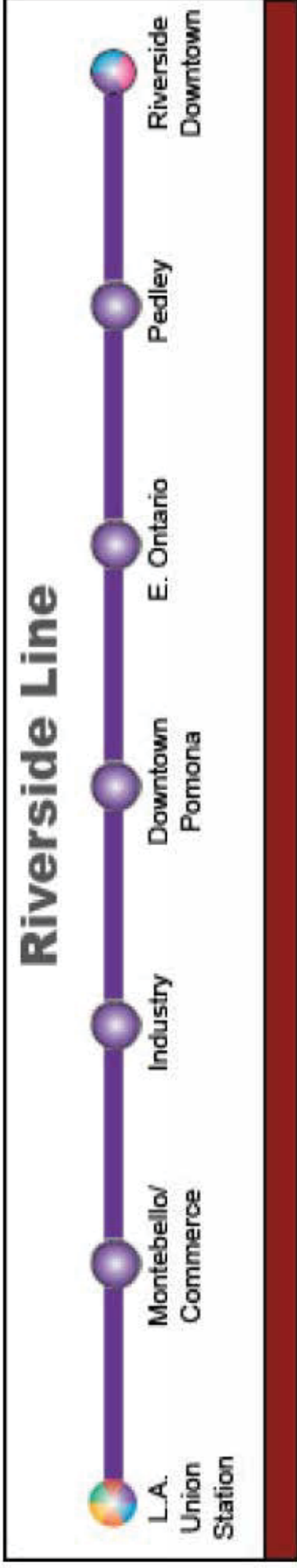
- Implement Local Sales Tax Measure A Goals
 - Double Existing Service (From 33 in 2002 to 66?)
 - Additional Peak Period Trains (IEOC – 91 Line)
 - Additional Mid-Day Service & Reverse Commute options
 - Perris Valley Line (PVL)





BNSF SBS Shared Use Agreement





- 5 Peak Round Trips, 1 Mid-Day Round Trip
- Last Peak Train added 1997
- Union Pacific Owned Track (LA Metro Agreement)
 - No immediate plans for expansion

Inland Empire-Orange County Line



- 5 Peak Round Trips, 3 Mid-Day Round Trips
- New Peak Round Trip added 2012,
 - Prior to that last Peak train added 1997
- Weekend Service 2 Round Trips Year Round
- BNSF Owned Track
 - Potential capacity for expansion

91 Line



- 2 Peak Round Trips, 1 Mid Day Round Trip, 3 Reverse Peak trains
- Service pattern unchanged since 2002
- BNSF Owned Track
 - Potential capacity for expansion



Service Expansion

- Load Factors
 - Many of the fullest trains are Riverside, 91, and IEOC Lines.
 - Oct 2012 - 5 out of the top 12
 - Difficult to add more trains on UP Riverside Line
- Goal to to expand IEOC and 91 Lines
 - Short Term priority of two new 91 Line peak period round trips
- Near Term Goal of 30 Minute Peak Period Service on both IEOC and 91 Line
 - Target of 7 Peak Period Round Trips

Perris Valley Line Overview



- Project Scope/Cost
- Environmental Schedule
- Project Construction Grant Agreement
- FTA Small Starts \$75M keep project under \$250M
- Construction Schedule
- Operations & Service Plan

Perris Valley Line Facts

Scope

24 Miles added to 91 Line

12 Trips per Day(8 peak)

4 New Stations

\$247.6 M Project Cost

Strong Ridership
Potential

Construction Start 2013

Revenue Service 2015



Stations

- **Hunter Park**
 - (High-tech business park)
- **Moreno Valley / March Field**
 - (Station on donated land / joint development)
- **Perris**
 - (Downtown redevelopment, bus terminal)
- **South Perris**
 - (I-215 commuters)



Perris Transit Station

- *Opened 2010 in Partnership RTA, City of Perris, FTA*
- *8 Bus Bays*
- *141 Space Park and Ride Lot*

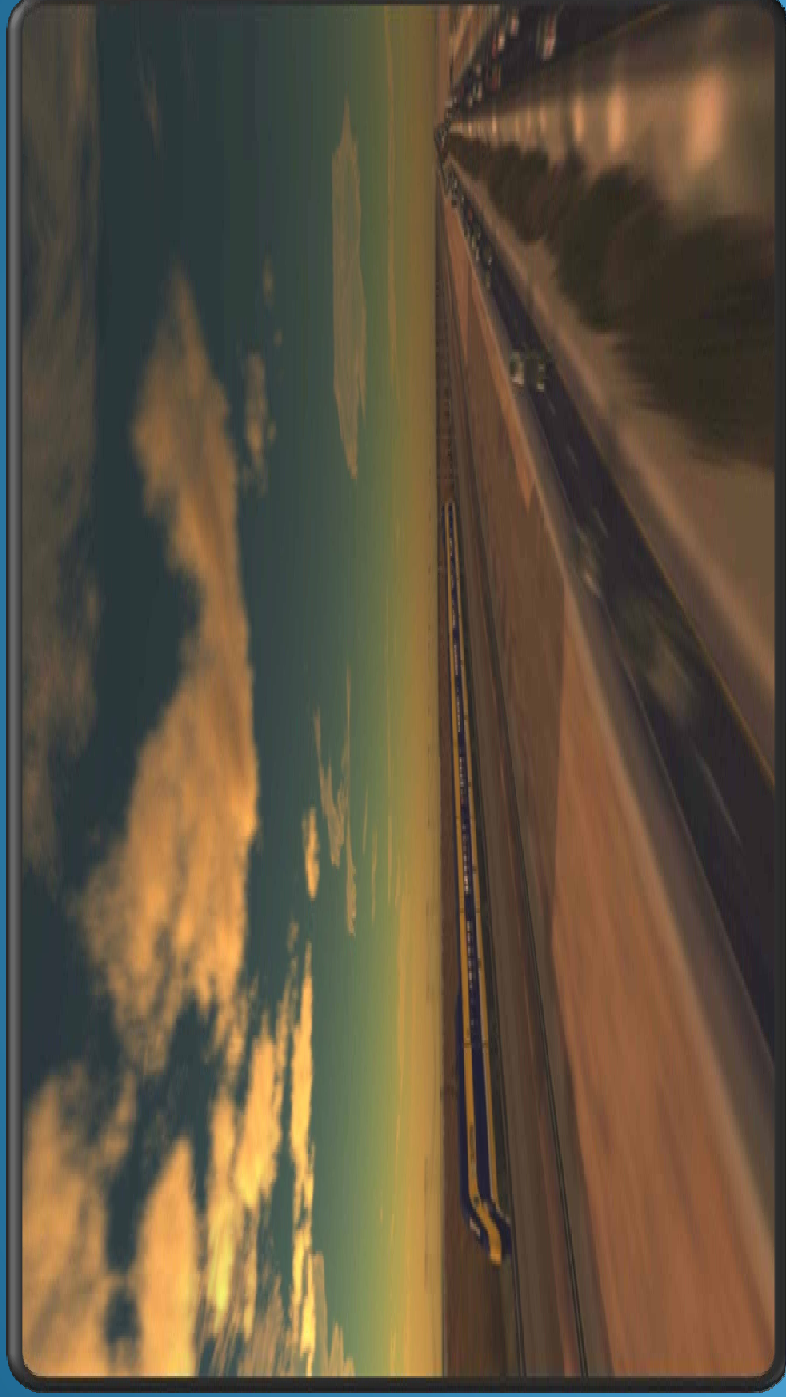




Perris Valley Line Service Plan

- Start service with 12 daily trains
 - 4 Peak Period Round Trips
 - 1 Mid-Day Round Trip
 - 1 Reverse Commute Round Trip
- Early schedule to make LA employee start times (Depart 4,5,6,6:30 AM out of Perris)
- Future need for better Riverside & UCR connections

High Speed Rail Priorities



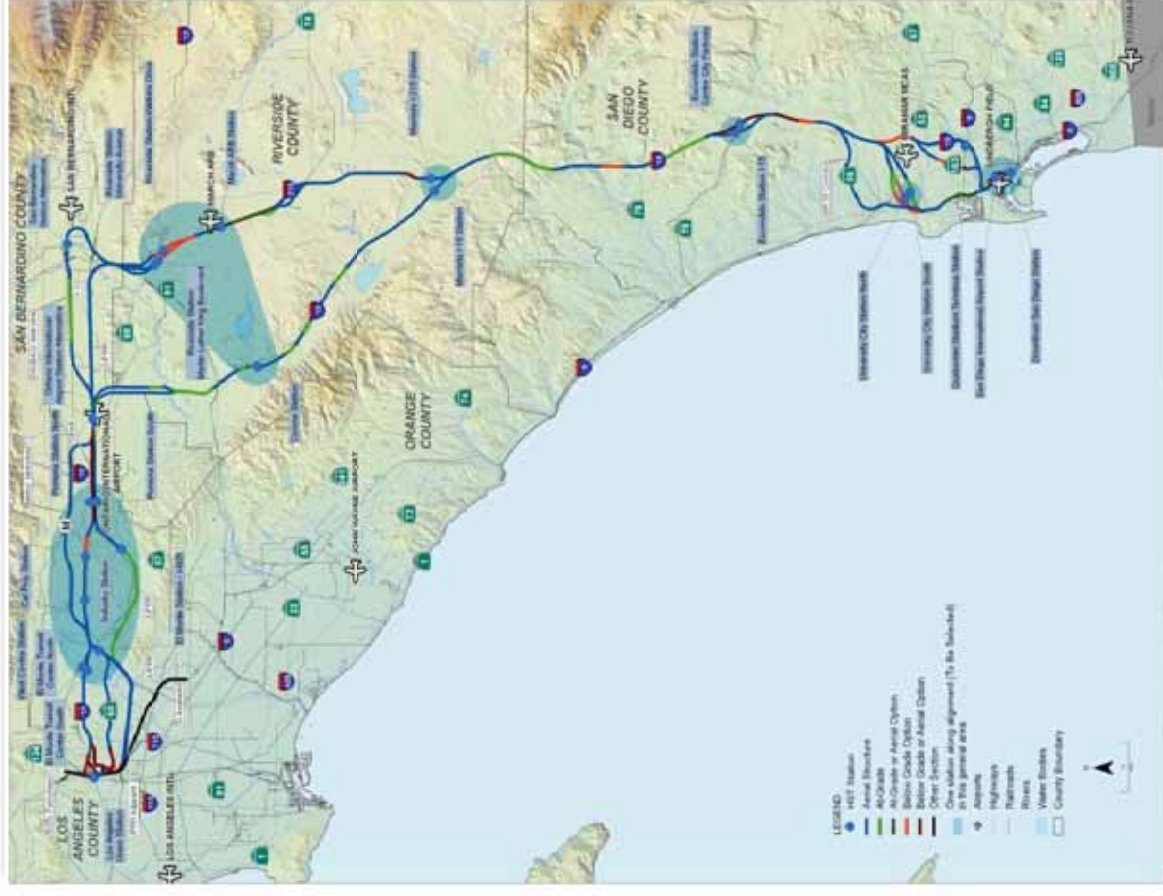
SCAG MOU Project List

- RCTC staff secured two critical local rail projects to be included in the regional Priority List.
- Jurupa Road Grade Separation in Jurupa Valley
 - \$74 Million Project benefits Metrolink Riverside Line
 - McKinley St. Grade Separation in Corona
 - \$32 Million Project benefits Metrolink 91 & IEOC Line

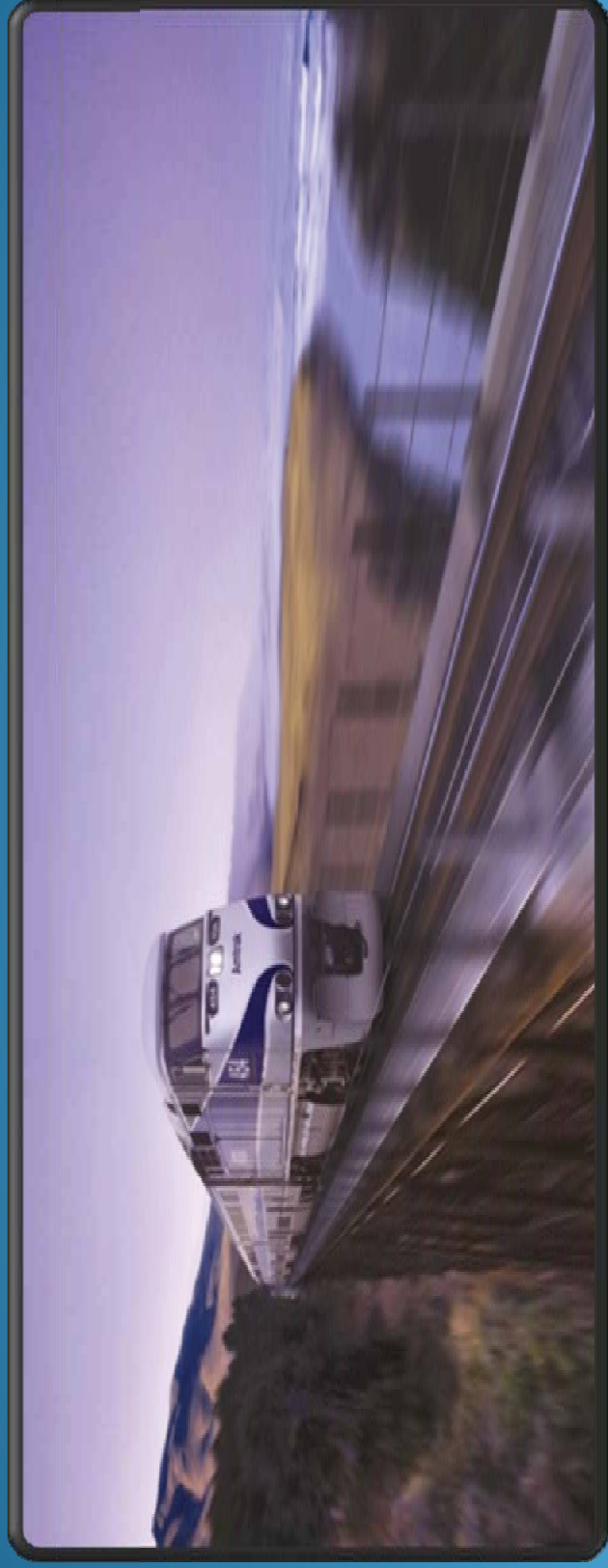


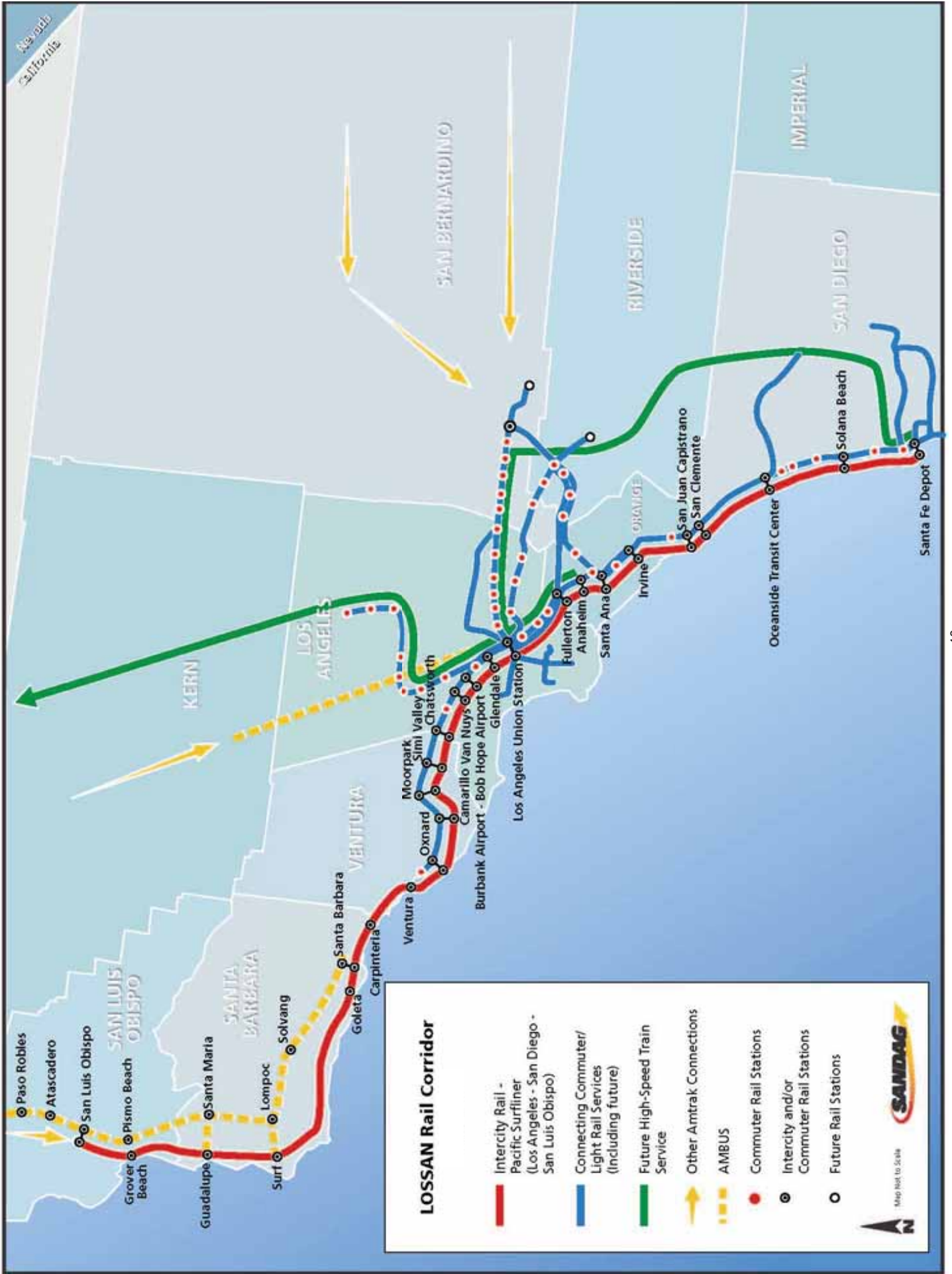
LA – San Diego Corridor Development

- Active Member of Corridor Group
- Supporting Project Development
- Make sure we have all the information before we decide between I-15 and I-215 alternatives.



LOSSAN / Intercity Rail Priorities





LOSSAN Rail Corridor

- Intercity Rail - Pacific Surfliner (Los Angeles - San Diego - San Luis Obispo)
- Connecting/Commuter/Light Rail Services (Including future)
- Future High-Speed Train Service
- Other Amtrak Connections
- AMBUS
- Commuter Rail Stations
- Intercity and/or Commuter Rail Stations
- Future Rail Stations

Map Not to Scale



LOSSAN – RCTC Overview

- The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)
- Recently Gained Local Control with SB 1225
- RCTC Currently Ex-Officio Member
- With New JPA – RCTC will become Voting Member
- Support goals of well connected Southern California Rail services

Intercity Rail Coachella Valley Service







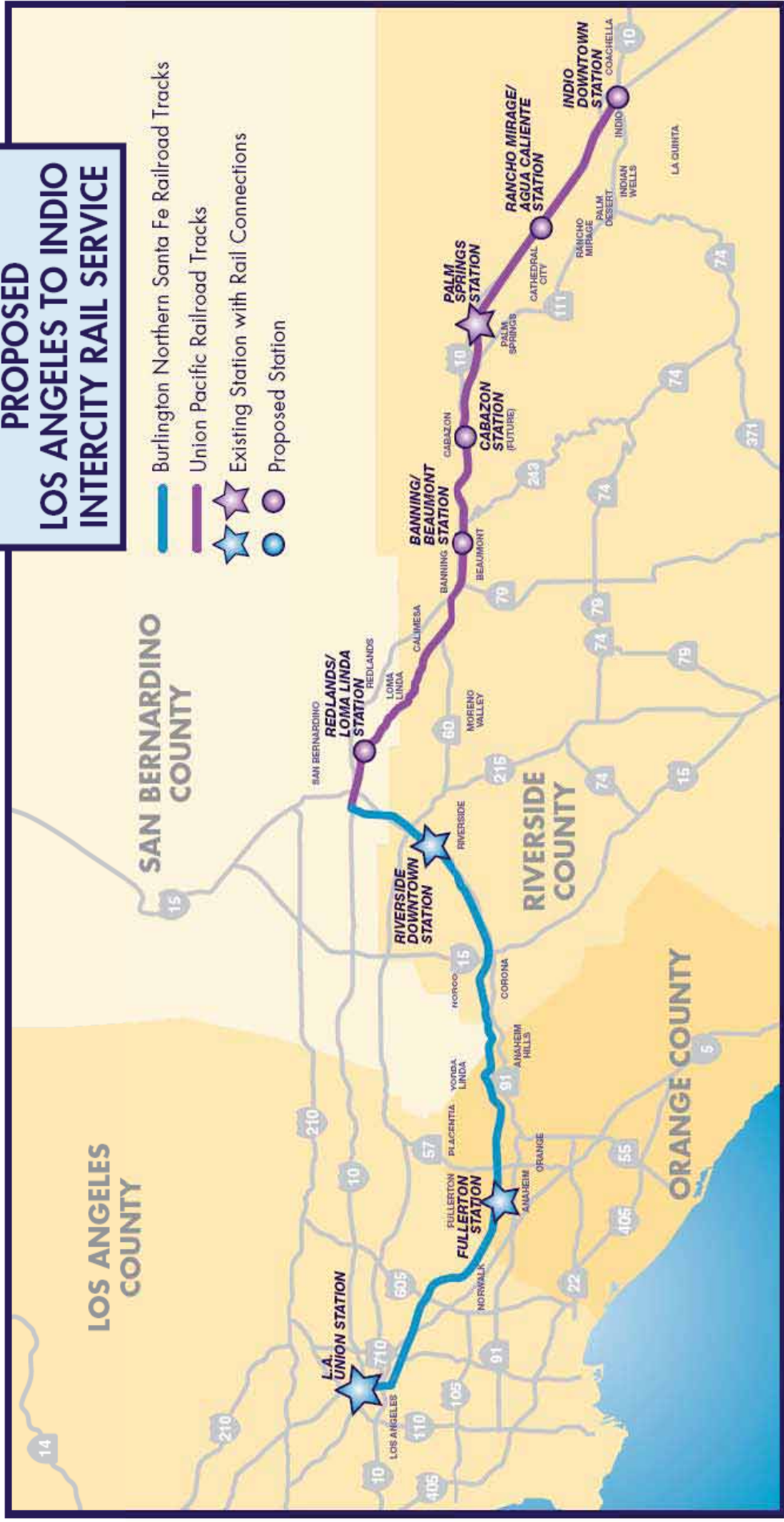
Coachella Valley Studies

- 2010 Study
 - Revised costs and operational information
 - Need Union Pacific RR cooperation
 - Need funding source
 - Need advocacy
- 2012 State Rail Plan Update
 - Review of existing efforts
 - Coachella Service to be included in the State Plan as future corridor



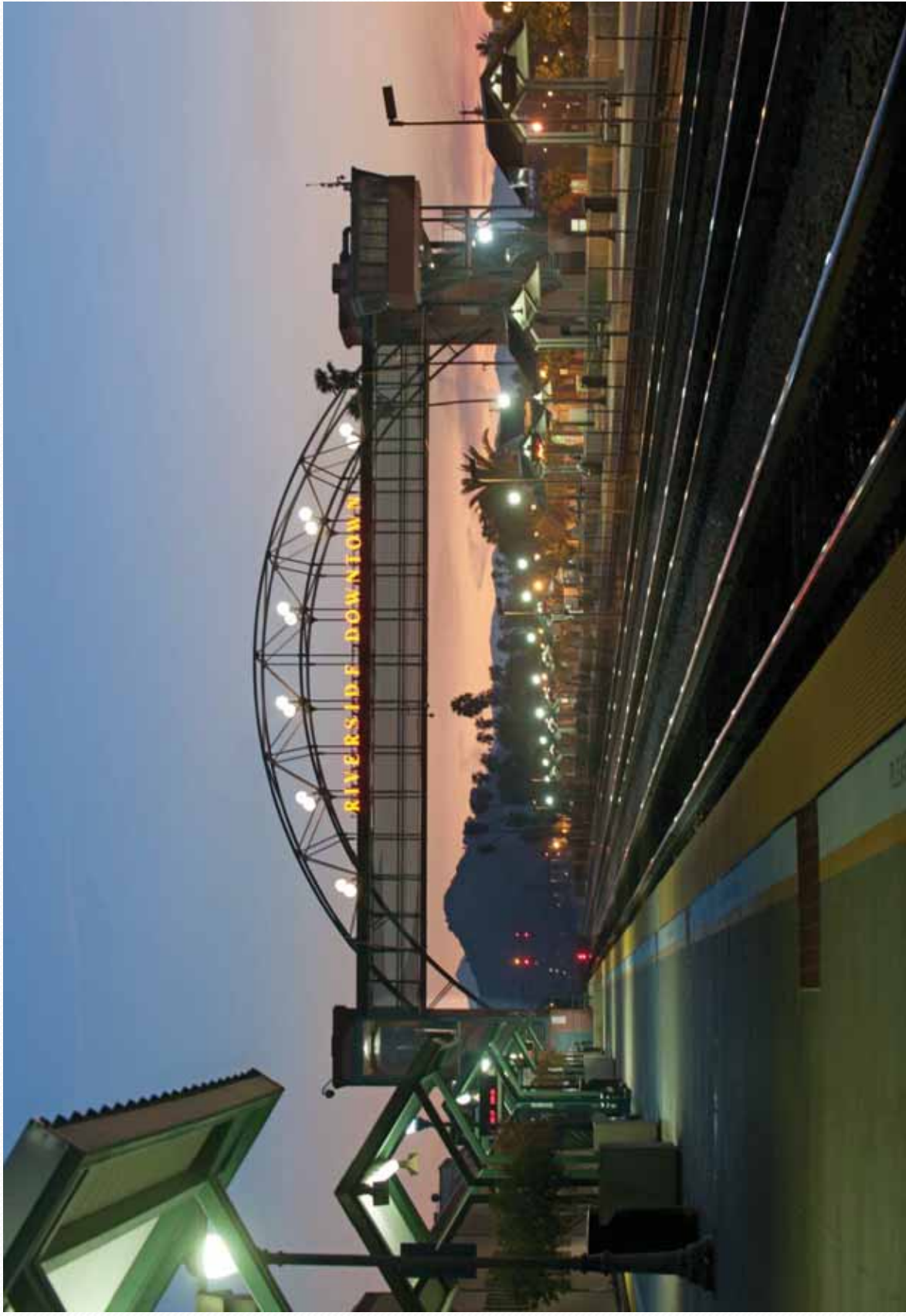
PROPOSED LOS ANGELES TO INDIO INTERCITY RAIL SERVICE

-  Burlington Northern Santa Fe Railroad Tracks
-  Union Pacific Railroad Tracks
-  Existing Station with Rail Connections
-  Proposed Station



RCTC

Questions?



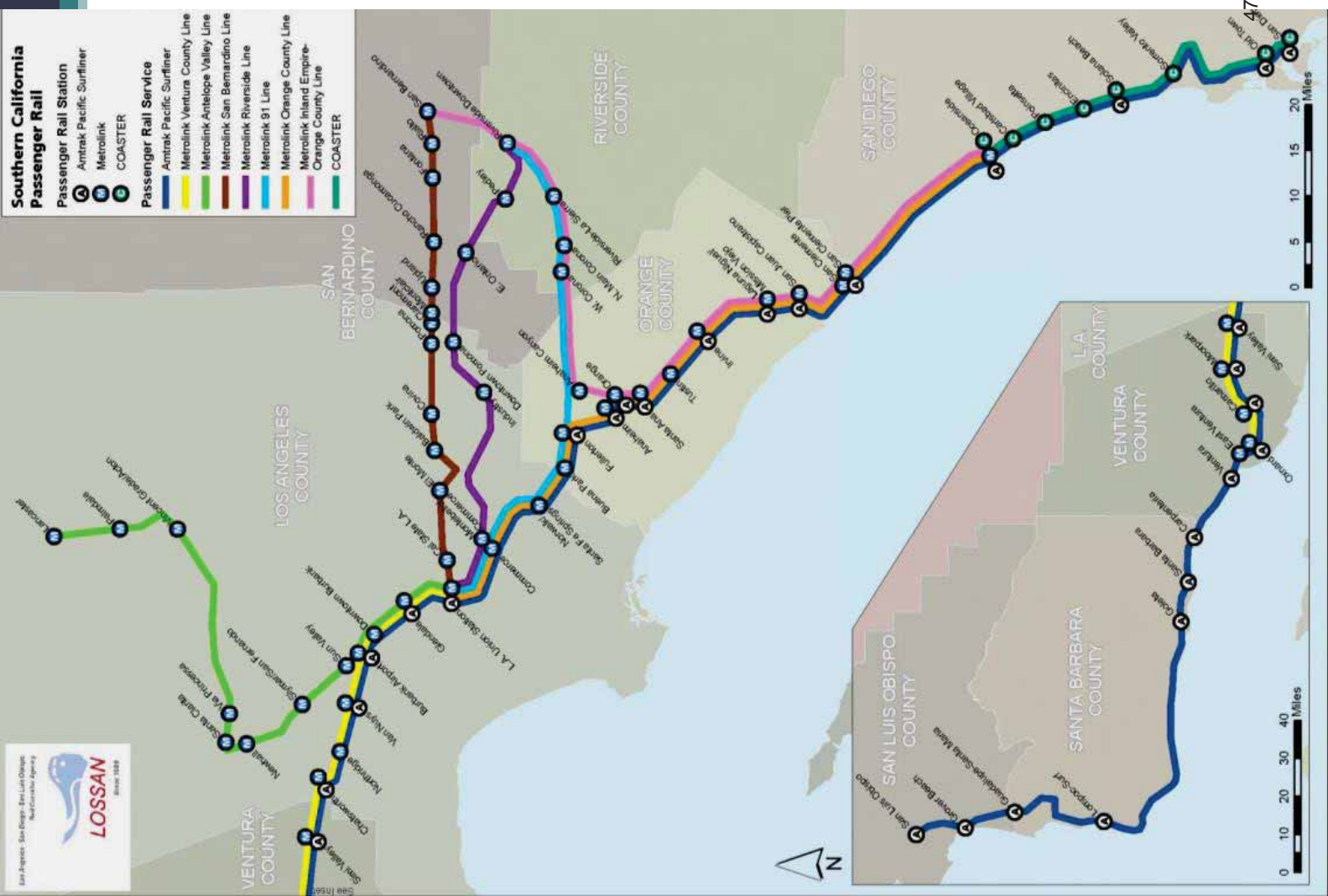
LOSSAN Corridorwide Strategic Implementation Plan

SCAG High-Speed Rail & Transit Subcommittee
November 9, 2012



LOSSAN Corridor

- 351 miles through 6 southern California counties
- Seven owners, private and public
- Five operators, including passenger and freight
- Amtrak's second busiest nationwide



A Corridorwide Vision

- Additional service, especially for unserved markets
- Integrated/coordinated operations
- Integrated fare policy
- Seamless rail travel
- Integrated traveler information

Project Working Group

- SANDAG
- SDMTS
- NCTD
- OCTA
- LA Metro
- VCTC
- SBCAG
- SLOCOG
- Caltrans
- Amtrak
- Metrolink
- SCAG
- RCTC
- BNSF Railway
- Union Pacific
- Consultant teams

Strategic Implementation Plan

Major Planning Tasks

- Stakeholder Outreach
- Data Gathering
- Short-Term Service Improvements
- Business Case
- Preferred Service Plan
- Implementation/Governance
- Reports

Business Case for New Services



- Will infrastructure be sufficient to carry planned levels of service?
- Will plans attract riders and increase revenue?

Short-Term Goals for Service

- Additional intercity trips between LA and San Diego, including limited stop express
- Additional commuter service, including new “through” commuter trains between LA and San Diego
- New Ventura to Santa Barbara commuter service

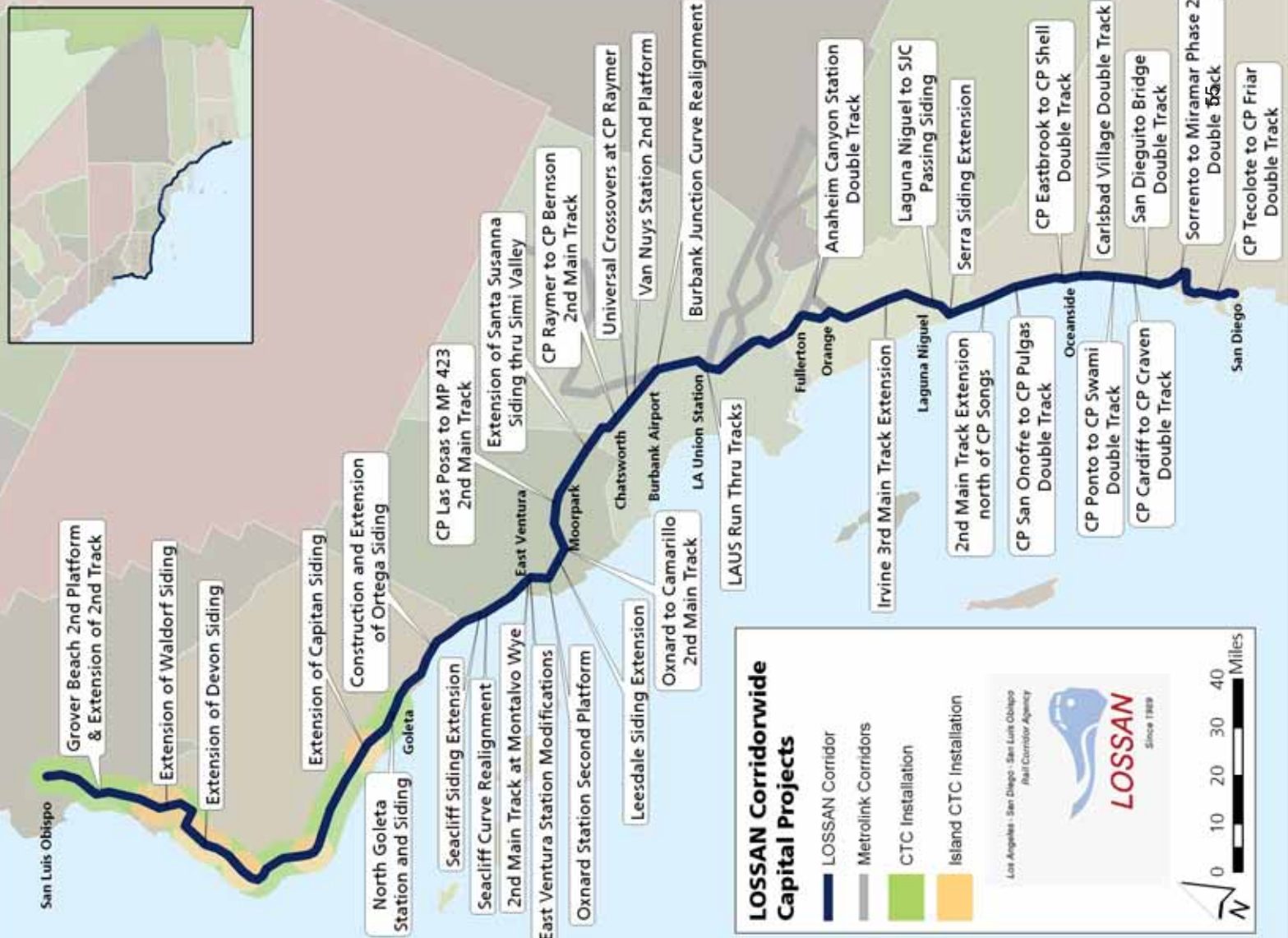
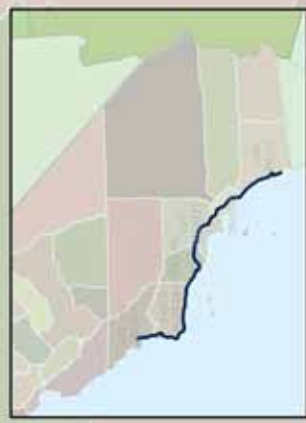
Long-Term Goals for Service

- Additional commuter and intercity service
- New San Diego stops
- Conversion of peak period intercity service to limited stop express
- New intercity service between LA and San Francisco; additional commuter service between Ventura and Santa Barbara
- Integration with future High-Speed Trains

Business Case Findings

- Short-term Service Plan Results v. “No Build”
 - **6% increase in ridership**
 - **8.4 million riders**
- Long-term Service Plan Results v. “No Build”
 - **51% increase in ridership**
 - **15.2 million riders**

Capital Improvement Program



LOSSAN Corridorwide Capital Projects

- LOSSAN Corridor
- Metrolink Corridors
- CTC Installation
- Island CTC Installation

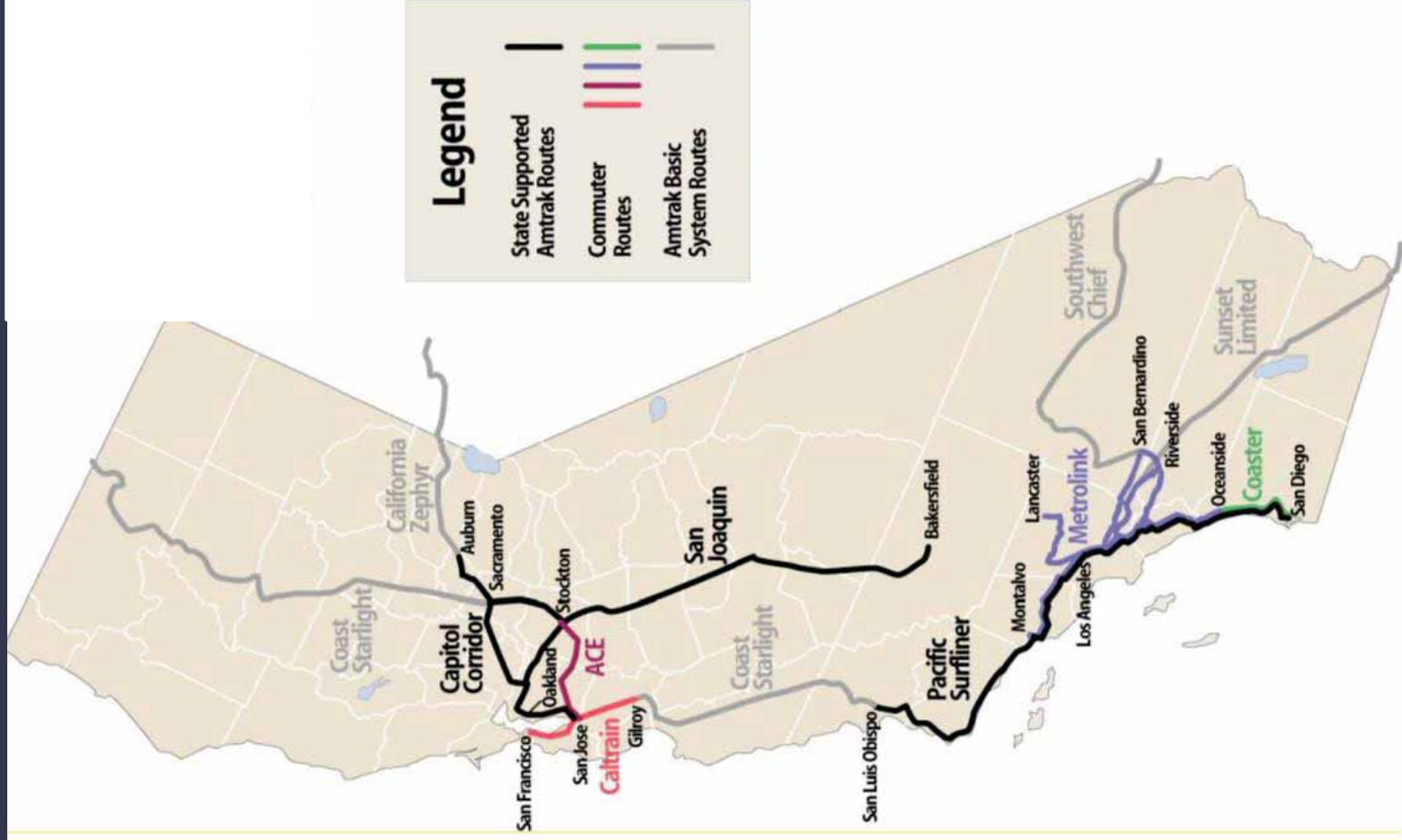
Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency

LOSSAN
Since 1989

0 10 20 30 40 Miles

State Support for Intercity Service

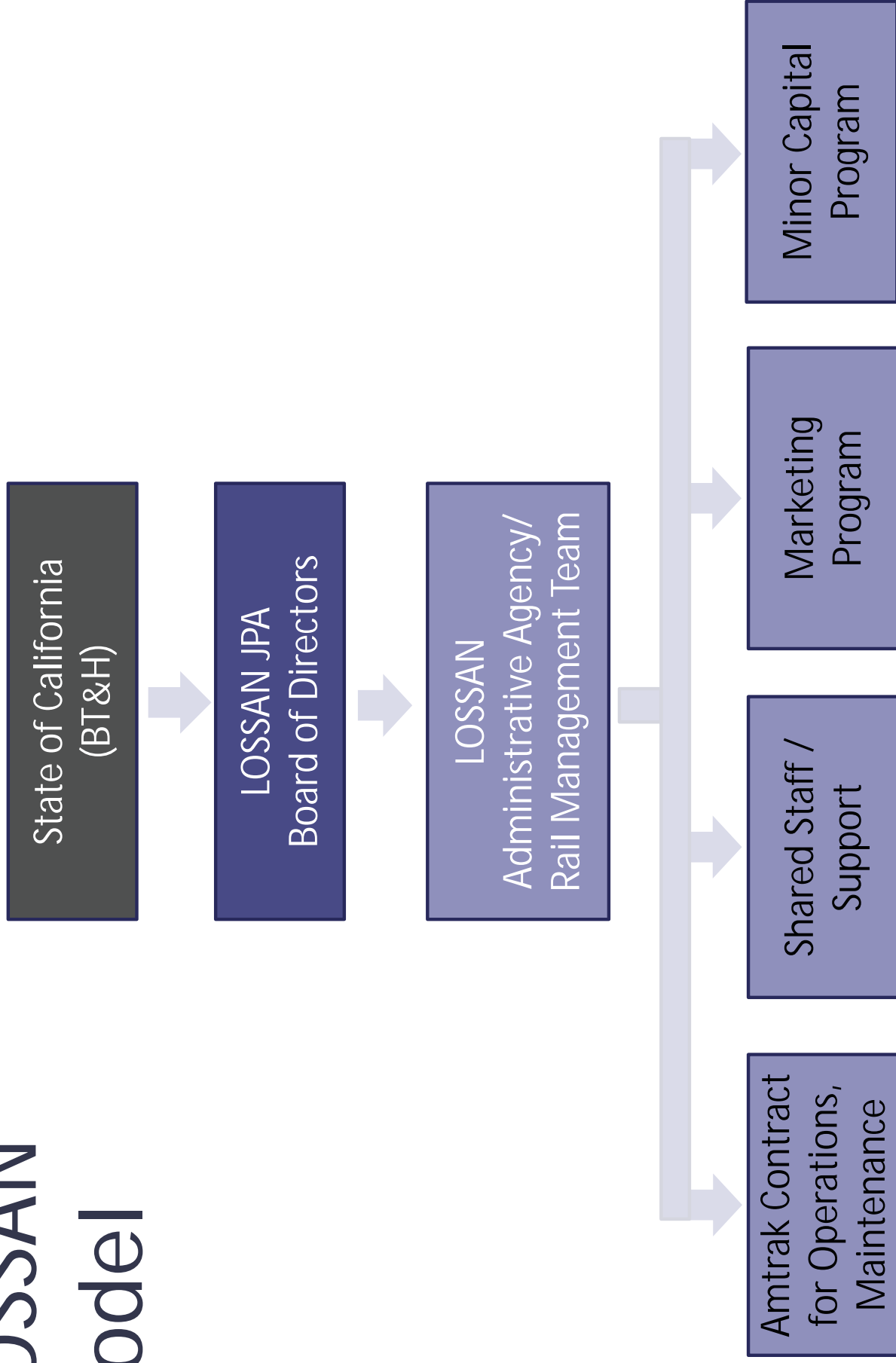
- Pacific Surfliner is one of three state-supported intercity corridors
- \$90 million in annual operations funds
- Nearly \$2 billion in capital investment over two decades



Goal of Local Authority for Pacific Surfliner Service

Transform existing state-supported intercity rail corridor into service under local authority that is more responsive to local needs, issues, and consumer desires.

LOSSAN Model



Benefits of a Local Authority

1. More cost-effective allocation of resources/decision making;
2. Unified, more powerful voice in Sacramento and Washington DC;
3. More opportunities to coordinate/partner locally on passenger and customer issues;
4. Improved coordination on corridor capital improvements; and
5. Focused local management on operations.

Risks and Mitigations

- 1: Continued state funding
- 2: Effective management structure
- 3: Technical competency
- 4: Own and control rolling stock
- 5: Maintain statewide transit connections

Legislation Required

- LOSSAN Board submitted placeholder bill and draft language in spring 2011
- SB 1225 (Padilla) introduced February 23, 2012
- AB 1779 (Galgiani) addressed local governance for San Joaquin corridor
- Governor signed both on September 29, 2012

Main Legislative Provisions

- Permissive
- Levels of state funding
- Minimum levels of intercity service
- Cost effectiveness
- Administrative Agency and Staffing/Support Funding
- Timing

Proposed Governance Structure

PROPOSED GOVERNANCE STRUCTURE FOR THE LOCAL AUTHORITY			
Current LOSSAN JPA		Proposed LOSSAN JPA	
Voting Members	Ex-Officio Members	Voting Members	Ex-Officio Members
SANDAG	Amtrak	SANDAG	Amtrak
SDMTS	CHSRA	SDMTS	CHSRA
NCTD	SCAG	NCTD	SCAG
OCTA	RCTC	OCTA	Caltrans
LACMTA		LACMTA	
VCTC		VCTC	
SBCAG		SBCAG	
SLOCOG		SLOCOG	
Caltrans		RCTC	

Note: SANDAG, SDMTS and NCTD share two (2) votes

Next Steps

1. Amended JPA approved by all member agencies
2. Identification of LOSSAN Managing Agency and Managing Director/Staff
3. Successful negotiation of Interagency Transfer Agreement with state

More Information

- www.lossan.org
- Linda Culp, SANDAG staff to LOSSAN
(619) 699-6957
Linda.culp@sandag.org



California State Rail Plan Overview Presentation

November 2012

The California State Rail Plan establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest.



Contents

1. Project Purpose, Objectives & Background
2. Project Schedule
3. New High-Speed Rail “Blended” System Concept
4. California State Rail Plan (CSRP)
5. Service Development Plans (SDPs)

Project Purpose

The California State Rail Plan establishes a **statewide vision** to enhance passenger and freight rail service.

It will support the **State's goal of an integrated, multimodal transportation network.**

It will be the **first planning document** that fully integrates the planned California High-Speed Rail (CHSR) system with the existing and proposed conventional **rail network.**

Project Objectives

- Support the State's goal of an integrated, multimodal transportation network;
- Provide alternatives to other travel modes and relief to highway and air travel congestion;
- Improve air quality, reduce greenhouse gas (GHG) emissions, conserve fuel, and contribute to sustainable land use;
- Integrate the planned California High-Speed Rail system with conventional train systems;
- Prepare Service Development Plans for certain intercity rail corridors; and
- Consider freight rail needs and benefits as part of the State's investments in rail facilities.

Project Background

State Requirements

- State law has required a State Rail Plan for over 25 years
- The State Rail Plan is a 10-yr plan
- Must address passenger and freight rail

Federal Requirements (PRIIA 2008)

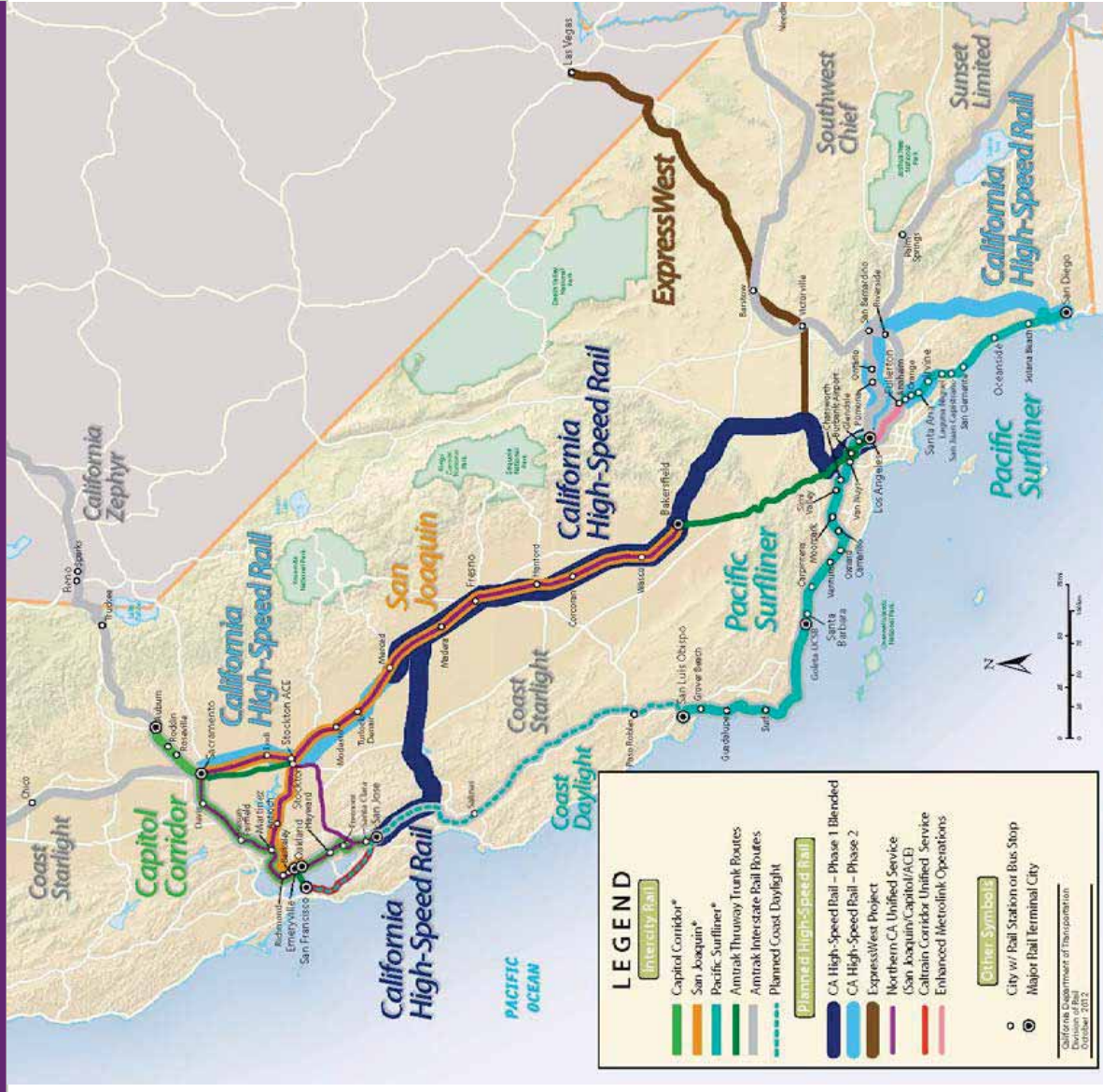
- Requires comprehensive State Rail Plan; 20-yr long range plan
- Integrate high-speed rail and conventional rail to form an overall rail system. comprehensive State Rail Plan
- States must develop State Rail Plans to be eligible for Federal capital intercity rail grants
- Serves as the basis for Federal and State rail investments in the State
- Requires vision and implementation policies

Project Schedule

- Administrative Draft State Rail Plan: December 2012
- Public Workshops on Draft State Rail Plan: February 2013
 - Fresno
 - Los Angeles
 - Sacramento
 - San Diego
 - San Francisco Bay Area
- Service Development Plans: Spring 2013
- Final State Rail Plan: May 2013

New High-Speed Rail “Blended” System Concept

- CHSRA Revised 2012 Business Plan calls for “integrating or blending of California High-Speed Rail improvements with existing and upgraded rail systems”
- The State Rail Plan describes a blended system plan, early improvements, and incremental development of CHSR



CSRP Chapters Overview

- Chapter 1: Introduction
- Chapter 2: Context & Challenges
- Chapter 3: Rail Vision
- Chapter 4: Public Outreach & Approval Process
- Chapter 5: Existing Passenger Rail System
- Chapter 6: Existing Freight Rail System
- Chapter 7: Passenger/Freight Rail Integration
- Chapter 8: Passenger Rail Improvements
- Chapter 9: Freight Rail Improvements
- Chapter 10: Passenger/Freight Rail System Integration

Intercity Passenger Rail Routes

- State-supported corridors:
 - Pacific Surfliner
 - San Joaquin
 - Capitol Corridor
- Amtrak long-distance routes



Commuter Rail Lines

- Altamont Corridor Express (ACE)
- Caltrain
- Coaster
- Metrolink



California High-Speed Rail System



- Initial Operating Section
- Northern California Unified Service
- Early Investment in Caltrain and Metrolink Corridors
- Bay to Basin
- Phase 1 Blended
- Phase 2

CSRP - Freight Rail Operators



CSRP - Regional and Short Line

- 23 regional, short line or terminal/switching railroads
- Different ownership—public, independent, some holding companies



Service Development Plans

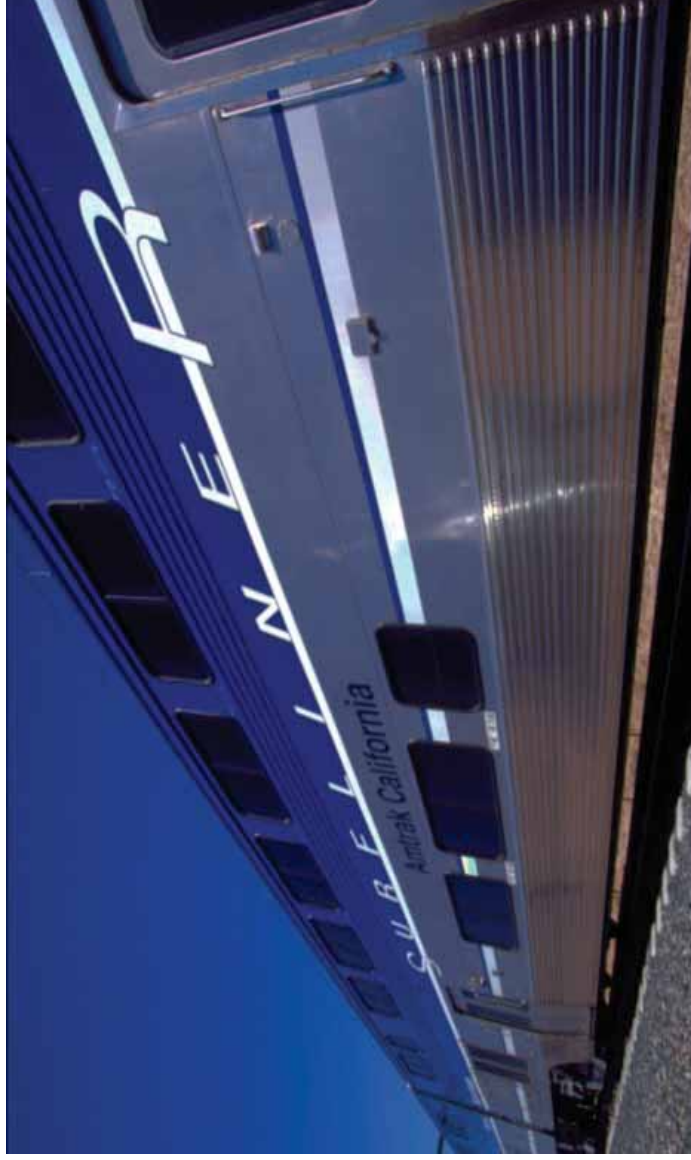
Service Development Plans (SDPs) for intercity rail corridors:

- Capitol Corridor
- San Joaquin Corridor
- Pacific Surfliner North
- Pacific Surfliner South
- Coast Daylight Corridor
- Coachella Valley Planning Study

Thank you for your participation!



Amtrak: FY12 Update, SB1225 & NEC HSR



Jonathan Hutchison - Senior Director, Corridor Development
SCAG HSR & Transit Subcommittee

Presentation Outline

- Brief Amtrak Background & Description of Presence in State
- Summary of FY12 Performance in State and Nationally
- Comments about SB 1225 & Amtrak's 2040 NEC Vision
- Closing & Questions

Brief Amtrak History

- By late 1960's, America was on verge of losing all intercity passenger rail service.
- In 1970, a quasi-public entity (Amtrak) was created to operate America's intercity network.
- Despite growing ridership, America hasn't adequately invested in rail, which explains why it lags behind many other countries.
- Amtrak's reality is often driven by externalities beyond the company's control—politics, host railroad issues, etc. Consequently, Amtrak's situation is complex.



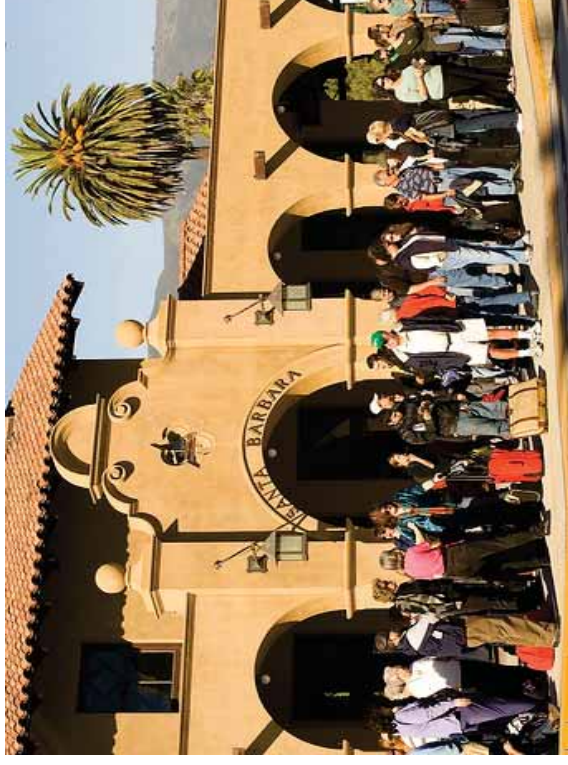
Amtrak's California Presence



1. Approx. 70 trains/day.
2. Three routes funded by Caltrans: *Pacific Surfliner*, *Capitol Corridor*, *San Joaquin*. Caltrans manages connecting bus network.
3. CA connected to rest of nation via four long distance routes: *California Zephyr*, *Coast Starlight*, *Southwest Chief*, *Sunset Limited/Texas Eagle*.
4. CA generates ~20% of all Amtrak ridership.
5. Amtrak connects major population centers, along with rural locations lacking other mobility options.

Amtrak's FY12 Performance

- Amtrak carried 31.2M passengers in FY12—highest ridership in history!
- Ridership +3.5% compared to FY11; revenue up +6.8%.
- Ridership records set in 9 of past 10 years.
- System's cost recovery ratio is 85%.
- Amtrak FY12 appropriation = \$1.4B
 - FY12 FTA = \$10.4B
 - FY12 FAA = \$12.5B
 - FY12 FHA = \$39.9B



Amtrak's FY12 Performance in California

Pacific Surfliner (SLO – San Diego)

- Ridership = 2.64M (-5.3%)
- Revenue = \$58.6M (+5.9%)

Capitol Corridor (Auburn – San Jose)

- Ridership = 1.75M (+2.2%)
- Revenue = \$29.7M (+8.6%)

San Joaquin (SAC/OAK – Bakersfield)

- Ridership = 1.44M (+7.2%)
- Revenue = \$38.6M (+8.3%)

- Additionally, all 4 long-distance routes in CA had increased ridership.

Comments Regarding SB1225



1. Law does not change Amtrak’s relationship to *Pacific Surfliner* service; it remains Amtrak-operated and Caltrans funded.
2. Intercity and commuter trains offer compatible, but different services—such differences should be reflected in mobility policies--747’s and 737’s are different; same is true for trains.
3. Maintaining utility along entire 351-mile corridor is essential; Surfliners are part of national system.
4. Corridors/services are unique; one approach does not fit all, nor does SB1225 require “holistic, intermodal coordination.”
5. Grace is essential—no mode, operator or region has ideal service; there are compelling needs everywhere.
6. Embrace customer-centric Intermodalism.

Amtrak's 2040 Vision for Northeast Corridor (NEC)

Plan released in July, 2012

Outlines 30-year vision for upgrading the largely Amtrak-owned NEC to a 220-mph railroad.

Cost ~\$151B

NEC plan based on:

- Increasing frequency
- Improving reliability
- Reducing travel time

BOS – NYC

214 min - 2012

94 min - 2040

NYC – WAS

160 min – 2012

94 min – 2040

Where's *Pacific Surfliner's* plan? – Per PRIIA, Caltrans responsibility.

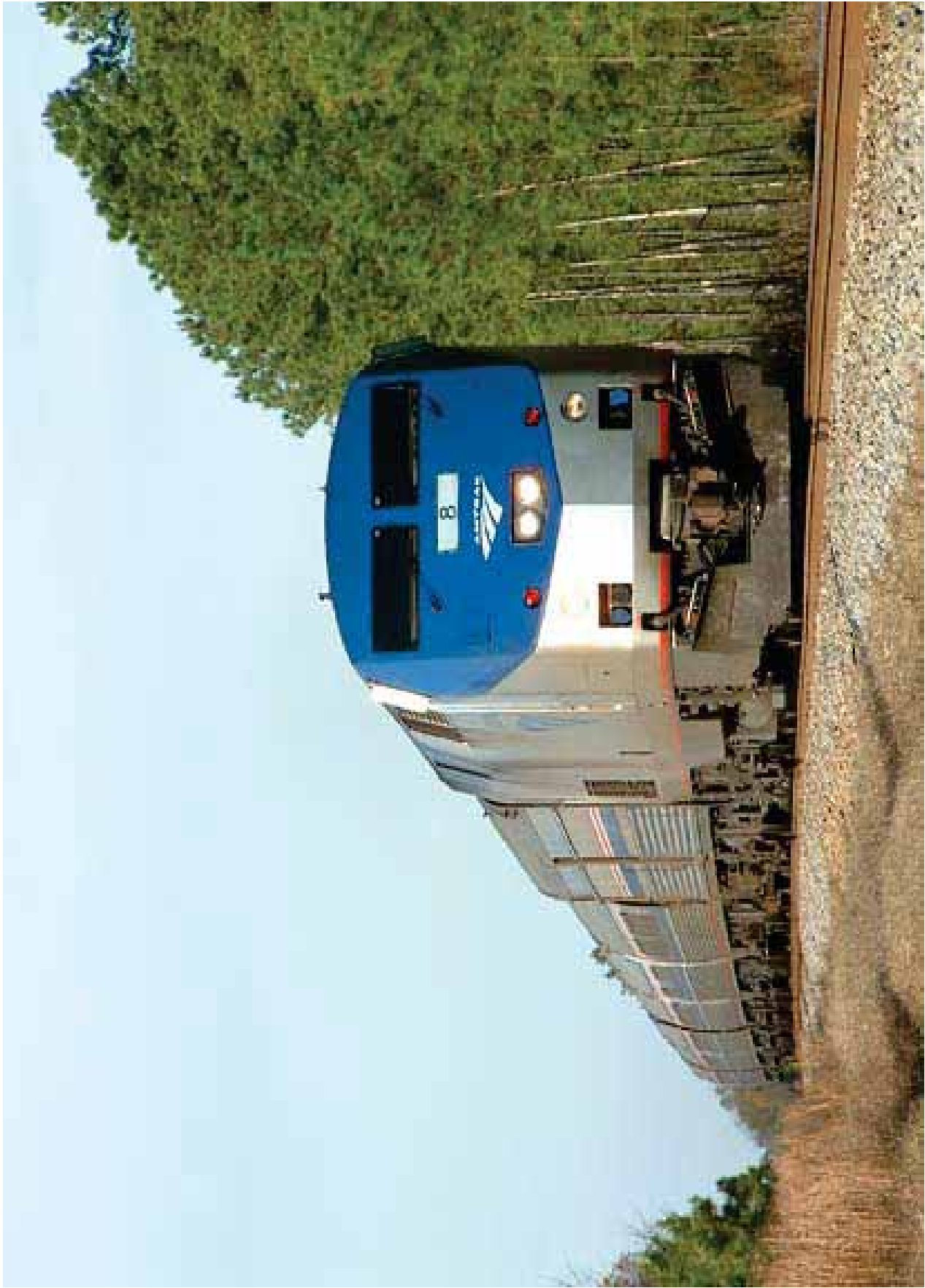


Closing Thoughts

- Whatever your vision for intercity rail/*Pacific Surfliner*, realizing such goals depends on federal policies and financial resources designed to promote mode. To date, this has not occurred with any regularity.
- Amtrak's situation reflects the larger problem of America's failure to renew its infrastructure—Amtrak is a canary in the coal mine.
- Altered management structures, fare actions, customer service strategies, etc. cannot compensate for underinvestment and modally-siloed planning.
- World-class outcomes require world-class support--funding, policy development, service design, and leadership. Are we (collectively) up to the challenge?



Thank you!



News Release



FOR IMMEDIATE RELEASE
July 9, 2012

ATK-12-064
Contact: Media Relations
202 906.3860

AMTRAK INTEGRATES AND UPDATES NEC AND HIGH-SPEED RAIL VISION PLANS

New and revised information provides input to
federal NEC environmental review and planning process

WASHINGTON – A new report issued today by Amtrak summarizes and updates the ongoing planning efforts to expand capacity on the Northeast Corridor (NEC) rail network to accommodate more trains operating at faster speeds with significantly reduced trip-times and improved service reliability while also developing 220 mph (354 kph) next generation high-speed rail (NextGen HSR).

[*The Amtrak Vision for the Northeast Corridor: 2012 Update Report*](#) describes the current stage of conceptual development and planning for the future of the NEC rail network. It details actions taken by Amtrak and other stakeholders since the release of two major NEC planning reports in 2010 and also highlights the key findings of a recently completed NEC business and financial plan. Most importantly, it provides input for a new NEC environmental analysis and planning process led by the Federal Railroad Administration (FRA).

“The NEC region is America’s economic powerhouse and is facing a severe crisis with an aging and congested multi-modal transportation network that routinely operates at or near capacity in key segments. With an expected 30 percent population increase by 2050, we must move beyond mere preservation and rehabilitation of the current system to a new vision for expanded transportation capacity and growth,” said Amtrak President and CEO Joe Boardman.

Recent Amtrak studies continue to indicate that improvement and expansion of the NEC, including the development of segments of NextGen HSR, is feasible and achievable using an integrated capital investment program and incremental implementation strategy.

“On a daily basis, some 2,100 passenger and 50 freight trains use the Northeast Corridor. The FRA is leading a collaborative process involving all of our stakeholders that will produce a

- more -

comprehensive vision necessary to keep pace with demands of a growing population,” Joseph C. Szabo, Administrator of the Federal Railroad Administration said. He continued, “the vision we will shape with the Northeast states, Amtrak and all of our stakeholders will outlast the vagaries of politics, budgets, and critics. We applaud Amtrak for its planning efforts, which will provide us with useful information as we move forward with our own environmental review process.”

NEC Future – FRA Passenger Rail Corridor Investment Plan (PRCIP)

The FRA-led [*PRCIP*](#) will develop a new long-term service plan and related environmental analysis to create a NEC investment plan for the next 30 years. The *PRCIP* is a critical step in defining and realizing future improvements to the NEC and will provide necessary information to support future FRA investment decisions. It is comprised of two components: a Service Development Plan that articulates the overall scope and approach for future intercity passenger rail service along the NEC and a National Environmental Policy Act (NEPA) programmatic environmental impact assessment that addresses the broad environmental impacts for the entire Corridor along the route of proposed service. It is to be completed in 2015.

Amtrak NEC Capital Investment Program (Program)

Since the release in 2010 of *The Northeast Corridor Infrastructure Master Plan* and *A Vision for High-Speed Rail in the Northeast Corridor*, Amtrak has continued its work and has now integrated these two plans into a single, coherent \$151 billion service and investment program called the *NEC Capital Investment Program*. It calls for investments to be made over the coming several decades to improve and expand the NEC, and affirms the Amtrak commitment to implementing critically needed near-term *Master Plan* projects while advancing the long-term development of a 220 mph (354 kph) NextGen HSR network through incremental “Stair-Step” improvements to its current high-speed rail service (see attached chart).

Amtrak received feedback from states, commuter rail agencies and other NEC users and stakeholders, and has made several changes to its planning since 2010, including: announcement of the Gateway Program to increase track, bridge, station and tunnel capacity from Newark, N.J., to New York Penn Station; a revised alignment of the proposed NextGen HSR route to travel through Providence, R.I., rather than Woonsocket; and changes to various proposed stations.

- more -

Amtrak NEC Business and Financial Plan (B&F Plan)

The *2012 Update Report* also discusses key findings from the recently completed *NEC Business and Financial Plan* to guide Amtrak on how to potentially fund and finance its integrated vision for the NEC. Scientifically, the *B&F Plan* finds greater than anticipated ridership demand for, and associated revenue from, the planned Amtrak services levels supported by the *NEC Capital Investment Program*, forecasting a 25 percent increase in ridership and revenue over 2010 projections. However, the *B&F Plan* also finds that the schedule and large annual capital expenditures in the peak period of planned construction should be modified to strengthen opportunities for public and private sector funding, to take into account resource constraints and to ensure effective management and delivery of the *Program*.

To advance the *Program*, the *B&F Plan* concludes that Amtrak should pursue a phased approach and strategically advance specific elements with the biggest impacts on improved reliability, increased capacity and reduced trip-time as quickly as funding allows, while deferring remaining elements to subsequent phases. This approach will help Amtrak achieve early successes that strengthen revenue and financial performance and create additional capital funding to support other *Program* elements.

For example, the proposed Amtrak Gateway Program to improve travel to and through New York City via new tunnels under the Hudson River and the expansion of the Moynihan Station and Penn Station terminal complex is essential to the entire NEC network. Its completion will deliver many key benefits for intercity and commuter rail service and set the stage for future NextGen HSR expansion.

The *B&F Plan* also recommends that a combination of funding, policy decisions and cooperation from federal, state, and local governments, NEC users, regional partners, the private sector and Amtrak are necessary to advance a program of this size and regional and national significance. Further, public sector leadership and funding is essential during the early years.

While the *B&F Plan* finds that current Federal, state, and local transportation investment programs are insufficient to support the *Program* presently, strategies are available to generate funding, including enhanced access fees paid by NEC users to support state of good repair other improvement projects to the existing corridor that provide the greatest benefits to their services.

- more -

Current Amtrak NEC Improvement Projects

Several major projects are now underway that will improve existing services and support the Amtrak NEC vision, including \$15 million for Gateway Program planning, design and preliminary environmental review and utility relocation to support construction of a new Portal Bridge in New Jersey, which itself is currently in the final design stage.

Another major ongoing effort is a \$450 million project funded by the FRA high-speed and intercity passenger rail program to improve service reliability for intercity and commuter trains, modernize the electrical system and boost top speeds from 135 mph (217 kph) to 160 mph (257 kph) along a 24-mile section of the NEC between Trenton and New Brunswick, N.J. — making it the fastest passenger track in North America. It also will reconfigure track switches at the western entrance to New York Penn Station to mitigate congestion issues. Major construction work is to begin in 2013 with anticipated project completion in 2017.

In addition, Amtrak is nearing the completion of a \$140 million project to replace the 104-year old movable Niantic River Bridge in East Lyme, Conn., to improve reliability, increase speeds on and near the bridge and minimize traffic delays. Rail traffic will begin to shift to the new structure in late summer 2012 with full project completion scheduled for spring 2013.

Next Steps

While initial NEC NextGen HSR studies have been completed, the specific phasing plan, schedule, alignment, stations, and other components analyzed by Amtrak represent the range of possible alternatives and service configurations that could be developed. These concepts and others will undergo considerable scrutiny as the *NEC Capital Investment Program* continues to be refined by Amtrak and our partners, is considered through the FRA *PRCIP* process and is subject to extensive future planning and engineering studies.

Boardman stressed “for America to be globally competitive in the coming years, we must be equal to the challenge before us and make the necessary investments to design and implement the NEC improvements that will serve the region and the nation for the century ahead.”

About Amtrak®:

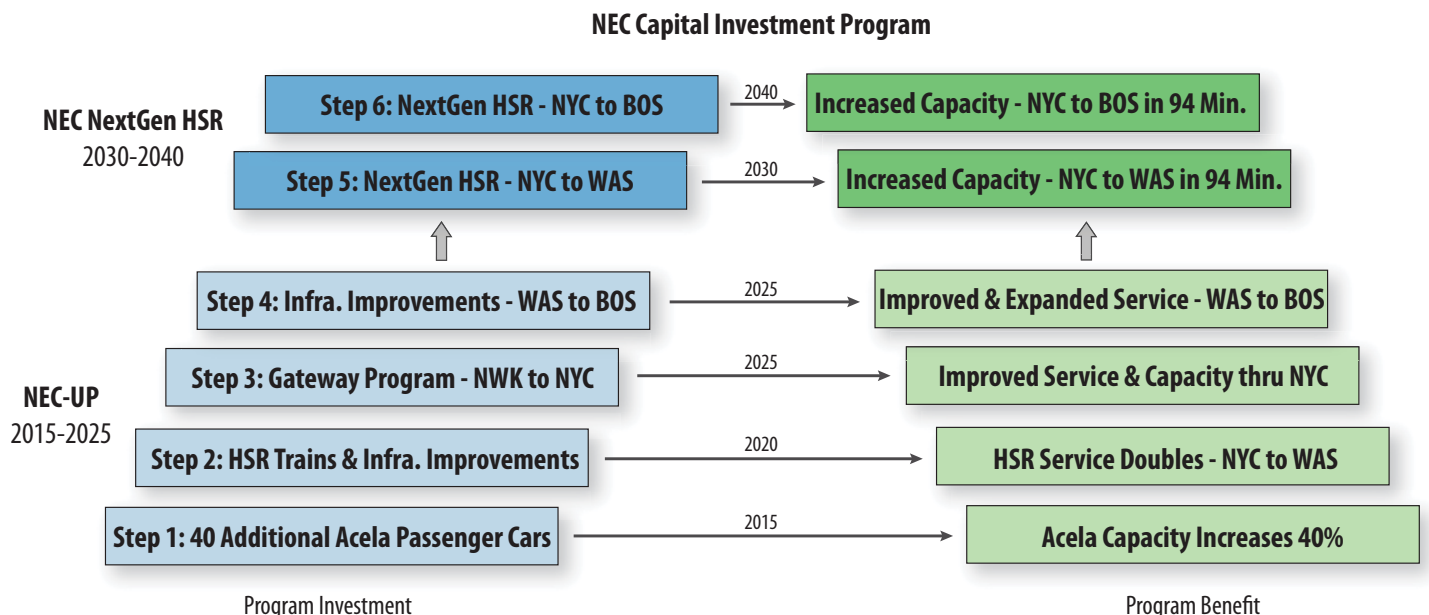
Amtrak is America’s Railroad®, the nation’s intercity passenger rail service and its high-speed rail operator. A record 30.2 million passengers traveled on Amtrak in FY 2011 on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Amtrak operates intercity trains in partnership with 15 states and contracts with 13 commuter rail agencies to provide a variety of services. Enjoy the journey® at Amtrak.com or call 800-USA-RAIL for schedules, fares and more information. Join us on facebook.com/Amtrak and follow us at twitter.com/Amtrak.

attachment

Stair-Step Service Milestones

The forecasted success of Corridor improvements in the NEC Capital Investment Program over the next 30 years were measured by detailed assessments of conditions in five milestone years. The results provide a snapshot of how service, ridership, operating costs and revenues would change over time. The first three milestone years – 2015, 2020 and 2025 – match the service improvements that result from completion of various infrastructure improvements under NEC-UP, including Master Plan projects. The last two milestone years – 2030 and 2040 – are tied to the completion dates for major segments of the high-speed network and the phased start of NextGen HSR services. The following provides a summary of the proposed milestone years, as well as the infrastructure and service improvements, that are a part of the Stair-Step strategy:

- 2015 (**Stair-Step 1**) – Acquire 40 additional *Acela Express* passenger cars to increase seating capacity on existing train-sets, and lengthen current high-speed service and inspection (S&I) facilities to accommodate longer train-sets.
- 2020 (**Stair-Step 2**) – Acquire new high-speed train-sets to permit doubling of *Acela Express* frequencies between New York and Washington, expand existing high-speed S&I and layover facilities, and complete the necessary infrastructure improvements to support increased capacity.
- 2025 (**Stair Step 3 & 4**) – Increase tunnel/terminal capacity and expand infrastructure between Newark, NJ and an enlarged Moynihan/Penn Station complex as part of the Gateway Program. Improve trip-times through section improvements, acquire new additional high-speed train-sets to permit tripling of *Acela Express* frequencies in peak periods between New York and Washington, and hourly *Acela Express* service between New York and Boston.
- 2030 (**Stair-Step 5**) – Complete NEC NextGen HSR infrastructure (new track, stations and systems) between New York and Washington and begin operation of NextGen services, including Keystone Express and Shoreline Express
- 2040 (**Stair-Step 6**) – Complete NEC NextGen HSR infrastructure (new track, stations and systems) between New York and Boston and begin operation of the full NextGen system.



Source: Amtrak

This Page Intentionally Left Blank

REPORT

DATE: November 9, 2012

TO: High Speed Rail & Transit Subcommittee

FROM: Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: Subcommittee Deliverables Outline

BACKGROUND:

On Oct. 5, 2012, the Subcommittee approved its work plan and deliverables (attached). Subsequently, Councilmember Mills requested further clarification of the Subcommittee deliverables, in the form of an outline.

DISCUSSION:

The outline of Subcommittee deliverables is presented below and comprises two sections: action steps to support the implementation of the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and a framework for developing the passenger rail and transit element for the 2016 RTP/SCS. The framework closely follows the topical order of Subcommittee meetings two through five and includes several technical reports that staff will be producing over the duration of the Subcommittee meetings.

1. Action steps to support implementation of key strategies identified in 2012 RTP/SCS
 - a. Continue coordination with CHSRA and CTCs on HSR planning including MOU projects
 - b. Continue coordination with CTCs, Caltrans, and local jurisdictions on planning and programming of 2012 RTP/SCS transit projects and strategies, as appropriate
 - c. Continue to provide regular updates to Transportation Committee

2. Framework for development of passenger rail and transit element of 2016 RTP/SCS
 - a. Regional Rail Vision
 - i. Outline of a coordinated regional rail vision element for further refinement and consideration for inclusion in 2016 RTP/SCS
 - ii. Supporting documentation: presentations from subcommittee meeting #2, State of Passenger Rail Report
 - b. Transit Best Practices
 - i. Best practices technical memorandum identifying potential strategies and policies for further refinement and consideration for inclusion in 2016 RTP/SCS
 - ii. Supporting documentation: presentations from subcommittee meetings #3 and #4, State of Public Transit Report
 - c. Finance Strategies
 - i. Identification of potential finance strategies to support high speed rail and transit investments, for further refinement and consideration for inclusion in 2016 RTP/SCS
 - ii. Supporting documentation: presentations from subcommittee meeting #5



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 HSR, 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