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MEETING OF THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

**Wednesday, January 29, 2014
10:00 a.m. – 11:30 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
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Los Angeles, California 90017
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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 Matt Gleason at (213) 236-1832 or gleason@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA January 29, 2014

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

- 1.0** **CALL TO ORDER**
(Wayne Wassell, Metro, Regional Transit TAC Chair)

- 2.0** **PUBLIC COMMENT PERIOD** - Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Regional Transit Technical Advisory Committee, must fill out and present a speaker's card to the assistant prior to speaking. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

- 3.0** **CONSENT CALENDAR**
 - 3.1 Approval Items
 - 3.1.1 Minutes of the October 30, 2013 Regional Transit TAC Meeting 5 5

- 4.0** **RECEIVE AND FILE**
 - 4.1 FTA's Notice of Funds Available, FY13 Discretionary Funding Opportunity: Low or No Emission (LoNo) Vehicle Program 9

 - 4.2 Transit Operators' Triennial Reviews and MPO Public Participation Plan 34
" "
" "

 - 4.3 Staff Report provided to SCAG Transportation Committee Regarding Comments on FTA Proposed Rulemaking for Transit Safety and Asset Management "36

TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA January 29, 2014

5.0 INFORMATION ITEMS

5.1	<u>Climate Change Adaptation Efforts at LA Metro</u> <i>(Cris Liban, Metro)</i>	25	44
5.2	<u>Transit Asset Management Efforts at LA Metro</u> <i>(Randy Lamm, Metro)</i>	10	/
5.3	<u>Foothill Transit Comprehensive Operational Analysis</u> <i>(Austin Lee, Foothill Transit)</i>	25	53
5.4	<u>Initial Findings, FY 11-12 System Performance Report</u> <i>(Matt Gleason, SCAG Staff)</i>	25	63

6.0 STAFF UPDATE

6.1	<u>2016 RTP/SCS High Quality Transit Area / Transit Priority Area Development</u> <i>(Steve Fox, SCAG Staff)</i>	10	/
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ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, April 30, 2013, at SCAG's Ventura Office.

* Attachment under separate cover

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

October 30, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE (RTTAC). AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Transit Technical Advisory Committee held its meeting at SCAG's office in the City of San Bernardino. The meeting was called to order by Wayne Wassell, Chair.

Members Present:

Wayne A. Wassell (Chair)	MTA
Brenda Wares	Omnitrans
David Rutherford	Omnitrans sbX
Kevin Kane	Victor Valley Transit
Casey Dailey	SANBAG

Video Conference:

Vanessa Rauschenberger	Gold Coast Transit
Claire Johnson	Gold Coast Transit
Aaron Bonfilio	VCTC
Karen Sakoda	Metrolink
Lori Abrishami	MTA
Tim McCormick	Big Blue Bus
Gary Hewitt	OCTA

SCAG Staff:

Philip Law
Stephen Fox
Matthew Gleason
John Procter

1.0 CALL TO ORDER

Wayne Wassell, Chair, called the meeting to order at 2:03 p.m.

2.0 PUBLIC COMMENT PERIOD

No member of the public requested to make a comment.

2.1 Review and Prioritize Agenda Items

There was no prioritization of the agenda.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the August 21, 2013 Regional Transit TAC Meeting

The Consent Calendar was approved by consensus.

4.0 RECEIVE AND FILE

4.1 FTA's Notice of Proposed Rulemaking pertaining to Transit Agency Representation on MPO Governing Boards

Philip Law, Manger of the Transit/Rail Department, provided background on SCAG's proposed policy guidance regarding transit representation on MPO boards, citing SCAG's advocacy for flexibility in designating transit representatives to MPO boards.

5.0 INFORMATION ITEMS

5.1 Redlands Rail Update

Casey Daily, San Bernardino Association of Governments, provided an update on local transit developments. Mr. Daily stated current efforts include \$1.5 billion in improvements over the next seven (7) years. This includes improving rail access to Ontario Airport and double tracking Metrolink's San Bernardino line in places to provide greater service. The three prominent projects in the coming years are the downtown San Bernardino passenger rail service, the San Bernardino Transit Center and the Redlands passenger rail line. These projects link to form the local transit master plan.

The downtown San Bernardino passenger rail project is a 1.5 mile extension of Metrolink service eastward to the planned San Bernardino Transit Center. This includes improvements to the Santa Fe rail depot. The San Bernardino Transit Center is a planned 7,000 square-foot multi-modal transit station with passenger amenities that will be a convergence point for rail, Omnitrans bus service, Bus Rapid Transit as well as pedestrian and active transportation. Mr. Daily also reviewed a proposed passenger rail service utilizing the former Pacific Electric line which would connect community employment centers, business destinations and the University of Redlands.

5.2 Bus Rapid Transit in the SCAG Region

Steve Fox, SCAG staff, reported on Bus Rapid Transit (BRT). Mr. Fox stated BRT is bus transit service that reduces travel time through signal priority, dedicated bus lanes and limited-stop service, in addition to other features. Often BRT is branded with its own fleet livery and stations. Examples include L.A. Metro's Metro Rapid network and the Metro Orange Line. Mr. Fox noted BRT is scalable so a transit agency can implement one or two of the basic attributes to their existing service at a low cost and achieve improved speeds and quality of service. BRT service has reduced passenger travel time by 15 to 25% and attracted new riders to transit.

It was also noted the Orange County Transportation Authority (OCTA) recently started its "Bravo!" service along Harbor Blvd. and Omnitrans will begin its "sbX" service in April 2014. Also, Metro is seeking to identify new corridors countywide for new BRT service.

5.3 Omnitrans E Street sbX

David Rutherford, Omnitrans, provided an update on the sbX E Street Corridor Bus Rapid Transit Project. Mr. Rutherford stated the E Street Corridor is 15.7-miles from northern San Bernardino to Loma Linda with 16 stations and 4 park and ride locations including the San Bernardino Transit Center. It was noted construction is nearing completion and passenger service is anticipated to begin early in 2014. Mr. Rutherford reviewed the different park and ride lots and station designs including Cal State San Bernardino, business destinations, Veterans Medical Center and Loma Linda University and Medical Center. It was noted social media such as Facebook and Twitter were used to encourage stakeholder support of the project.

Additional components include procurement of 60 foot, 5-door busses. The busses include two (2) wheelchair locations and four (4) interior bicycle racks. Additionally, modifications needed to be made to the service bays, bus wash and fueling station at the Vehicle Maintenance Facility.

5.4 Senate Bill 743: Environmental Quality: Transit Oriented Infill Projects, and Judicial Review Streamlining

Ping Chang, SCAG staff, reported on SB 743: Environmental Quality: Transit Oriented Infill Projects, and Judicial Review Streamlining. Mr. Chang stated SB 743 seeks to leverage the important relationship between transit and land use. SB 743 provides CEQA streamlining, exemptions and a "faster track" to development projects with a Sustainable Communities Strategy within ½ mile of major transit stops. These are defined as rail transit stops and bus stops with 15 minute headways or better.

In contrast to SB 375, this legislation drops the requirement of High Quality Transit Corridor locations in favor of specific geographic areas near transit stops which limits the eligibility areas but expands the eligibility for individual projects. In addition to residential and mixed use SB 743 adds employment centers as eligible projects. Further, it focusses on transit level of service as a predominant factor. It can be viewed as taking more of a planning approach rather than the regulatory approach of SB 375 as it seeks to shape land use and development patterns around transit service stops.

STAFF REPORT

No staff report was provided.

ADJOURNMENT

The meeting adjourned at 3:30 p.m. The next meeting of the Regional Transit Technical Advisory Committee is January 29, 2014.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Robert C. Lauby,

*Associate Administrator for Railroad Safety,
Chief Safety Officer.*

[FR Doc. 2014-00127 Filed 1-8-14; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FY13 Discretionary Funding Opportunity: Low or No Emission Vehicle Deployment Program (LoNo) Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice for Request for Proposals (RFP).

SUMMARY: The Federal Transit Administration (FTA) announces the availability of \$24.9 million of Fiscal Year 2013 funds for the deployment of low or no emission transit buses. Of that amount, \$21.6 million is available for buses and \$3.3 million is available for supporting facilities and related equipment. If additional funding is appropriated for this program in FY 2014, FTA may, at its discretion, also make those funds available under this announcement.

DATES: Complete proposals must be submitted electronically through the GRANTS.GOV "APPLY" function by March 10, 2014. Prospective applicants should initiate the process by registering on the GRANTS.GOV Web site promptly to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA's Web site at <http://www.fta.dot.gov/grants/13077.html> and in the "FIND" module of GRANTS.GOV. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Sean Ricketson, FTA Office of Research Demonstration and Innovation, 202-366-6678 or sean.ricketson@dot.gov.

SUPPLEMENTARY INFORMATION:

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A. Program Authority

The Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, July 6, 2012, amended 49 U.S.C. 5312 to add a new paragraph (d)(5) authorizing FTA to make grants to finance eligible projects under the "Low or No Emission Vehicle Deployment Program" (LoNo Program).

The Consolidated and Further Continuing Appropriations Act, 2013, (also referred to as the Full Year Continuing Appropriations Act, 2013) Public Law 113-6, March 26, 2013, has made available \$24.9 million in FY 2013 (after sequestration) to carry out the LoNo Program. Of that amount, \$21.6 million is available for buses and \$3.3 million is available for supporting facilities and related equipment. Given that projects must be competitively selected pursuant to 49 U.S.C. 5312(d)(5)(E), if additional funding is appropriated for this program in FY 2014, FTA may, at its discretion, apply those funds to either scale up selections made under this announcement, or to fund meritorious proposals that were not selected for lack of FY 2013 funding.

B. Program Purpose

The LoNo Program provides funding for transit agencies for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.

The main purpose of the LoNo Program is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. The LoNo Program is a capital program focused on deploying new production vehicles that are market-ready or near market-ready. It is not a program for designing and developing prototypes. The program gives priority consideration to the deployment of buses with the lowest energy

consumption and least harmful emissions, including direct carbon emissions.

C. Eligible Areas

An Eligible Area is defined under section 5312(d)(5)(A)(i) as an area that is:

1. Designated as a nonattainment area for ozone or carbon monoxide under section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)); or
2. A maintenance area, as defined in section 5303, for ozone or carbon monoxide.

D. Eligible Recipients and Applicants

Eligible Recipients and Applicants are:

1. A recipient for an eligible area and designated, in accordance with the planning process under section 5303 and 5304, by a Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 to urbanized areas of 200,000 or more in population; or
2. A State, for an urbanized area in which an "eligible area" as defined under section 5312(d)(5)(A)(i) is located that also has a population under 200,000 individuals, as determined by the Bureau of the Census.

E. Eligible Subrecipients

Eligible subrecipients are:

1. Public Transportation Providers
2. A project team member identified in the proposal and deemed a "Key Party" by FTA, including consultants, manufacturers, vendors, systems integrators and facilities providers.

F. Eligible Projects

The following projects are eligible for funding, in accordance with section 5312(d)(5)(A)(ii):

1. Acquiring or leasing low or no emission transit buses;
2. Constructing or leasing facilities and related equipment for low or no emission transit buses;
3. Constructing new public transportation facilities to accommodate low or no emission transit buses; or,
4. Rehabilitating or improving existing public transportation facilities to accommodate low or no emission transit buses.

G. Eligible Vehicles

To be eligible, vehicles must be production transit buses used to provide public transportation and meet either the zero emission bus, or the low emission bus definition below.

For the purposes of this solicitation, a zero-emission transit bus is defined as

a bus that produces no direct carbon emissions and no particulate matter emissions under any and all possible operational modes and conditions. A hydrogen fuel-cell bus qualifies as a zero-emission bus. A battery-electric bus qualifies as a zero-emission transit bus. A zero emission bus and a no emission bus are the same.

For the purposes of this solicitation, a low emission bus is defined as any transit bus that is powered by an engine that produces lower non-methane hydrocarbons (NMHC) and oxides of nitrogen (NO_x) than are legally permitted under EPA's engine standards at 49 CFR part 86.

H. Cost Sharing

FTA has determined that all eligible expenses under this program are attributable for purposes of complying with the Clean Air Act. Therefore under the provisions of 49 U.S.C. 5323(i) the Federal Government's participation in the costs of leasing or acquiring a transit bus financed under the LoNo Program is limited to 85 percent of the total transit bus cost. The proposer may seek a lower Federal contribution.

Further, the Federal Government's participation in the cost of leasing or acquiring transit bus related equipment and facilities under the LoNo Program is limited to 90 percent of the net project cost of the equipment or facilities attributable to compliance with the Clean Air Act. The Federal Share is 90 percent for these itemized items and 80 percent for the remainder. Again, the proposer may seek a lower Federal contribution.

Therefore, at a minimum, the proposer must provide at least 15 percent of the cost of all transit bus acquisitions and 10 percent of the cost for all related equipment and facilities.

I. Project Requirements and Considerations

1. Priority Consideration

To meet the requirements of section 5312(d)(5)(F), as amended by MAP-21, priority consideration will be given to projects that have the greatest reduction in energy consumption and harmful emissions, including direct carbon emissions, when compared to standard buses or other low or no emission buses. A zero-emission bus project, for example, will receive priority consideration over a project that proposes buses that produce some level of emissions.

2. Minimum Project Size

Proposals should result in the deployment of at least five (5) new

transit buses per location. Buses must be largely identical. If possible, FTA asks that proposals be scalable upwards in increments of 1 or 2 transit buses so FTA can allocate all available funding under the LoNo Program, including FY 2014 funds if these become available and FTA elects to apply them to proposals received under this announcement.

3. Incremental Costs

The LoNo Program has limited funds. In order to maximize LoNo Program impact, FTA seeks to build on existing transit bus procurements, where possible. The LoNo Program strongly encourages proposals that leverage other funds such that LoNo Program funds are used to cover only the incremental cost of procuring the proposed transit bus model above that of a more conventional higher-emission transit bus.

4. Leadership and Commitment

Deploying new technology presents challenges that require leadership and commitment to overcome. FTA seeks both prospective and existing operators of clean technology buses who can demonstrate the technical capacity and commitment required for sustained successful deployments. Transit operators who are already industry leaders should reiterate their commitment to supporting and deploying the cleanest and most energy efficient buses available. Transit agencies new to clean bus technology should highlight their technical capacity and commitment for applying the resources necessary for success. All proposals should describe how the proposed project fits with long term goals of creating and deploying a zero-emission bus fleet.

5. Project Teams

FTA prefers proposals that identify project teams, including transit agencies/operators, bus manufacturers, and facilities providers, as well as systems integrators and project management consultants, if any. FTA considers the competitive nature of proposal selection to constitute adequate competition for the purpose of satisfying third party contracting requirements. This approach will enable FTA to select a portfolio of projects that can be implemented with the greatest chance of success in the best interest of the Federal Government.

Further, FTA reserves the right to name any or all proposed team members as a "Key Party" and to make any award conditional upon the participation of the "Key Party." A "Key Party" is

essential to the project as approved by FTA and, is, therefore, eligible for a noncompetitive award by the project sponsor to provide the goods or services described in the proposal. Participation by members of the "Key Party" on a selected project may not later be substituted without FTA's approval.

FTA encourages the use of experienced project management consultants on project teams especially if the transit operator involved lacks experience with the technology being proposed. In the event that an applicant or transit agency has a pending procurement or an open procurement for the same type of transit bus that qualifies under this NOFA and the agency wishes to expand the procurement through the LoNo Program, FTA recognizes that identifying all project team members could either contradict or delay the procurement process. Therefore, identifying all project team members is not required. Applicants in this or similar situations are strongly encouraged to apply and in such case the lack of identified team members will not be penalized by FTA. Instead, the applicant should cite the procurement as evidence of ongoing interest and commitment. This clarification applies to procurements of vehicles that qualify under this NOFA.

6. Bus Testing

Transit buses proposed for deployment under the LoNo Program must complete current FTA bus testing for production transit buses pursuant to 49 U.S.C. 5318. The LoNo Program is not a platform for the development of prototypes.

7. Buy America

All transit buses and related infrastructure and facilities under the LoNo Program must be Buy-America compliant pursuant to 49 U.S.C. 5323(j) and its implementing regulations. FTA will not consider any Buy America waivers under the LoNo Program.

8. Domestic Content

To maximize the benefit to domestic manufacturing, FTA seeks proposals that exceed domestic content requirements for the proposed vehicles. If the proposal builds on an existing procurement, the proposer may indicate whether the procurement competition rewards domestic content levels that exceed minimum Buy America requirements.

9. Documented Success

FTA seeks transit bus models that have documented successful performance in transit revenue service.

10. FTA Project Administration

Successful proposals will be awarded through the FTA Transportation Electronic Award and Management (TEAM) System as Cooperative Agreements or Grant Agreements, at FTA's discretion. Proposals that expand existing procurements will likely be handled consistently with the agreement supporting the existing procurement. The FTA Research Office, in consultation with the appropriate FTA Regional Office, will manage project agreements.

11. FTA Program and Project Evaluation Activity

The legislation that created the LoNo Program requires FTA to evaluate all projects in the program. Therefore, the applicant must agree to participate and cooperate with FTA project evaluation activity. Evaluation activity that FTA expects applicants to perform includes collecting and providing raw vehicle and maintenance data, meeting with FTA evaluators on a quarterly basis, and providing evaluators access to the project site and to project team members, when requested by FTA. The FTA Research Office is sensitive to the importance of proprietary information and has a successful record of accommodating those concerns.

12. Eligible Expenses Prior to Award

Funds under this NOFA cannot be used to reimburse projects for otherwise eligible expenses incurred prior to FTA award of a Grant Agreement or Cooperative Agreement unless FTA has issued a "Letter of No Prejudice" for the project before the expenses are incurred.

13. Grant Requirements

Except as otherwise provided in this NOFA, grants or cooperative agreements are subject to the requirements of 49 U.S.C. 5307 as described in the latest FTA Circular 9030.1 for the Urbanized Area Formula Program.

J. How To Apply

Project proposals must be submitted electronically through GRANTS.GOV by March 10, 2014. Mail and fax submissions will not be accepted. A complete proposal submission will consist of at least two files: (1) The SF424 Mandatory form (downloaded from GRANTS.GOV) and (2) the Applicant and Proposal Profile supplemental form for LoNo funding (Supplemental Form) found on GRANTS.GOV and the FTA Web site by clicking (or copying and pasting) the LoNo Program link at www.fta.dot.gov/grants/XXXXX.html [Supplemental Form is still being developed—link will

be provided]. The Supplemental Form provides guidance and a consistent format for proposers to respond to the criteria outlined in this NOFA. Once completed, the Supplemental Form must be placed in the attachments section of the SF424 Mandatory Form. Proposers must use the Supplemental Form designated for the LoNo Program and attach it to the submission in GRANTS.GOV to successfully complete the application process. A proposal submission may contain additional supporting documentation as attachments. If an applicant elects to attach an additional proposal narrative, it must not exceed 10 numbered pages. Submissions must be presentable. The use of non-standard fonts, font sizing, and less than one-inch margins for the inclusion of extra information will create a perception of poor judgment.

Within 48 hours after submitting an electronic application, the applicant should receive three email messages from GRANTS.GOV: (1) Confirmation of successful transmission to GRANTS.GOV, (2) confirmation of successful validation by GRANTS.GOV, and (3) confirmation of successful validation by FTA. If confirmations of successful validation are not received or a notice of failed validation or incomplete materials is received, the applicant must address the reason for the failed validation, as described in the email notice, and resubmit before the submission deadline. If making a resubmission for any reason, include all original attachments regardless of which attachments were updated and check the box on the supplemental form indicating this is a resubmission.

FTA urges proposers to submit applications at least 72 hours prior to the due date to allow time to receive the validation messages and to correct any problems that may have caused a rejection notification. FTA will not accept submissions after the stated deadline. GRANTS.GOV scheduled maintenance and outage times are announced on the GRANTS.GOV Web site. Deadlines will not be extended due to scheduled Web site maintenance.

Proposers are encouraged to begin the process of registration on the GRANTS.GOV site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. Registered proposers may still be required to take steps to keep their registration up to date before submissions can be made successfully: (1) Registration in the System for Award Management (SAM) is renewed annually; and, (2) persons making submissions on behalf of the

Authorized Organization Representative (AOR) must be authorized in GRANTS.GOV by the AOR to make submissions. Instructions on the GRANTS.GOV registration process are provided in the Appendix.

Applicants that submit multiple projects in one proposal must be sure to clearly define each project by completing a separate Supplemental Form for each project.

Information such as proposer name, Federal amount requested, local match amount, description of areas served, etc. may be requested in varying degrees of detail on both the SF424 form and Supplemental Form. Proposers must fill in all fields unless stated otherwise on the forms. The Supplemental Form template supports pasting copied text from other documents; applicants should verify that pasted text is fully captured on the Supplemental Form and has not been truncated by the character limits built into the form. Proposers should use both the "Check Package for Errors" and the "Validate Form" validation buttons on both forms to check all required fields on the forms, and ensure that the federal and local amounts specified are consistent.

K. Application Content

The SF424 Mandatory Form and the Supplemental Form will prompt applicants for the required information, including:

1. Applicant name;
2. Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number if available. (Note: If selected, applicant will be required to provide DUNS number prior to award);
3. Key contact information (including contact name, address, email address, phone and fax number);
4. Description of services provided by the agency, including areas served;
5. Congressional district(s) where the deployment will take place;
6. A list of project team organizational members, by organization name and address;
7. A Letter of Commitment from each organizational member of the project team;
8. A description of the technical, legal and financial capacity of the applicant and partners to carry out the proposed project;
9. A description of the project and how it meets the program purpose, including any related projects funded under other sources;
10. A description of the transit bus model(s) proposed, including propulsion type, operating ranges, recharging/refueling requirements, and

whether it qualifies as a zero-emission bus under this notice;

11. A description of all greenhouse gas and criteria pollutants that may be emitted by the bus;

12. A description of required support facilities and infrastructure in existence, being procured through other programs, and being proposed through this program;

13. A project management plan;

14. A line-item budget. The budget should be at least for the minimum 5 bus deployment and show the source of funds (requested under this NOFA, local share, other Federal (identify source));

15. If the project can be scaled, a scaling plan;

16. A project schedule outlining steps through completion, including significant milestones; and

17. The proposed deployment location(s).

L. Proposal Evaluation Criteria

1. General Evaluation Criteria

FTA desires a portfolio of projects that will deploy a significant number of the cleanest, most energy efficient transit buses. Buses that have been successfully demonstrated in revenue service but are not yet in wide use in U.S. transit agency fleets have the best chance for selection. Minor modifications or upgrades of earlier successful models are acceptable. FTA seeks to further reduce risk by selecting projects that include agencies or partners or teams with experience working with new bus technology. Transit agencies lacking experience should demonstrate its technical capacity to successfully deploy new clean bus technology. To maximize program impact, FTA seeks projects that leverage other sources of funding.

2. Project Evaluation Criteria

(a) The likelihood the project will result in the successful deployment of at least five largely-identical qualified transit buses operating in a single geographic location;

(b) The amount of projected emissions of the proposed transit bus model, including greenhouse gas and Criteria (EPA-regulated) emissions;

(c) The extent to which the proposal leverages or expands a fleet of zero-emission transit buses;

(d) The extent to which the proposal demonstrates an ongoing and long-term commitment to the deployment of a zero-emission bus fleet;

(e) The extent to which the proposal identifies and demonstrates the technical capacity and commitment of agencies, partners or teams with

expertise in the sustained successful deployment of similar projects or propulsion technologies;

(f) The extent to which the proposed project is scalable upwards in increments of 1 or 2 transit buses.

(g) The extent to which the proposal offers a method to use program funds to cover only the incremental cost of the proposed bus model over the cost of a transit bus with a more conventional propulsion system;

(h) The extent to which the proposal identifies project teams, including transit agencies/operators, bus manufacturers, and facilities providers, as well as systems integrators, and project management consultants.

(i) The extent to which the proposal builds on past or current Federally-funded research efforts;

(j) The extent to which the proposal presents transit bus technology with existing documentation of successful revenue operation in a transit system;

(k) The FTA Bus Testing report for the proposed transit buses; if transit bus testing is not complete, the demonstrated commitment to complete transit bus testing prior to bus delivery and acceptance;

(l) The extent to which the proposal builds upon existing investments in charging or fueling infrastructure;

(m) The effectiveness of the project in achieving impacts on general FTA objectives including:

i. Safety

ii. Fuel economy and energy efficiency

iii. Adequate driving range (especially for buses that may have limited range, such as battery-electric).

(n) National Applicability. The applicant should demonstrate the national applicability of the project, including whether the project could be replicated by other transit agencies regionally or nationally.

(o) Domestic Content. The extent to which the buses proposed for acquisition exceed Buy-America domestic content requirements.

(p) Project Management. The applicant must demonstrate the capacity to carry out the project through a project management plan that shows:

i. The applicant is in a fundable status for the FTA grant award;

ii. The applicant's project team has the technical capacity to carry out the project;

iii. A viable project approach, budget, and schedule;

iv. The applicant has the ability and commitment to collect information and document the results of the project as part of an FTA project evaluation effort;

v. There are no outstanding legal, technical, or financial issues with the

applicant that would make this a high-risk project; and,

vi. The source(s) of local share and that the funds are available for prompt project implementation if selected.

M. Review and Selection

A technical evaluation committee comprised of FTA staff and representatives of other collaborative government agencies will review project proposals against the described evaluation criteria. The technical evaluation committee reserves the right to evaluate proposals it receives and to seek clarification from any proposer about any statement that is made in a proposal that FTA finds ambiguous. FTA may also request additional documentation or information to be considered during the evaluation process. To provide the ability to evaluate technologies in a wide variety of conditions and locales, FTA may select projects to ensure geographic diversity among demonstrations under this NOFA.

After the evaluation of all eligible proposals, the technical evaluation committee will provide project recommendations to the FTA Administrator. The FTA Administrator will determine the final list of project selections, and the amount of funding for each project.

N. Award Information

To enhance the value of the portfolio of the projects to be implemented, FTA reserves the right to request an adjustment of the project scope and budget of any proposal selected for funding. Such adjustments shall not constitute a material alteration of any aspect of the proposal that influenced the proposal evaluation or decision to fund the project.

If an application proposes a specific party(ies) to provide unique or innovative goods or services on a project, FTA reserves the right to name such party as a key party and to make any award conditional upon the participation of the key party. A key party is essential to the project as approved by FTA and is therefore eligible for a noncompetitive award by the project sponsor to provide the goods or services described in the application. A key party's participation on a selected project may not be substituted without FTA's approval.

After FTA selects the successful proposals, successful applicants will apply for and FTA will award funding through FTA's current TEAM System. FTA's Office of Research, Demonstration, and Innovation (TRI), in consultation with the appropriate FTA

Regional Office, will manage Project Grant Agreements and Cooperative Agreements.

Applicants must sign and submit current Certifications and Assurances before FTA may award funding under a Cooperative Agreement or Grant Agreement for a competitively selected project. If the applicant has already submitted the annual Certifications and Assurances for the fiscal year in which the award will be made in FTA's current TEAM System, they do not need to be resubmitted. The applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, FTA Circulars, and other Federal administrative requirements in carrying out any project supported by the FTA agreement. The applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the agreement executed with FTA for its project. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise.

Peter Rogoff,
Administrator.

Appendix A—Registering in System for Award Management (SAM) and GRANTS.GOV

Registration in Brief

Registration can take as little as 3–5 business days, but since there could be unexpected steps or delays (for example, if you need to obtain an Employer Identification Number), FTA recommends allowing ample time, up to several weeks, for completion of all steps.

Step 1: Obtain DUNS Number

Same day. If requested by phone (1–866–705–5711) DUNS is provided immediately. If your organization does not have one, you will need to go to the Dun & Bradstreet Web site at <http://fedgov.dnb.com/webform> to obtain the number. *Information for Foreign Registrants. *Webform requests take 1–2 business days.

Step 2: Register With SAM

Three to five business days or up to two weeks. If you already have a TIN, your SAM registration will take 3–5 business days to process. If you are applying for an EIN please allow up to two weeks. Ensure that your organization is registered with the System for Award Management (SAM). If your organization is not, an authorizing official of your organization must register.

Step 3: Username & Password

Same day. Complete your AOR (Authorized Organization Representative) profile on Grants.gov and create your username and password. You will need to use your organization's DUNS Number to complete this step. <https://apply07.grants.gov/apply/OrcRegister>.

Step 4: AOR Authorization

*Same day. The E-Business Point of Contact (E-Biz POC) at your organization must login to Grants.gov to confirm you as an Authorized Organization Representative (AOR). Please note that there can be more than one AOR for your organization. In some cases the E-Biz POC is also the AOR for an organization. *Time depends on responsiveness of your E-Biz POC.

Step 5: Track AOR Status

At any time, you can track your AOR status by logging in with your username and password. Login as an Applicant (enter your username & password you obtained in Step 3) using the following link: [applicant_profile.jsp](#).

[FR Doc. 2014–00134 Filed 1–8–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD–2013–0101]

National Maritime Strategy Symposium: Cargo Opportunities and Sealift Capacity; Correction

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of public meeting; correction.

SUMMARY: The Maritime Administration published a document in the **Federal Register** of December 27, 2013, concerning notice of the a public meeting, the National Maritime Strategy Symposium: Cargo Opportunities and Sealift Capacity. The document contained an incorrect reference to an internet address.

FOR FURTHER INFORMATION CONTACT: You may contact T. Mitchell Hudson, Jr., (202) 366–9373; or, Christine Gurland, (202) 366–5157.

Correction

In the **Federal Register** dated December 27, 2013, in FR Doc. 2013–31095, on page 79073, in the second column, lines 8 and 9, correct the “Follow-Up Action by MARAD” caption as follows:

Remove “[http://www.marad@dot.gov](http://www.marad.dot.gov)” and replace it with “<http://www.marad.dot.gov>.”

* * * * *

Dated: January 6, 2014.

By Order of the Administrator.

Christine Gurland,

Acting Secretary, Maritime Administration.

[FR Doc. 2014–00143 Filed 1–8–14; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF THE TREASURY

Application for Membership on the Federal Advisory Committee on Insurance

AGENCY: Departmental Offices, Treasury.

ACTION: Solicitation of applications for membership on the Federal Advisory Committee on Insurance (FACI).

SUMMARY: The charter of the FACI was renewed for a two-year period beginning July 29, 2013. As part of the charter's renewal, the number of members that may serve on the FACI was increased from 15 to 21. The Department of the Treasury (Treasury) seeks applications from individuals who wish to serve on the FACI.

FOR FURTHER INFORMATION CONTACT:

James P. Brown, Senior Policy Advisor to the Federal Insurance Office, Room 2100, Department of the Treasury, 1425 New York Avenue NW., Washington, DC 20220, at (202) 622–6910 (this is not a toll-free number).

SUPPLEMENTARY INFORMATION: Pursuant to the Federal Advisory Committee Act,¹ Treasury established a Federal Advisory Committee on Insurance (FACI) to present advice and recommendations to the Federal Insurance Office (FIO) in performing its duties and authorities.

(I) Authorities of the FIO

The Federal Insurance Office Act of 2010 established the FIO within Treasury. In addition to advising the Secretary of the Treasury (Secretary) on major domestic and prudential international insurance policy issues and serving as a non-voting member on the Financial Stability Oversight Council, FIO's authorities include, among others, to:

- Monitor all aspects of the insurance industry, including identifying issues or gaps in the regulation of insurers that could contribute to a systemic crisis in the insurance industry or the United States financial system;
- monitor the extent to which traditionally underserved communities and consumers, minorities, and low- and moderate-income persons have access to affordable insurance products

¹ Public Law 92–463, 5 U.S.C. App. 2 sections. 1–16, as amended.

REPORT

DATE: January 29, 2014

TO: Regional Transit Technical Advisory Committee

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

SUBJECT: Transit Operators' Triennial Reviews and MPO Public Participation Plan

EXECUTIVE SUMMARY:

In recent triennial reviews conducted in the SCAG region, the Federal Transit Administration (FTA) has issued corrective actions to transit providers who rely on SCAG's Federal Transportation Improvement Program (FTIP) public participation process to satisfy the public participation requirements for their Program of Projects (POP). The corrective action requires the grantee to submit to the FTA model language that will be used in SCAG's Public Participation Plan that notifies the public that the FTIP development process is being used to satisfy the POP requirements. SCAG is in the process of updating its Public Participation Plan, and included appropriate language to address the FTA requirement in the draft 2014 Public Participation Plan which was released for public review on January 22, 2014. SCAG has also requested that FTA provide the affected transit providers in our region that receive a similar corrective action with an extension of time to address outstanding audit findings on this issue, since SCAG must circulate the revised Plan for the required 45-day public comment period. SCAG anticipates final adoption of the 2014 Public Participation Plan by its governing board on April 3, 2014.

BACKGROUND:

As mandated by Congress in 1982, the Federal Transit Administration (FTA) conducts triennial reviews of recipients of Urbanized Area Formula Program funds to examine grantee performance and adherence to statutory and administrative requirements and policies. One part of the triennial review, called "Planning/Program of Projects," examines basic requirements related to planning, human services transportation, and the Program of Projects (POP). In particular, the requirement for POP is such that, "Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval a POP."

In several recent triennial reviews conducted by FTA for transit operators within the SCAG region, the FTA has identified deficiencies in, and issued corrective actions regarding, how the grantee fulfills the POP requirement. Specifically, these transit operators rely on SCAG's Federal Transportation Improvement Program (FTIP) public participation process to satisfy the public participation requirements for their POP. However, FTA has determined that SCAG's Public Participation Plan, a document separate and distinct from the FTIP, does not indicate that the Plan will be used to satisfy the operator's POP requirement. Consequently, the FTA has issued corrective actions requiring the grantees to submit to the FTA model language that will be used in SCAG's Public Participation Plan that notifies the public that the FTIP development process is being used to satisfy the POP requirements.

Based on SCAG's review of the matter, transit operators who are relying on SCAG's FTIP public participation process to satisfy the public participation requirements for their POP, under 49 U.S.C Section

REPORT

5307, have complied with the requirements set forth in FTA Circular 9030.1E, Ch. V, Section 6 (Circular). This Circular provides that such recipients must ensure the FTIP document explicitly states that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program. SCAG has included the required, explicit statement in its 2013 FTIP document (Technical Appendix, Vol. II), and as part of the public notices of availability and hearings for the Draft 2013 FTIP. This Circular does not provide that such statement must be included in the MPO's Public Participation Plan document.

However, in order to address the corrective actions identified in FTA's pending triennial reviews with regard to language requested to be included in SCAG's Public Participation Plan, SCAG intends to update the plan. SCAG has included the following model language in its draft Public Participation Plan update which was released for public review on January 22, 2014: "SCAG's public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients' public participation process for their POP." SCAG has provided this model language to FTA staff, who have indicated that the language appears to address their concerns.

SCAG also requested that FTA provide the affected transit providers in our region that receive a similar corrective action, with an extension of time to address outstanding audit findings on this issue. This extension is needed in order for SCAG to finish a comprehensive update to its current Public Participation Plan (as amended by Amendment #3, January 2012). As required under federal planning regulations, 23 CFR 450.316, SCAG must circulate the revised Plan for the 45-day public comment period and consult with interested parties. The draft 2014 Public Participation Plan is available on the SCAG website at: <http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>. Comments may be submitted until March 7, 2014. After reviewing and addressing comments received on the Plan, and preparing final revisions to the Plan, SCAG anticipates final adoption of the 2014 Public Participation Plan by its governing board on April 3, 2014.

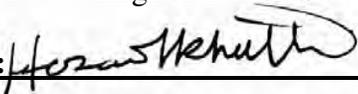
FTA has responded that they are not able to change the dates for the review findings that have been completed so far. However, for additional FTA grantees, they will try to build in sufficient time to allow for SCAG to complete its process. Once SCAG adopts the final 2014 Public Participation Plan, the FTA will close the related Triennial Review Report findings.

DATE: January 2, 2014

TO: Transportation Committee (TC)

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

SUBJECT: Comments on FTA Proposed Rulemaking for Transit Safety and Asset Management

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Federal Transit Administration (FTA) has issued a consolidated Advance Notice of Proposed Rulemaking (ANPRM) regarding transit safety and state of good repair requirements in the Moving Ahead for Progress in the 21st Century Act (MAP-21). SCAG staff intends to submit comments to FTA regarding the ANPRM by the comment deadline of January 2, 2014. This staff report summarizes the ANPRM and SCAG staff comments. After FTA reviews all of the comments received, it will draft several separate NPRMs and the public will have additional opportunities to provide comments prior to FTA issuing final rules.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The Federal Transit Administration (FTA) has issued a consolidated Advance Notice of Proposed Rulemaking (ANPRM) to request public comments related to requirements for transit safety and State of Good Repair (SGR) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). In the ANPRM, the FTA discusses MAP-21 requirements for a new Public Transportation Safety Program and National Transit Asset Management (TAM) System, which are intended to improve the safety of the nation's public transportation system, ensure that those systems are in a state of good repair, and provide increased transparency into agencies' budgetary decision-making processes.

Several of the MAP-21 safety and TAM requirements directly impact the metropolitan and statewide planning processes. Metropolitan Planning Organizations (MPOs) and States must consider and integrate transit operators' TAM Plans and targets, as well as Transit Agency Safety Plans and targets, into the planning process. In particular, the FTA states that MPO and State funding allocations for surface transportation investments must weigh the needs for transit safety and SGR side-by-side with the highway performance objectives and targets that are also required by MAP-21, as well as with goals for expansion of the existing transit network. It should be noted that SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) development process already addresses multi-modal investment priorities in a comprehensive manner. Of the total \$524.7 billion investment identified in the adopted 2012-2035 RTP/SCS, transit operations and maintenance constitute almost one-third of the total plan cost, representing the single largest category of investment.

REPORT

Staff brought the ANPRM to the October 10, 2013 meeting of the Regional Transit Technical Advisory Committee, which includes technical staff representatives from the county transportation commissions, Caltrans, and transit providers in the six-county SCAG region. Staff also participated in a series of five webinars hosted by the American Public Transportation Association (APTA) focusing on each of the questions posed in the ANPRM. Additionally, staff participated in the California MAP-21 Performance Planning and Measurement Coordination Workshop held on November 20-21, 2013, which included focused discussions on the ANPRM with transit operators.

The ANPRM poses several questions concerning performance measures and targets and the coordination of targets and plans with metropolitan and statewide planning. These questions are most directly applicable to SCAG and are addressed specifically in the staff comment letter, which is attached to this report. In summary, staff's comments are as follows.

- FTA should allow for maximum flexibility for MPOs, States, and operators to develop mutually agreed upon processes to cooperatively ensure that the MAP-21 requirements are met.
- The prioritization of investment strategies in MPO plans and TIPs, including strategies addressing transit safety and SGR needs, is guided by MPO adopted goals and policies, determined by local/regional consensus, and carried out through established planning processes. FTA should allow for maximum flexibility for MPOs to develop investment priorities for their own plans and TIPs.
- MAP-21 includes specific requirements that MPO performance targets be established within 180 days after the State and operators have developed their own targets. Given that each MPO is on a unique schedule for long-range transportation plan development in relation to the federal rulemaking process, FTA should allow MPOs the flexibility to incorporate new performance targets into the first long-range transportation plan update that is regularly scheduled to occur after such State or operator performance targets are established.
- SCAG supports the FTA's statement in the ANPRM that, "There are neither rewards for meeting a performance target, nor consequences for missing a performance target." These programs should not be used to punish or reward agencies via funding decisions.
- FTA should be mindful of the reporting and data collection burden that would be imposed on agencies by new requirements, especially as they may relate to any expected incremental benefits.
- FTA should recognize the significant body of work that exists regarding transit asset management that has been developed by industry leaders and represents consensus views of the industry, including recommended practices identified by APTA.

Comments are due to FTA by January 2, 2014 and it is SCAG staff's intent to submit the attached comment letter by this deadline. After FTA reviews the comments, it will draft several separate NPRMs for the National Safety Program and the TAM Program. FTA also plans to issue a joint NPRM with the Federal Highway Administration (FHWA) addressing metropolitan and statewide transportation planning requirements. Stakeholders and the public will then have another opportunity to provide comments prior to FTA issuing final rules. Staff will return with further updates as the rulemaking process continues.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY13/14 OWP 140.SCG00121.01.

ATTACHMENT:

SCAG comment letter to U.S. Department of Transportation dated Jan. 2, 2014



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Policy Committee Chairs

Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County Transportation Commission

January 2, 2014

Docket Operations
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building Room W-12-140
Washington, DC 20590-0001

RE: Federal Transit Administration [Docket Number FTA-2013-0030] – The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management

Dear Sir or Madam:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the above referenced Advance Notice of Proposed Rulemaking (ANPRM) issued by the Federal Transit Administration (FTA). SCAG is the metropolitan planning organization (MPO) representing the six counties and 191 cities in Southern California.

SCAG supports the commitment in the Moving Ahead for Progress in the 21st Century Act (MAP-21) to improve the safety of the Nation’s public transportation systems and ensure that those systems are in a state of good repair. We acknowledge that MPA-21 makes fundamental changes to the statutes that authorize the Federal transit programs, including new provisions for a National Safety Program and a National Transit Asset Management (TAM) System. We appreciate that FTA recognizes the significance of these changes and the potential impacts to state, regional and local agencies, and is providing the opportunity to comment on its initial interpretations and proposals it is considering prior to FTA issuing separate Notices of Proposed Rulemaking (NPRMs).

We acknowledge that several of the MAP-21 safety and TAM requirements directly impact the metropolitan and statewide planning processes. States and MPOs must consider and integrate transit operators’ TAM Plans and targets, as well as Transit Agency Safety Plans and targets, into the planning process. Consequently, FTA states that MPO and State funding allocations for surface transportation investments must weigh the needs for transit safety and State of Good Repair (SGR) side-by-side with the highway performance objectives and targets that are also required by MAP-21, as well as with goals for expansion of the existing transit network. It is our opinion that many MPOs, including SCAG, already address multi-modal capital, operations and maintenance investment priorities in a comprehensive manner. Of the total \$525 billion investment identified in SCAG’s 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), transit operations and maintenance constitute almost one third of the total plan cost, representing the single largest category of investment.

We urge FTA to take this into account and promulgate final rules which will provide maximum flexibility for all MPOs to determine how best to satisfy the new requirements in a manner consistent with the spirit and intent of MAP-21.

SCAG's general comments are provided below, followed by comments to specific questions posed by FTA in the ANPRM.

General Comments

The FTA should clarify that only public transportation system operators must develop TAM plans. Non-operator entities that are designated recipients should not be required to maintain a TAM plan in order to allocate and administer the use of FTA funds by transit operators. In many urbanized areas (UZAs), a non-operating county agency, MPO, State Department of Transportation (DOT) or Consolidated Transportation Services Agency (CTSA) is the 5307, 5310, or 5311 designated recipient, and allocates funds between operator grantees within the UZA. Only those entities providing public transit service should be required to prepare TAMs. If it is required that the designated recipient maintain a current copy of each grantee's TAM, this should be explicitly stated in the grant making process.

MAP-21 requires that MPOs establish transit safety and SGR performance targets as part of their metropolitan planning process within 180 days after the relevant State or provider of public transportation establishes their performance targets. SCAG is currently scheduled to adopt its next long-range transportation plan in early 2016 to meet federal transportation conformity deadlines. Given statutory requirements for public review, it is likely that our plan development will occur before any performance targets are established by the State or public transportation providers. FTA should allow MPOs the flexibility to incorporate new performance targets into the first long-range transportation plan update that is regularly scheduled to occur after such State or operator performance targets are established.

SCAG has utilized performance measures in its regional planning process for over a decade and fully supports the performance management framework established in MAP-21. Performance-based planning and programming helps to increase accountability and transparency and improve decision-making. However, SCAG strongly feels that performance should not be used to drive funding decisions that reward or punish local agencies. SCAG strongly supports FTA's statement in the ANPRM that, "There are neither rewards for meeting a performance target, nor consequences for missing a performance target."

As FTA considers new reporting and data collection requirements, it should recognize that transportation funding and resources are severely limited, particularly for transit. As a result of the recent recession, many operators in the SCAG region have experienced significant and painful cuts to service. At the same time, voters in our region have approved county sales tax measures to raise local funds for transit and highway investment in the face of dwindling state and federal revenues. Given the financial constraints that our transit operators face, FTA should be mindful of the reporting and data collection burden that would be imposed on agencies by new requirements.

FTA should recognize the significant body of work that exists regarding transit asset management that has been developed by industry leaders and represents consensus views of the industry, including recommended practices identified by APTA.

Responses to Specific Questions Posed by FTA

97. What should be the time horizon for the SGR performance targets? Although the SGR targets must be set annually, as required by law, should separate short-range (one year) and long-range (greater than one year) targets be established?

SCAG Response: Long-range targets would better fit with, and facilitate incorporation into, the metropolitan planning process. In establishing a long-range target, operators should consider that our long-range transportation plan and transportation improvement program (TIP) are required to be updated every four years and two years, respectively, and our long-range planning horizon extends at least 20 years into the future.

113. How frequently should TAM Plans be updated? How frequently should FTA review a recipient's updated TAM Plan? How should the certification be updated when the TAM Plan is updated?

SCAG Response: TAM Plans should be updated on a cycle that considers and supports the development of the long-range transportation plan and TIP. In establishing a TAM Plan update cycle, operators should consider that our long-range transportation plan and transportation improvement program (TIP) are required to be updated every four years and two years, respectively.

116. What procedures or requirements should FTA establish to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into the metropolitan transportation planning process?

SCAG Response: Requirements to coordinate the selection of performance targets and to integrate the goals, objectives, performance measures, and targets developed by the State and grant recipients are already explicitly called out in the MAP-21 legislation. FTA should allow for maximum flexibility for MPOs, States, and operators to develop mutually agreed upon processes to cooperatively ensure that these requirements are met. For example, recipients should submit TAM Plans to their respective States and MPOs, and States and MPOs should self-certify that their transportation plans and programs have integrated the goals, measures, and targets from local systems.

117. Should MPOs be required to set a region-wide target for transit state of good repair, or should MPO's be required to incorporate the both safety and transit state of good repair targets from each transit system within their jurisdiction into the performance-based planning process, or should MPO's have discretion to choose between these two approaches?

SCAG Response: There are about ninety (90) transit operators in the SCAG region, and it would be impractical to incorporate safety and transit SGR targets from each individual transit system into our long-range transportation plan. MPOs should have the discretion to choose between the two approaches, or some combination thereof, to find an approach that best fits their region's needs.

119. Should FTA establish procedures or requirements to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into other metropolitan planning products, such as the Unified Planning Work Program ("UPWP") and Congestion Management Process ("CMP")?

SCAG Response: Requirements to coordinate the selection of performance targets and to integrate the goals, objectives, performance measures, and targets developed by the State and grant recipients are already explicitly called out in the MAP-21 legislation, and no additional procedures or requirements are necessary. To the extent that this integration would impact or result in changes to the UPWP and CMP, the FTA should allow for maximum flexibility for MPOs, States, and operators to develop mutually agreed upon processes to cooperatively ensure that these requirements are met.

120. FTA is interested in hearing recipient and stakeholder perspectives on how the investment priorities set forth in can be most-effectively reflected in the prioritization of projects, strategies, and resources – including Federal, state, and local funds – in MPO Plans and Transportation Improvement Programs, as well as the Long-Range Transportation Plans of States and Statewide Transportation Improvement Programs. Specifically, how should transit state of good repair needs identified in be addressed alongside other investment goals in these financially-constrained plans?

SCAG Response: The prioritization of investment strategies in MPO plans and TIPs, including strategies addressing transit SGR needs, is guided by MPO adopted goals and policies, determined by local/regional consensus, and carried out through established planning processes. Additionally, in our region, prioritization of local transportation dollars is often determined by voter-approved ballot measures authorizing local sales tax measures. That being said, transit SGR needs are already being given priority in our long-range transportation plan, where transit operations and maintenance investments constitute almost one-third of the total plan cost, the single largest category of investment. FTA should allow for maximum flexibility for MPOs to develop investment priorities for their plans and TIPs.

121. How should safety targets be considered in the planning process by State's and MPOs? Should MPO's be required to set a region-wide safety target? Or, should MPO's be required to incorporate each of the safety targets from each transit system within their jurisdiction into the performance-based planning process? Or, should MPO's have discretion to choose between these two approaches? How would each approach make the planning process easier or more difficult for transit agencies?

January 2, 2014

Page 5 of 5

SCAG Response: There are about ninety (90) transit operators in the SCAG region, and it would be impractical to incorporate safety and transit SGR targets from each individual transit system into our long-range transportation plan. MPOs should have the discretion to choose between the two approaches, or some combination thereof, to find an approach that best fits their region's needs.

In conclusion, we thank FTA for the opportunity to comment on the ANPRM and for your consideration of SCAG's viewpoints. Should you have any questions regarding this letter, please contact Philip Law, Manager of Transit/Rail at law@scag.ca.gov or 213-236-1841.

Sincerely,

Hasan Ikhata
Executive Director

HI:pl

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Los Angeles County
Metropolitan Transportation Authority

Towards A Resilient LA County Metro

Regional Transit Technical Advisory Committee
Southern California Association of Governments



Cris B. Liban, D.Env., P.E.
Los Angeles County Metropolitan Transportation Authority
January 29, 2014





Outline

- > Existing Conditions
- > Current Strategies
- > FTA Pilot
- > Future Considerations
- > Questions/Discussion





So We are All in the Same Page

- > **Mitigation:** Involves reductions in the existing impacts or stressors
- > **Adaptation:** Managing the eventual (or unavoidable) impacts or stressors
- > **Resiliency:** Ability to function in the face of threats; and be able to absorb shocks and adapt to changing conditions




LA Metro is Los Angeles County's...

- 
Regional Transit Planner/Funder

- 
Regional Transit System Builder

- 
Regional Transit Operator






Case Study: LA Metro's Challenges Reflects Overarching Needs

What's happening?	What are we doing?
Evolving regulatory climate and climate change issues	Proactive operational activities to reduce impacts
Increasing costs of operation and decreasing resource availability	Create efficiencies, develop forecasting tools and implement innovative technologies
Adapt large infrastructure projects (Measure R) to future climate impacts	Transit schedule planning, mode selection, siting, alternatives, materials, and operational/maintenance changes





Foundations of Change

- > Environmental/Sustainability Policies
- > Energy Conservation and Management Plan
- > Annual Sustainability Reports
- > Environmental Management System
- > Environmental Training Institute
- > Partnerships with Colleges and Universities
- > Carbon Credit Initiatives
- > Design Criteria and Specifications
- > Pilot Program Funding
- > Climate Action and Adaptation Plan





Foundations of Change

- > Environmental/Sustainability Policies
- > Energy Conservation and Management Plan
- > Annual Sustainability Reports
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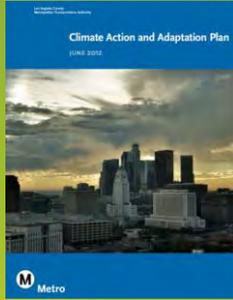
Foundations of Change

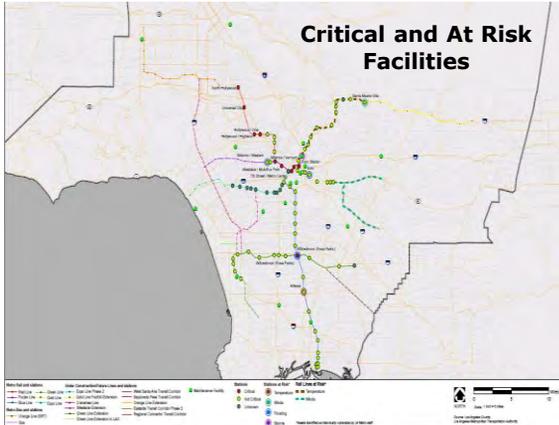
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- > Annual Sustainability Reports
- > Environmental Management System
- > Environmental Training Institute
- > Partnerships with Colleges and Universities
- > Carbon Credit Initiatives
- > Design Criteria and Specifications
- > Pilot Program Funding
- > **Climate Action and Adaptation Plan**



What Is Critical?

- > Critical = services and assets that are essential to transporting LACMTA's customers
- > i.e., "If this service or asset were removed from the transit system, would the transit system be fundamentally different?"
- > Focuses on the services and transit assets affected by such services owned and operated by LACMTA





Existing Conditions: Extreme Heat and Extreme Precipitation



Existing Conditions: Flooding



Existing Conditions: Wind



Existing Conditions: Wind



Existing Conditions: Extreme Weather and Customer/Worker Experience



Planning and Structural Strategies

- > Climate integration in siting and alignment alternatives decisions
- > Infrastructure considerations in stations
 - > Floodplain analysis
- > Low impact development requirements
- > Increased pumping capacity or bus stop options at regularly flooded locations
- > Practical solutions to identified needs



Siting Integration/Floodplain Analysis



Water Diversion from Existing Sources



Reduce Heat Effects on Equipment



Reduce Earth Movement/Flooding Impacts



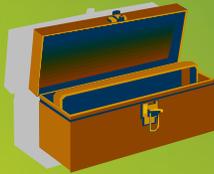
Operational Strategies

- > Pre-emptive maintenance or inspection
 - > Bus and Rail
- > Weather/climate-related monitoring and alerts
- > Operational design criteria, up to 120° F
- > Energy efficiency and off-peak activities planning



Tools

- > Asset database with prioritization criteria
- > Operations Performance Reports
- > EMS/EIMS/M3
 - > Monitoring and Measurement
 - > Task Closeout
- > GIS
- > Standard Operating Procedures
- > Administrative and Core Teams



FTA Climate Adaptation Pilot

- > EMS Integration
- > Performance Metrics
- > Outreach
- > Video



Future Work

- > Vulnerable populations analysis
- > More robust asset management system
- > A Process of Continual Improvement
 - > Performance Metrics
- > Highway/Transit Vulnerability Assessment
- > Emergency Response Nexus
- > Resiliency Demonstrations
 - > Documents and Document Control
 - > Infrastructure
 - > Energy Management



Questions/Discussion

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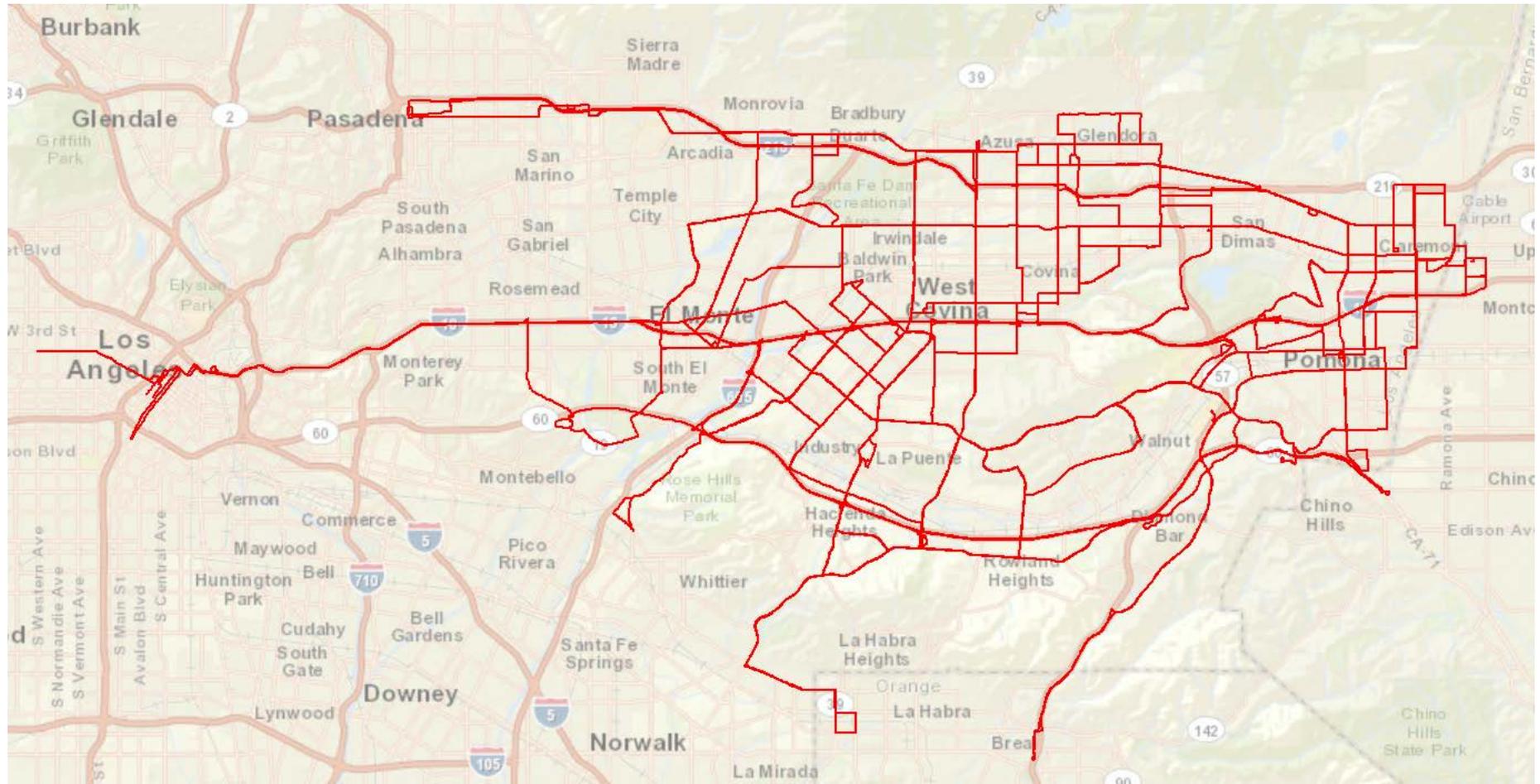


Foothill Transit

Going Good Places

Comprehensive Operations Analysis

Foothill Transit Overview



What is a Comprehensive Operations Analysis?

- SWOT analysis
- Optimizing services and maximizing resources
- Efficiency vs. effectiveness
- Understanding needs of customers
- Replicating success



Why Now?

- 25 years of service
- Last C.O.A conducted 2005
- Tie-in with regional transportation system and future projects (e.g., HOT lanes, rail)

	FT Boardings	RTA Boardings	Omnitrans Boardings
2012	13.86 million	8.18 million	15.67 million
2011	13.94 million	8.09 million	15.04 million
2010	14.28 million	7.93 million	14.75 million



Goals of C.O.A

- Growing system and increasing ridership
- End product: Long term, system wide service plan in 2, 5, 10 year phases that matches needs of residents



C.O.A Schedule & Consultant

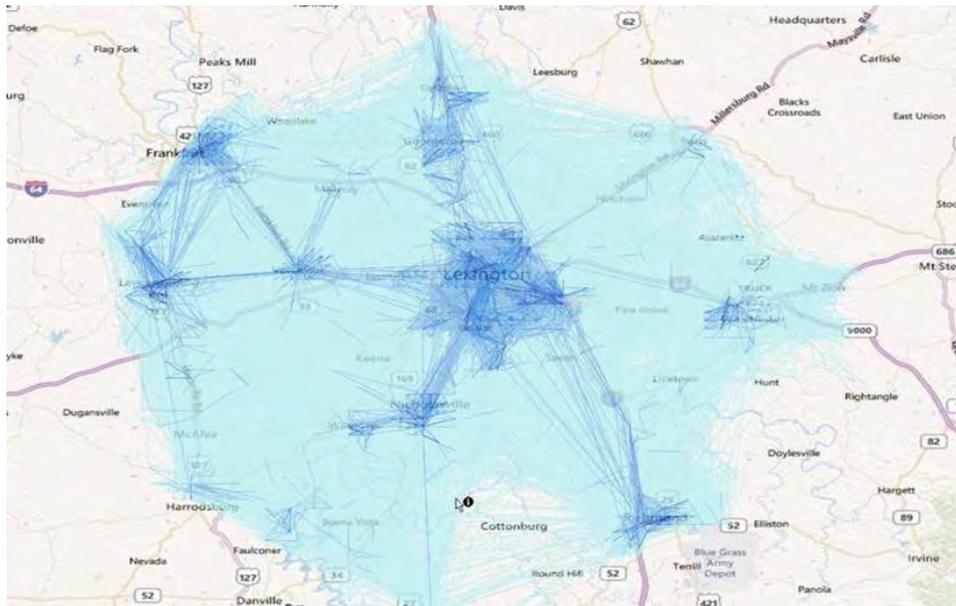
- 5 proposal packages received
- Nelson Nygaard awarded contract
- 15 month program timeline

- C.O.A. highlights...



Transportation Network/Patterns

- Create a picture of Foothill Transit's service area
 - Census Data + Travel Demand Models + Cellular data



Customer Profile

- Rider and non-rider surveys
- Focus groups with key customer segments
- Interviews with municipal transit operators and Prop A/C users



Bringing it all together

- Combining table-top data with survey responses
- Ridership projections using TBEST
- Relationship to land use/transportation plans in region
- Scenarios developed
- Board adopts recommended service plans



Questions?



REPORT

DATE: January 29, 2014

TO: Regional Transit Technical Advisory Committee

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

SUBJECT: Regional Transit System Performance Report Update

EXECUTIVE SUMMARY:

SCAG typically analyzes available performance data to establish existing conditions as part of the Regional Transportation Plan (RTP) development and update. As part of its Fiscal Year 2011-2012 (FY11-12) Transit/Rail work efforts, staff produced an annual review of transit system performance that helped to establish data collection procedures to assist in increased performance monitoring in response to requirements in Moving Ahead for Progress in the 21st Century (MAP-21). Staff have begun work on the FY11-12 System Performance Report, and will present initial findings.

BACKGROUND:

Since the 1990s, MPOs have been advised by the federal government to consider the performance of their long range planning documents. Moving Ahead for Progress in the 21st Century (MAP-21), the omnibus transportation authorization passed in June 2012, continues to reinforce the importance of performance based planning in the RTP process, while also reinforcing the importance of maintaining a state of good repair for transportation infrastructure and assets. MAP-21 amends 23 U.S.C 150(c) to require MPOs to work in collaboration with transit agencies and state DOTs to establish transit performance measures consistent with performance targets related to state of good repair and safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).

MAP-21 also mandates RTPs must employ performance based planning, that RTPs must include a System Performance Report, and that Transportation Improvement Programs (TIPs) must include “a description of the anticipated progress brought about by implementing the TIP towards achieving the performance targets.” MAP-21 mandates the Secretary of Transportation to issue final rules for the establishment of performance targets for transit at the state and MPO levels, following which, states shall have three months to establish targets, and MPOs shall follow in enacting their own targets within 180 days (49 U.S.C. 5326(c)(1)). This rulemaking process will impact the production of the 2016 RTP/SCS. Staff expect that the formal adoption of these rules by the Regional Council will occur by June 2015, when the technical work to produce the 2016 RTP/SCS will be well underway.

DISCUSSION

The purpose of the FY 10-11 Transit System Performance Report was to provide an incremental step towards producing a System Performance Report for public transportation, or transit, for the 2016 Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS), and to begin incorporating an annual review of system performance geared towards planning for operations and maintenance into SCAG’s transit modal planning practices. There were four key factors the report addressed as an incremental step

towards the 2016 RTP/SCS:

1. Providing a framework for understanding the region's large and complex public transportation system, and analyzing its performance at that same level. This includes contextualizing public transportation's role in providing mobility within the region, addressing governance issues, and addressing the geographic distribution of service provision and consumption, in addition to addressing the growing role of rail transit and demand response services in the region; and
2. Providing a resource that helps policy makers understand the nature and extent of the region's investments in public transportation, the kinds of returns those investments are delivering, and adding to the discussion regarding planning for operations within the context of the production of the 2016 RTP/SCS; and
3. Providing a benchmarking resource which providers of public transportation can use to compare their system's performance to that of comparable agencies; and
4. Addressing new Metropolitan Planning provisions contained in Moving Ahead for Progress in the 21st Century (MAP-21), relating to the production of public transportation System Performance Reports in Regional Transportation Plans.

Like the FY 10-11 Transit System Performance Report, the FY11-12 effort is also an opportunity for transit stakeholders to shape the format by which transit system performance will be measured in the 2016 RTP/SCS. This year's system performance report will feature FY11-12 data, the base year for the 2016 RTP/SCS, but is unlikely to include the performance measures, targets, and standards that emerge from FTA's MAP 21 rulemaking processes. It is currently unclear as to when these rulemaking processes will conclude; as such, the report provides an opportunity for discussing and defining the performance measures to be locally selected and included in the system performance report.

The FY10-11 analysis focused on agencies who receive FTA 5307 funding, and report data within the National Transit Database's urban operators database. In future years, strategies for analyzing rural operators and agencies not receiving federal formula funds may be pursued.

The initial iteration of the report focused on a series of cost efficiency, cost effectiveness, service delivery, mobility, maintenance and productivity measures. The data was analyzed at the mode and agency level, and at the regional level. Staff believes that disaggregated analysis at the agency level can provide a benchmarking resource for transit properties in the SCAG region. Staff is seeking input from partner agencies as to what measures, levels of aggregation, and types of providers are appropriate for consideration in the FY11-12 effort.

REPORT

Measures Employed in FY10-11

Performance Concept	Performance Measure
Cost Efficiency	Operating cost per revenue vehicle hour
	Farebox Recovery
Cost Effectiveness	Operating cost per passenger trip
	Operating cost per passenger mile
Service Effectiveness/ Productivity	Passengers per vehicle revenue hour
	Passengers per vehicle revenue mile
Maintenance	Fleet Average Vehicle Age
Mobility/Travel Time	Average Vehicle Speed

Format

The FY11-12 report will likely be organized into four sections, following the same format as the FY10-11 report. In the FY10-11 effort, Section One, “Public Transportation in the SCAG Region,” discussed the types of transit provided in the region, how service provision is governed, transit’s role in providing mobility, and the external benefits transit provides. Section Two, “Evaluating Transit System Performance,” established the legislative context the report was produced in, and briefly discussed existing literature surrounding transit performance measurement. The third section, “Regional Performance,” analyzed transit performance at a regional level, addressing the system’s productivity, the financial resources dedicated to the region’s transit system, the geographic distribution of service provision and consumption for FY 10-11 , and the performance measurement context of the 2012-2035 RTP/SCS. The report’s fourth section, “Operator Profiles,” depicted the individual performance of each of the transit properties in the region that report data within the National Transit Database’s urban operator’s format.

FY 11-12 Transit System Performance Report

Regional Transit Technical Advisory Committee
Southern California Association of Governments

January 29, 2014
Matt Gleason



Background

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

Background

- SCAG Region is very complex environment
 - Nearly 70 providers of some sort of fixed route service
 - Almost 100 transit providers
 - Historically have focused on variety of measures
 - Operators report data to NTD in a variety of manners

Recent Transit Performance Measurement Efforts

- Key Performance Indicator Exercise
 - Winter 2011
 - Fed into RTP performance measurement
 - Aggregated at modal level
- Peer Regions Performance Benchmarking Exercise
 - Spring and Summer 2011
 - Data aggregated by tier
- FY 10-11 System Performance Report
 - Winter/Spring 2013
 - Data aggregated by operator and at the regional level
 - Focus on productivity, costs, efficiency

Goals of the FY11-12 Transit System Performance Report

Framework for understanding the region's transit investments

- Mobility
- Governance
- Service Provision and Consumption

Resource for Policy Makers

- Investments and Returns
- Planning for Operations

Benchmarking Resource for Operators

MAP-21

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

Format of the FY11-12 Transit System Performance Report

Section 1: Public Transportation in the SCAG Region

- Governance
- Transit's role in providing mobility and other external benefits
- Transit sub-modes

Section 2: Evaluating Transit System Performance

- Legislative context
- Literature review

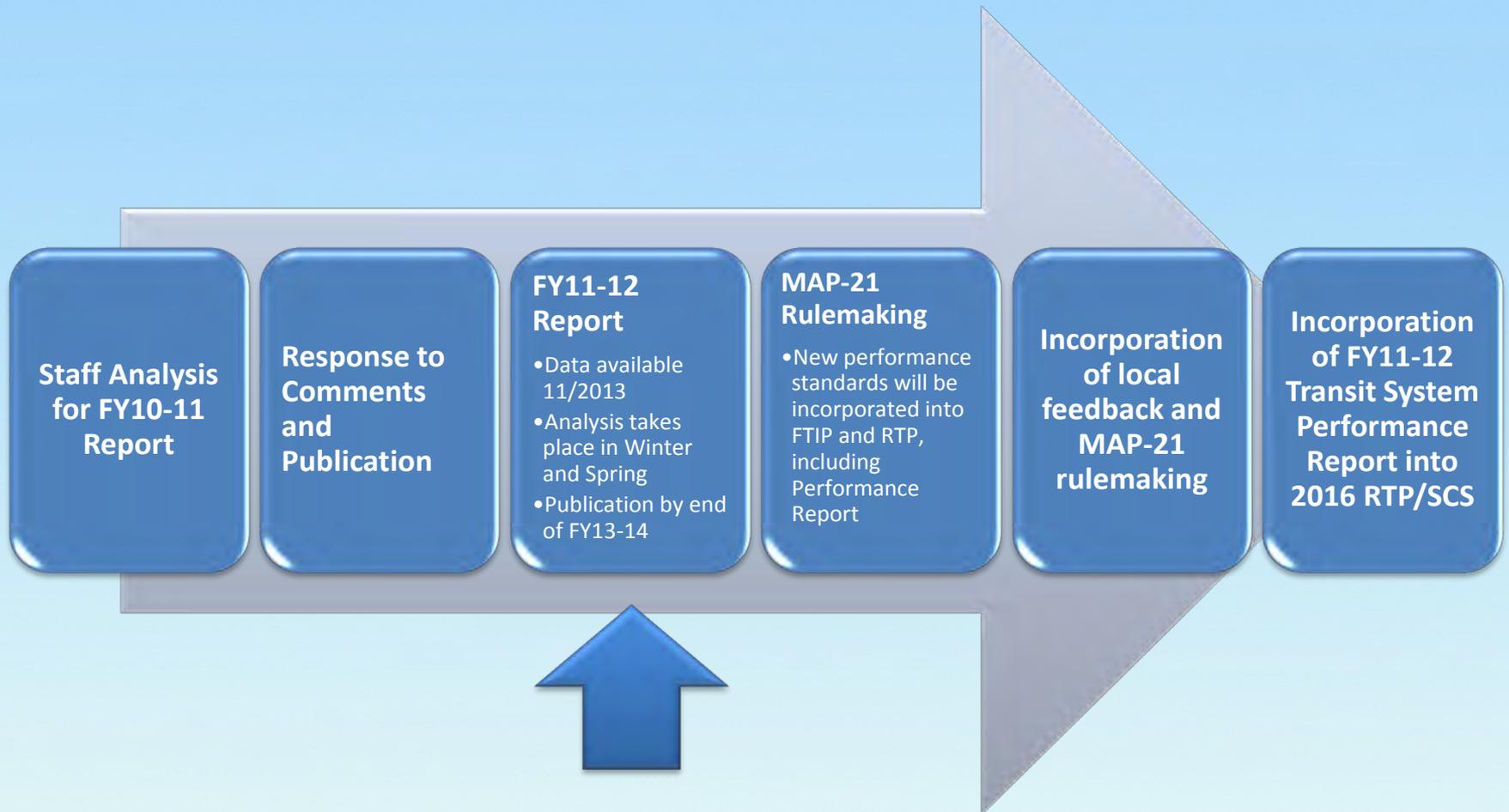
Section 3: Regional Performance

- Assesses regional performance
- Lays out financial performance and productivity

Section 4: Operator Profiles

- Depicts the individual performance of each of the transit properties in the region that report data within the National Transit Database's urban operator's format.
- By sub-modes

Transit System Performance Report Process



National Transit Database

Operators included in analysis

These operators are included in the system performance report

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

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

Measures

- Staff recommend the following measures be used in the report
- Mix of cost efficiency/effectiveness, productivity, and speed/mobility
- Maintenance added

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

Example of System Performance Analysis

Findings

Total Trips by Mode, 2009 NHTS SCAG Region

Total Trips				
County	Auto	Transit	Bicycle	Walk
Imperial	114,018,194	Not available	318,631	10,361,556
Los Angeles	6,231,994,828	400,196,991	166,397,229	2,083,153,592
Orange	2,180,289,337	67,656,250	39,874,041	388,410,530
Riverside	1,272,756,998	17,577,906	21,621,490	214,696,550
San Bernardino	1,434,093,895	26,259,261	21,761,307	230,494,820
Ventura	477,831,965	6,490,657	15,518,240	79,642,547
Total	11,710,985,217	518,181,065	265,490,938	3,006,759,595
Percentage of Trips				
County	Auto	Transit	Bicycle	Walk
Imperial	90.49%	Not available	0.25%	8.22%
Los Angeles	69.65%	4.47%	1.86%	23.28%
Orange	80.76%	2.51%	1.48%	14.39%
Riverside	82.60%	1.14%	1.40%	13.93%
San Bernardino	83.21%	1.52%	1.26%	13.37%
Ventura	81.49%	1.11%	2.65%	13.58%
Total	74.96%	3.32%	1.70%	19.24%

Journey to Work, 2011 ACS

SCAG Region

2011 3 year ACS Estimates	Imperial County	Los Angeles County	Orange County	Riverside County	San Bernardino County	Ventura County
Workers 16 years and over	57,099	4,327,711	1,400,804	838,422	782,989	378,846
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	90.2%	83.0%	88.2%	90.0%	91.0%	89.1%
Drove alone	78.9%	72.2%	78.1%	77.1%	74.4%	75.9%
Carpooled	11.3%	10.8%	10.0%	13.0%	16.7%	13.2%
In 2-person carpool	7.9%	8.4%	7.7%	9.6%	13.2%	9.7%
In 3-person carpool	1.7%	1.5%	1.3%	1.9%	2.0%	1.7%
In 4-or-more person carpool	1.8%	1.0%	0.9%	1.5%	1.5%	1.8%
Workers per car, truck, or van	1.08	1.08	1.07	1.09	1.11	1.09
Public transportation	1.5%	7.2%	2.9%	1.5%	1.9%	1.4%
Walked	2.0%	2.9%	2.0%	1.6%	2.0%	2.3%
Bicycle	0.5%	0.8%	1.0%	0.4%	0.4%	0.8%
Taxicab, motorcycle, or other means	1.3%	1.2%	1.0%	1.4%	1.0%	1.0%
Worked at home	4.5%	4.9%	5.0%	5.1%	3.7%	5.5%

Zero Car Households in the SCAG Region

2011 Brookings Institution

The SCAG Region has one of the highest totals of zero-car households in the country

- Half a million zero car households in region
 - LA-LB-SA MSA has third highest number of zero-car households, nationally
 - Riv-San-Ont and Ox-To-Vent also in top 100 MSAs for zero car households
- 99% of LA-LB-SA zero-car households have access to transit
 - Only 87% of Riv-San-Ont and 91% of Ox-To-Vent zero car households have access

Vehicles Available by Household

Number of Vehicles Available by Household	Imperial	LA	OC	Riverside	SB	Ventura
None	11%	10%	5%	5%	5%	5%
1	31%	35%	29%	30%	28%	26%
2	35%	35%	42%	39%	38%	41%
3 or more	23%	20%	25%	26%	29%	29%

Transit in the SCAG Region, FY11-12: Service Provision and Consumption



Service Provided

- Total Revenue Service Hours: 20,052,658
- Total Directional Route Miles: 18,696
- Total Vehicle Revenue Miles: 293,205,799



Service Consumed - Trips

- Total Passenger Trips: 716,122,989
- Per Capita Transit Trips: 38.95



Service Consumed - Miles

- Total Passenger Miles: 3,794,122,850
- Per Capita Passenger Miles: 206.39

SCAG Region Fiscal Year 2011-2012

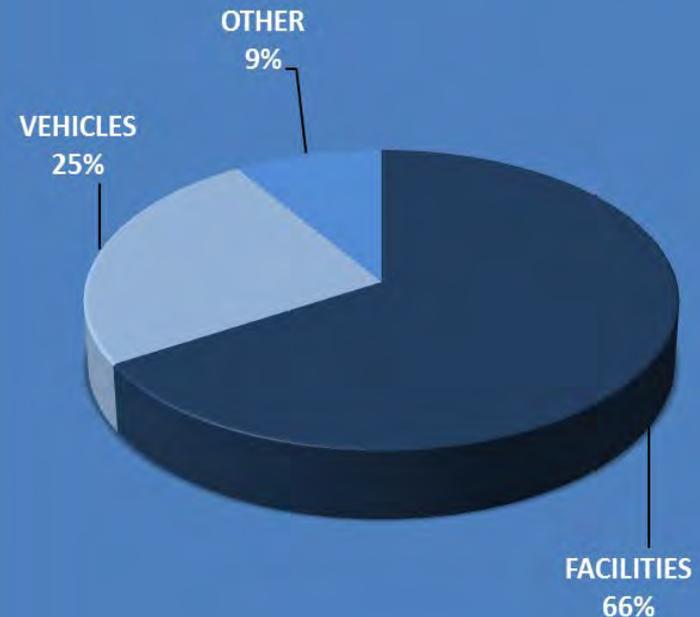
Financial Performance

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

Total Operating Expenditures	\$2,455,096,615
Vehicle Operations Costs	\$ 1,348,570,441
Vehicle Maintenance	\$ 460,565,064
Non Vehicle Maintenance	\$ 162,374,398
General Administration	\$ 469,429,994
Fare Box Revenues	\$ 638,174,478

58

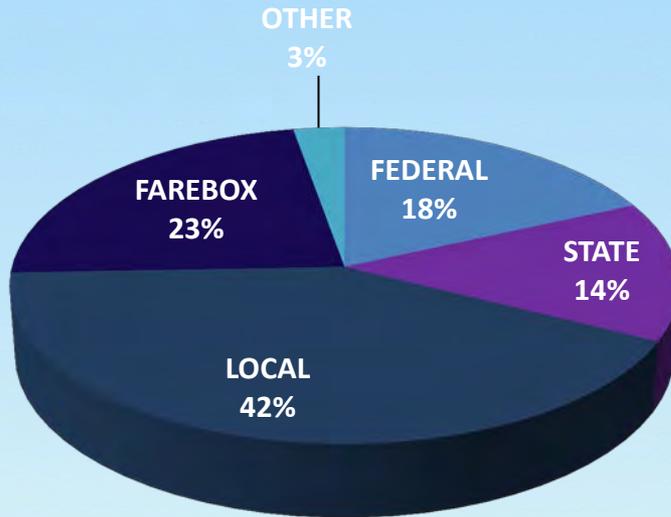
Transit Capital Expenditures, SCAG Region Fiscal Year 2011-2012



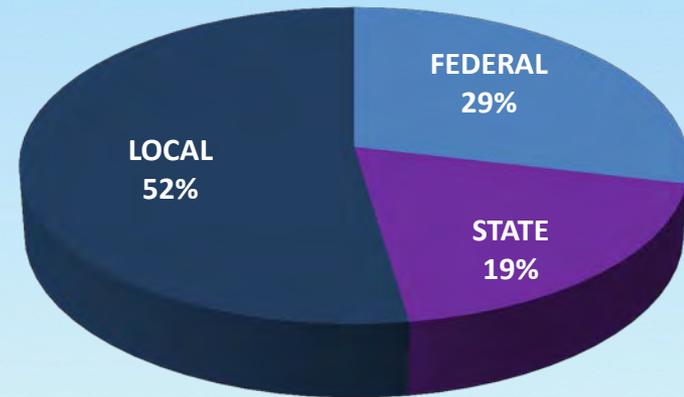
Source: NTD 2012

Sources of Transit Capital and Operating Funds

Sources of Operations Revenues, 2011-2012, NTD



Sources of Capital Funds, 2011-2012, NTD

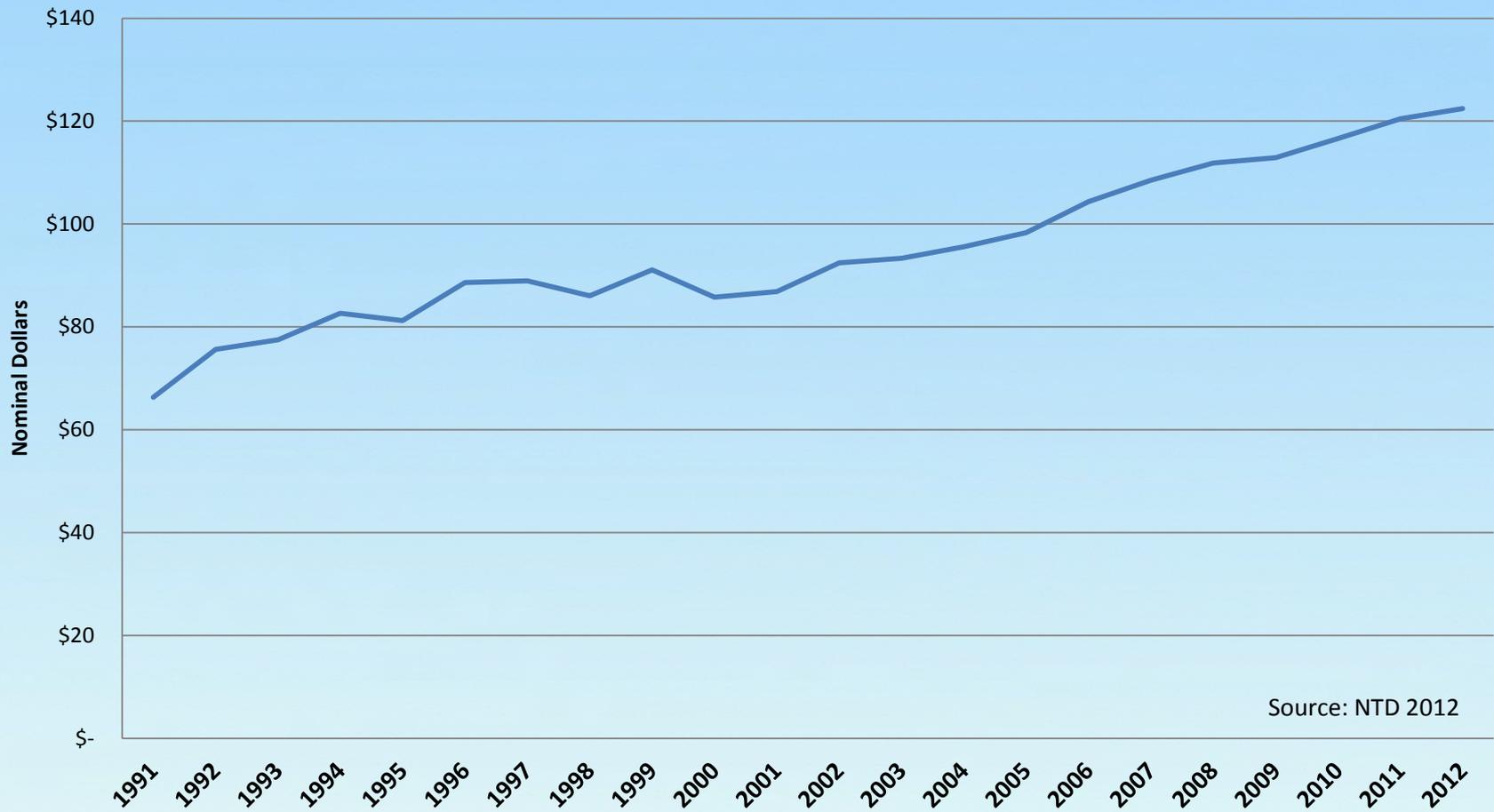


Example of System Performance Analysis

The following slides contain an example of the analysis for the entire SCAG Region

Operating Cost per Revenue Hour

SCAG Region, 1991-2012



Source: NTD 2012

Farebox Recovery

SCAG Region, 2002-2012



Source: NTD 2012

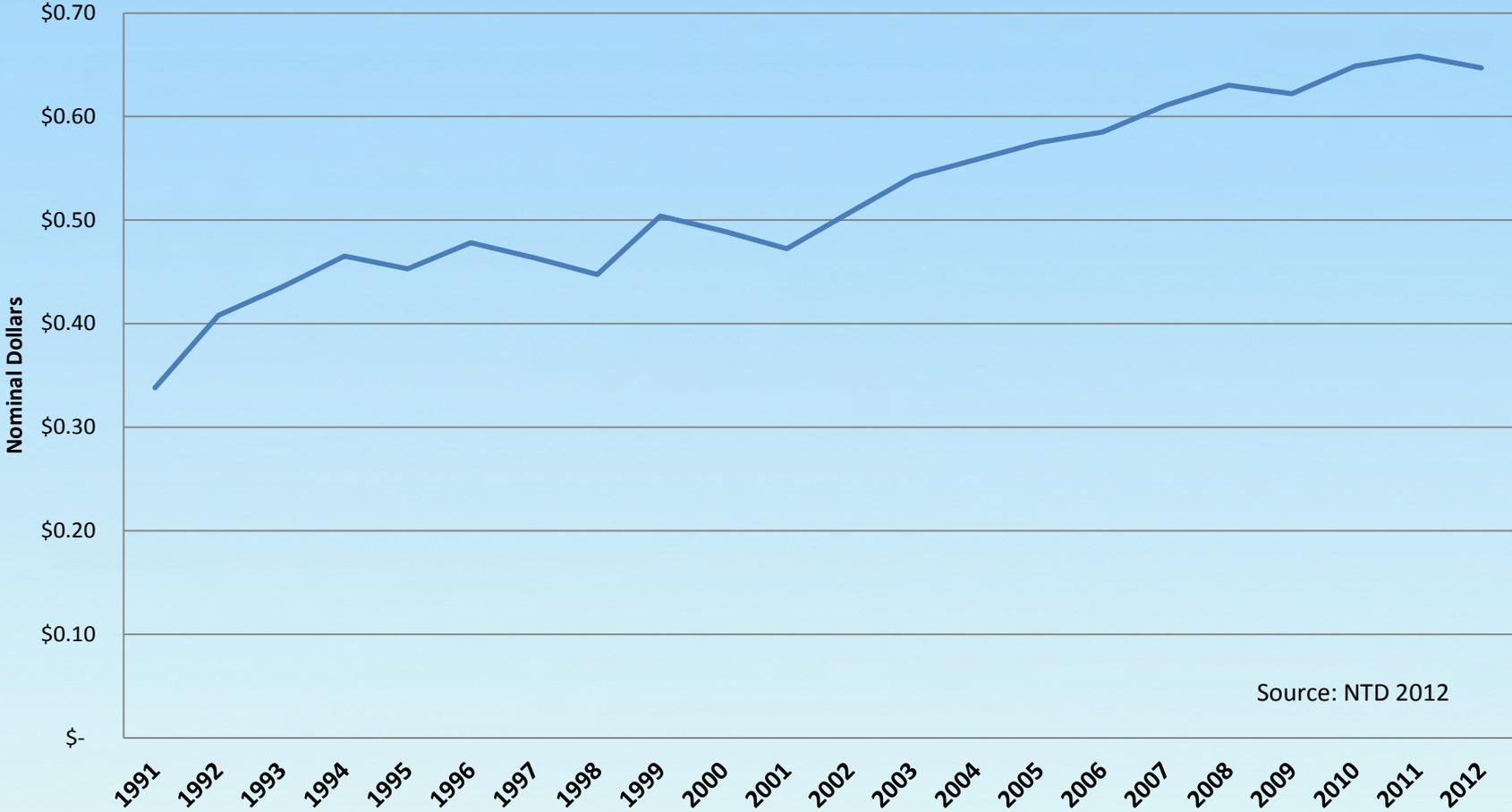
Operating Cost per Passenger Trip

SCAG Region, 1991-2012



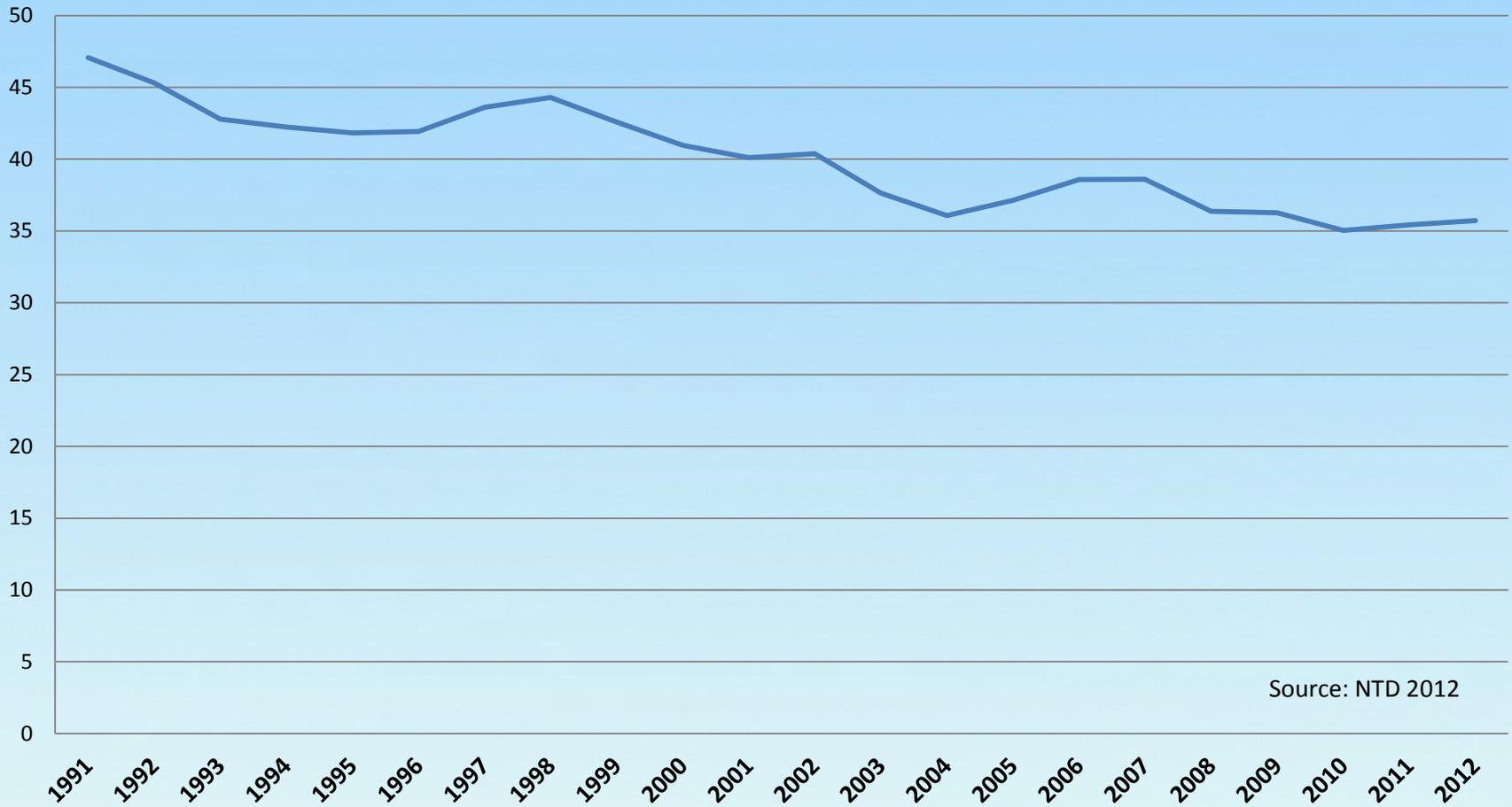
Operating Cost per Passenger Mile

SCAG Region, 1991-2012



Passengers per Revenue Hour

SCAG Region, 1991-2012



Source: NTD 2012

Passengers per Revenue Mile

SCAG Region, 1991-2012



Source: NTD 2012

Fleet Average Vehicle Speed

SCAG Region, 1991-2012, Miles per Hour



Source: NTD 2012

Next Steps

- Staff will analyze new data at the agency level report back in the spring
 - Final report by 6/30/2014
 - Final report will be made available to RTTAC via email and SCAG Transit Website
- Staff will monitor FTA's MAP-21 Rulemaking, and update RTTAC
 - Staff will incorporate new measures into FY12-13 report



Questions?



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