

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008

REGIONAL TRANSPORTATION PLAN

Making the Connections



Transit Report



TRANSIT

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SCAG REGIONAL TRANSIT FACT SHEET

- Approximately 640 bus routes
- 2 subway lines and 3 light rail lines situated within LA County, and 3 busways with on-line stations
- Metrolink Commuter Rail network that spans the SCAG Region and North San Diego County

Public transit has grown in recent years to become an increasingly integral mode of transportation for the movement of people to and from jobs, school, and shopping, cultural, and recreational activities. As of 2006, total approximate ridership for the region had reached almost 740 million passengers. This success is reflected in approximately 20%¹ growth in daily regional transit trips since 2000, as reflected in data from FTA's National Transit Database (NTD) survey. Our regional transit investments in new modes and innovative services are a significant factor in achieving this growth. The development of new rail and bus transit corridors has also encouraged investment in new housing, retail, and business development at and near transit stations.

The changes in land use patterns around our transit investments, referred to as transit oriented development (TOD), illustrate the trends of decreased auto trips and reduced vehicles miles traveled (VMT) through greater transit use, increased substitution of walk trips, and improved access to local jobs and services. Through SCAG's collaborative efforts with member cities to achieve targeted growth policies, the primary land use strategies that the transit program recommends in the 2008 RTP are selected high performance transit investments and the 2008 RTP Policy Growth Alternative guided by the Compass Blueprint Principles. Other recommendations include: coordination of development in and around transit stations and corridors, improved service reliability and performance, and a highly focused transit capital investment program appear to yield the best results within the budget limitations that the region faces.

The transit recommendations of the 2008 RTP call upon the regional transit operators to address significant challenges to achieve better operational ef-

iciency, to maintain a discipline of cost recovery through a consistent fare policy, to embrace the use of performance metrics to better serve their existing customer base, and attract new transit users. The Plan also encourages the regional transit operators to work cooperatively to offer complementary services, with ease of transfer between modes and operators, to utilize new intelligent transportation system (ITS) technologies to achieve and measure performance, and to offer its customers reliable "on-time" performance and real time information.

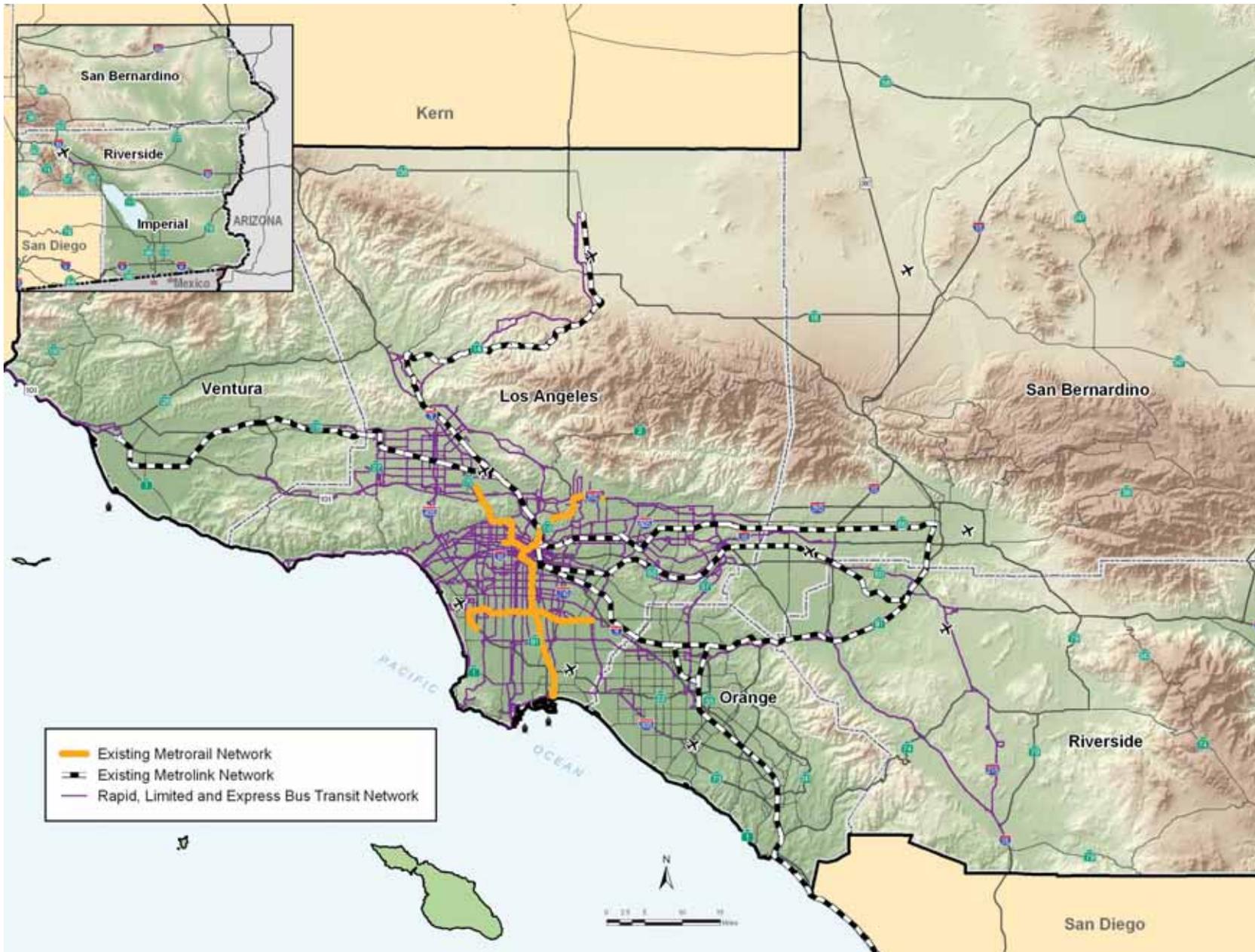
Compendium of Regional Transit Network – Existing Conditions

Public transit in Southern California has made great strides in the last decade, more so since the 2004 Regional Transportation Plan (RTP). Recent progress within the transit industry include Revised Transit Operator Agreements between SCAG and the county transportation commissions of Ventura, Los Angeles, Riverside, San Bernardino, and Orange County, in addition to expansion of current transit services, most notably:

- Opening an extension of the Orange Line Bus Rapid Transit from the North Hollywood Station to Warner Center
- Silver Streak Bus Rapid Transit Service for Foothill Transit in Los Angeles County
- Expansion of the Rapid Bus Network in Los Angeles County
- Expansion of local bus services and increases of services hours in all counties to complement increased ridership levels primarily attributable to changes in demographics

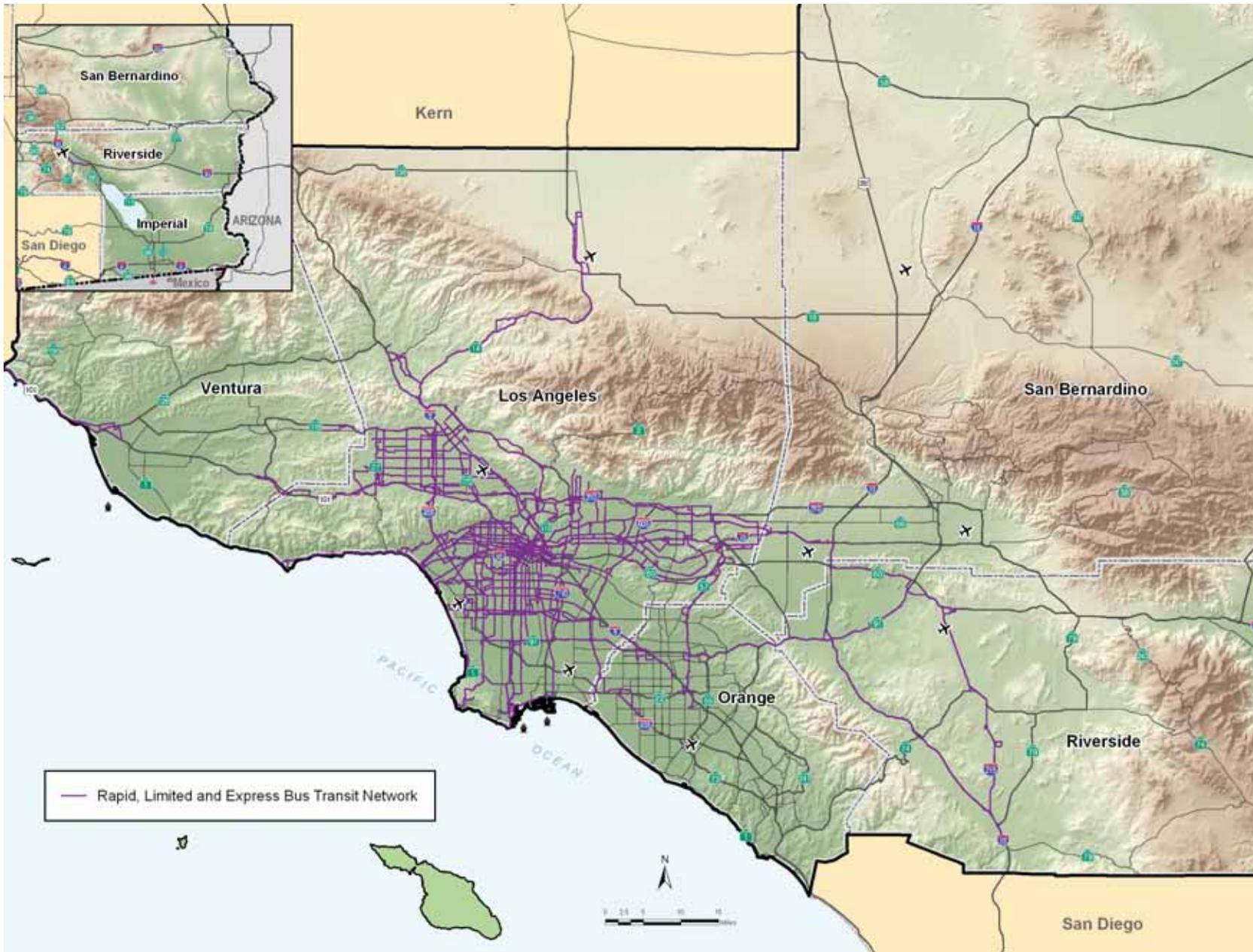
¹ National Transit Databases (NTD) for 2000 and 2006 (preliminary) and transit operators that do not report to the NTD. <http://www.ntdprogram.gov>

EXHIBIT 1 EXISTING TRANSIT NETWORK



Source: Los Angeles County Metropolitan Transportation Authority, METRO (Trip Master Database), SCRRRA-Metrolink, Southern California Association of Governments, CSRI StreetMap USA, Teleatlas

EXHIBIT 2 EXISTING RAPID AND EXPRESS BUS TRANSIT NETWORK



Source: Los Angeles County Metropolitan Transportation Authority, METRO (Trip Master Database), Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 3 EXISTING METRORAIL NETWORK



Source: Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

FIGURE 4 EXISTING METROLINK NETWORK



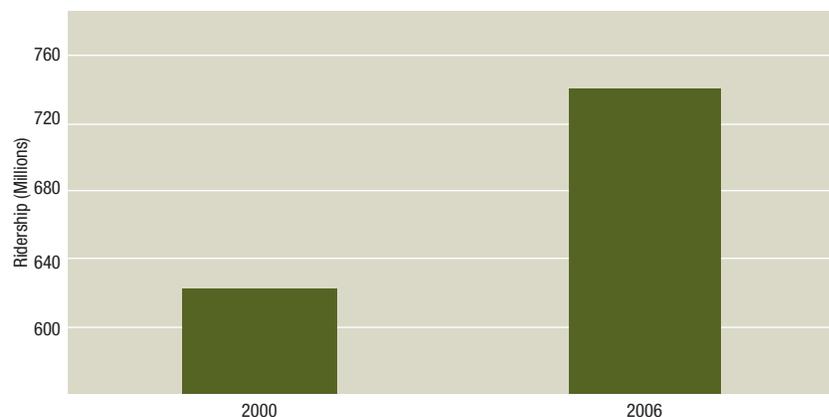
Source: SCRRA–Metrolink, Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

Exhibit 1 highlights the current transit network in the SCAG Region. Exhibit 2 specifically shows the existing rapid and express bus transit network. Exhibit 3 illustrates the existing Metrorail network, whereas Exhibit 4 shows the existing Metrolink network.

REGIONAL TRANSIT RIDERSHIP TRENDS

Recent growth trends in transit trips had reversed a modest decline in the 1990s. New rail and bus rapid transit lines and increases in frequency of service had resulted in a nearly 20% growth in passenger trips.

FIGURE 1 TRANSIT RIDERSHIP IN THE SCAG REGION 2000-2006



Source: 2000 & 2006 National Transit Database

Between 2000 and 2006, bus ridership had increased by 11 percent and urban rail ridership had increased by 45 percent. Furthermore, there was a 68 percent growth in Metrolink ridership. Table 1 depicts rail ridership by unlinked trips and passenger miles for 2000 and 2006.

TABLE 1 URBAN RAIL RIDERSHIP

Urban Rail Operators	2000	2006	Difference
Metro Subway			
Unlinked Trips	27,957,650	40,277,012	44.06%
Passenger Miles	74,729,093	202,689,312	171.20%
Metro Light Rail			
Unlinked Trips	29,859,558	42,020,795	40.73%
Passenger Miles	208,824,385	302,183,540	44.71%
Metrolink			
Unlinked Trips	6,978,588	11,706,680	67.75%
Passenger Miles	256,386,730	400,170,641	56.08%

Source: 2000 & 2006 National Transit Database

Given the increase of suburb-to-suburb travel and long commutes, it is evident customers prefer the speed, comfortability, and convenience of passenger rail service.

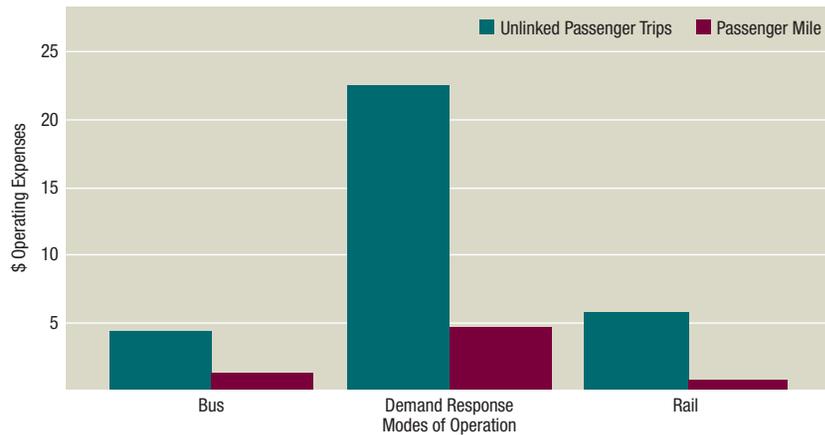
COST EFFECTIVENESS

According to the 2005 National Transit Database, cost effectiveness performance indicators are operating expenses per unlinked passenger mile and per unlinked passenger trip. These performance indicators simply measure the ability of the transportation system to provide service outputs as a function of service inputs. They also evaluate how effectively, and in most cases, efficiently, a system can operate service on the street, irrespective of where the service is going or how much is utilized.

In Figure 2, cost effectiveness of the SCAG region's transit operators are divided by mode. Fixed route bus operations have operating expenses of \$4 per trip and 80¢ per mile, whereas urban rail operations have expenses of \$5 a trip and 40¢ per mile. It is evident that operating expenses for demand response operators on a per trip and per mile basis are considerably higher than those of bus and rail.

The high cost per paratransit trip is a result of not being able to maximize the use of vehicles and personnel by spreading the cost of a given trip over a greater number of passengers. A coordinated system provides the ability to link trips and passengers between various agencies and expands the pool of potential riders. This should serve to enable the provider to group trips more efficiently and decrease the per trip cost.

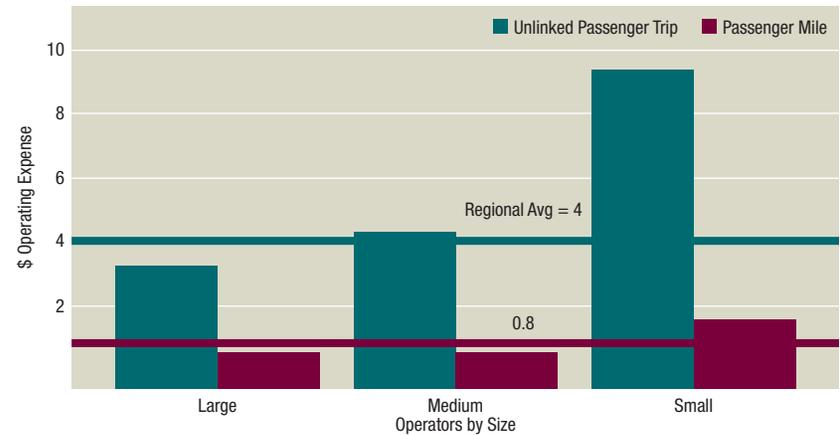
FIGURE 2 COST EFFECTIVENESS BY MODE



Source: 2005 National Transit Database

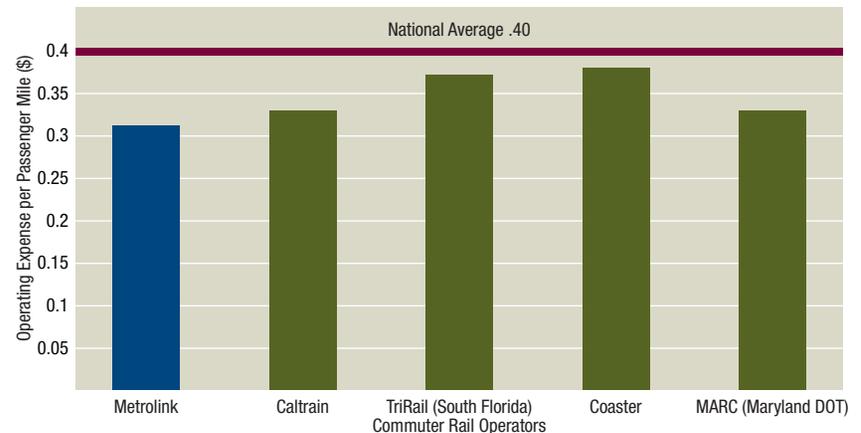
Figure 3 illustrates that based on passenger size, the cost per passenger both on a per trip and per mile basis for the larger operators within the region are less than not only the region's average, but as well as the medium and smaller sized fixed route bus operators.

FIGURE 3 MOTORBUS COST EFFECTIVENESS, FY 2005



Source: 2005 National Transit Database

FIGURE 4 COST EFFECTIVENESS COMMUTER RAIL PEER COMPARISON



Source: 2005 National Transit Database

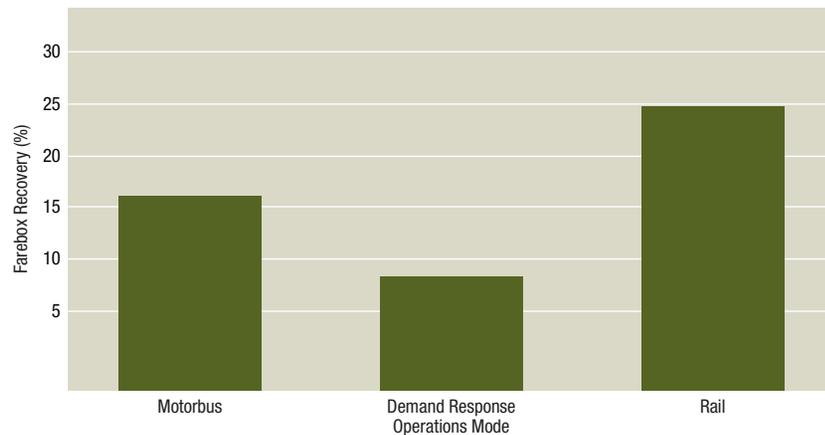
Figure 4 shows that Metrolink performs well relative to other commuter rail operators in the country, and is more cost effective than the national average.

Cost Efficiency

This performance measure evaluates a transit system's ability to perform its core functions: transport people in a cost-efficient fashion. Farebox recovery ratio is simply fare revenue divided by total operating expenses. This is an indication of the amount of how much of the agency's costs are covered by passenger fares.

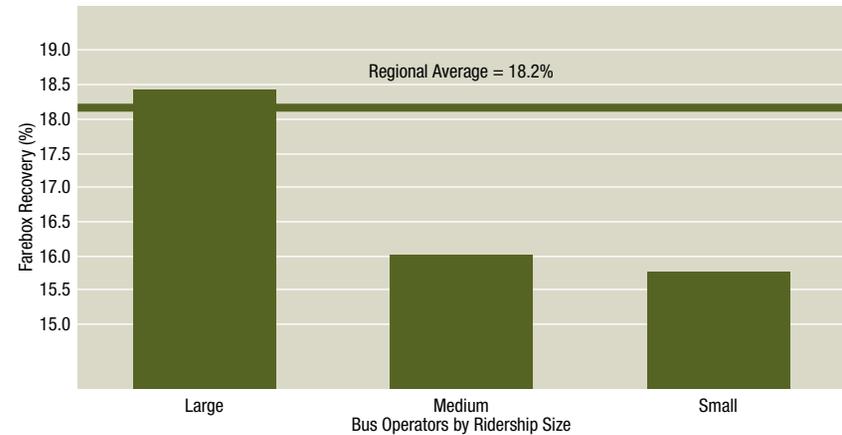
Based on the 2005 National Transit Database, the SCAG region's bus operators average farebox recovery ratio is approximately 18 percent; demand response operators at about 10%; and rail at about 25%.

FIGURE 5 FAREBOX RECOVERY BY MODE



Source: 2005 National Transit Database

FIGURE 6 FAREBOX RECOVERY BUS OPERATORS



Source 2005 National Transit Database

Figure 6 indicates the farebox recovery for bus operators based on ridership figures. Large bus operators (over 25 million passenger trips) are barely above the regional average, whereas the medium and small operators are at about 16% farebox recovery ratio.

Given the challenges of operating buses with long distance trips, it becomes a greater challenge on any system to keep costs at a minimum while attempting to serve the customer as effectively as possible. To solve this challenge, the farebox recovery ratio should be used to strike a balance between keeping transit service affordable and having an agency cover as much of the costs as possible.

Safety, Security and Emergency Preparedness for the Region's Transit Agencies

Public transit continues to be the safest form of transportation in comparison to the automobile. Transit systems also provide "eyes on the street," and many transit vehicle operators have been cited for their role in spotting and aiding citizens in distress—from lost children to crash victims. Very often,

transit vehicles are among the first arrivals when buildings must be evacuated in dark or cold weather, or when a large number of casualties need to be transported to hospitals.

For example, an automated vehicle location system tracks the precise location of each bus, and offers drivers an alarm button to alert the communications centre and open a radio channel so staff can hear what is happening. Many other systems across the country are using closed-circuit video monitoring to detect and record incidents at transit stations and even inside vehicles.

SAFETY

Shifting travel from automobile to transit while creating more walkable, mixed use communities, such as TODs, increases safety for transit passengers and other road users. Transit passengers are much safer than motorists, and residents of TODs are safer than residents of automobile-oriented communities. Increased per capita transit ridership provides large reductions in per capita traffic fatality rates.²

Transit also continues to be the safest mode of travel in terms of deaths and injuries. A number of incidents, including grade crossing accidents with bus and rail, and trespasser incidents within the region have resulted in efforts to improve grade crossings and seal rail and transit rights of way to reduce the potential for such incidents. The overwhelming cause of such incidents continues to be driver and pedestrian failure to heed or to evade safety measures.

- The transit safety priorities that operators should adhere to include the following:
- Reducing collisions with automobiles, bicyclists and pedestrians
- Improving compliance with operating and maintenance rules
- Reducing impact of fatigue on transit workers
- Improving emergency response procedures³

² Terrorism, Transit and Safety – Evaluating the Risks, Todd Litman, 2005

³ Rail Transit Safety Action Plan

By 2035, the aging baby boom population will be the largest demographic group in the region; 18.5 percent of the population will be 65 years of age or older. Safety concerns regarding senior drivers will clearly be a factor to consider. New safety measures will need to incorporate this new emerging trend by developing, implementing, and maintaining programs and policies that shift seniors to public transit.

SECURITY AND EMERGENCY PREPAREDNESS

Rail and mass transit systems are vulnerable to any security threat because they are easily accessible to the public. Caltrans provided a joint information seminar with transit operators, law enforcement officials and emergency managers to discuss transit's emerging role as an emergency operator. Together they can strategize and potentially make recommendations in addressing security and emergency preparedness in transit. Continued efforts are being circulated amongst individual transit operators in defining these needs.

SCAG's role consists of advising and recommending the coordination efforts as a region to thwart future threats. It is evident that transit operators should effectively coordinate and communicate across many of the agencies in an efficient and effective manner. SCAG is best suited to play the role of convener and champion⁴ because of its role as the MPO for the six-county Southern California region. This role would include the provision of forums where plans and data may be developed and coordinated with other regional planning efforts and the development of regional consensus. However, the responsibility of operating and implementing plans and programs remains with the local jurisdictions as SCAG, in its role as a planning organization, has no operational or implementation authority.

⁴ Association of Metropolitan Planning Organizations, "The MPO Role in Management and Operations," Washington D.C. Aug. 28, 2001; Presentation made by John Mason, 10th Annual Meeting of the Association of Metropolitan Planning Organizations, Atlanta, GA, Sept. 19, 2001. Online. Available: http://www.planning.dot.gov/Documents/Securitypaper.htm#_ftn2.

In essence, the SCAG transit operators and emergency personnel should address some of the following goals:⁵

1. Transit operators must identify resources available to help them generate their emergency response plan, and to coordinate their plan with other responders in the community
2. Transit operators and emergency providers must be at the emergency planning table and must get to know their community's emergency managers and first responders
3. Law enforcement must work with transit to establish protocols for bus sweeps when security threats occur
4. Emergency managers must develop, provide and maintain regional contact lists within their jurisdictions for planning, training and exercises
5. Transit must be utilized as a resource for addressing the special needs populations

To achieve these goals, the following actions can be pursued.

1. Encourage transit project implementation that:
 - a. maximizes safety and security of all travelers
 - b. maximizes the safety and security of adjacent populations
2. Transit operators should develop security plans to:
 - a. address vulnerabilities and secure appropriately
 - b. monitor to deter, detect, and respond to specific security threats
 - c. coordinate with other agencies, jurisdictions and emergency response teams to have security and emergency preparedness programs in place
 - d. be able to respond to incidents robustly, including the evaluation of vulnerable populations, minimizing casualties and disruptions

⁵ Caltrans Response and Recovery Conference After Action Report November 4, 2006 as presented at Mass Transit Initiative – Transit Security Seminar, Long Beach, January 25, 2007

3. Promote transit projects that:
 - a. provide monitoring capabilities for the security of the transit systems
 - b. provide communications infrastructure for incident detection and coordinated response
4. Encourage project implementation that:
 - a. provides incident detection and communication infrastructure

SCAG recommends that transit operators continue to coordinate with law enforcement officials and emergency operators to develop continuous dialogue and open communications that will further develop into strategic business and budget plans whereby all parties can carry their respective roles and responsibilities. Secondly, SCAG recommends that, as part of the transit service guidelines process when setting benchmarks, transit operators should develop objectives for performance so that progress can be measured as part of the performance monitoring and reporting system.

Coordinate Transit with Growth Plans

In assessing the Strategic Policy recommendations regarding transit, SCAG will seek to work closely with Compass/Blueprint staff to assure the transit policies and land use and growth scenarios are closely coordinated. To achieve this objective, the Regional Transit-land use interaction objective should take the following factors into consideration.

1. Develop a transit system that:
 - a. promotes a local jobs-housing balance
 - b. supports the goals and objectives and implementation of the recommendations of the 2008 RTP Policy Growth Alternative
2. Promote transportation proposals that:
 - a. are consistent with regional and local planned growth patterns
 - b. are coordinated with regional and local development plans

- c. encourage compact and efficient mixed land use developments
- d. improve access from residential areas to local employment centers or transit facilities

3. Encourage project implementation that:

- a. provides efficient transit access to existing and anticipated land uses
- b. supports transit oriented development (TOD) principles

The theory that drives the use of transit as an economic development tool lies in transit’s ability to serve higher densities and to support activity centers. The 2008 RTP Policy Growth Alternative aims to accomplish this. Essentially, transit lines provide an alternative to the automobile, allowing more people in specified areas without increasing demand for roadways and parking. This allows more activity to occur in close proximity of a transit node such as a rail or subway station. Furthermore, an effective transit system not only allows for more housing, business, and recreation activity to occur at such locations, but also encourages such dense development by providing a base of commuters and a common destination. Essentially, a transit center enables scarce land to accommodate dense, mixed-use development. The transit and economic development objectives may be listed as follows:

1. Develop a transit network that:

- a. enhances the business environment
- b. supports a balance of jobs, services and housing within communities

2. Promote proposals that:

- a. provide access to major regional centers such as major airports, rail stations, and transit hubs
- b. improve service to the central business districts within our region and other employment concentrations
- c. provide transit access to centers identified in the 2008 RTP Policy Growth Alternative

- d. provide connections between affordable housing locations and appropriate jobs and services
- e. support planned economic development patterns and activities

3. Encourage project implementation that:

- a. accommodates forecast demand from transit service
- b. provides an improved level of service for workers and businesses
- c. considers access to job centers and links between residential and employment areas

Regional Transit Challenges – Developing the Business Case

The region’s population is anticipated to grow from 18 million to 24 million by 2035. SCAG continues to face regional growth and change. New transit investments should shape the transit network in support of the growth policies of the region. Local transit systems should be designed to enhance the quality of life for residents through the provision of reliable, efficient and effective access throughout the region. Operational actions and policies should gear towards improving mobility and accessibility, ensuring enhanced performance of the existing transit system.

The goals and objectives in this Regional Transit Strategic Plan will have considerable overlap and present a broad range of preferences. Additionally, the Plan proposes specific policy direction for transit operators. The main issues that reflect this vision are to maintain and improve transit system performance while employing transit to sustain the region’s vision and values. It should be accomplished in the following steps.

1. Develop a transit system that maximizes the performance of the existing transit network
2. Promote transit proposals that improve the performance of the existing transit network as well as preserve the level of service offered

3. Encourage project implementation that improves connections between existing jobs, housing and transit connections
4. Encourage project implementation that improves accessibility to surrounding land uses
5. Manages access to nearby land uses
6. Develop a transit network that improves the communication flow to customers and transit operators
7. Develop a transit network that improves mobility through value pricing and improved transit design standards
8. Promote transportation proposals that
 - improve system reliability
 - maximize performance benefits through intensive management
 - provide transit options
 - improve connection and coordination between and among different modes
 - support the Compass Principles and the 2008 RTP Policy Growth Alternative in order to balance jobs, services and reduction of travel distances
9. Encourage project implementation
 - that facilitates and promotes safe travel
 - preserves the integrity of the transit system by considering access of nearby land uses
 - implements the regional transportation and land use plans efficiently
 - improves compliance with speed, right-of-way, and safety regulations

Strategic Transit Service Policies

RELIABILITY AND ON-TIME PERFORMANCE

On-time performance is the key to delivering the greatest customer satisfaction. Wait times are affected by service irregularities and therefore customers are more sensitive to unpredictable delays.⁶

Reliability can also be related to transfer times between buses or between modes (bus to train). When customers experience long unscheduled gaps in service and if timely connections are not made or trains or buses they are less likely to see transit as a viable alternative.

The Plan recommends that SCAG and transit operators should analyze and assess the use ITS technologies to track, report and improve on-time performance of transit systems. In addition, operators should utilize this data to identify the causes of delay and use it to improve performance of transit systems through operational improvements, rapid bus implementation, and better scheduling of services. SCAG will seek funding in next OWP (FY08-09) to conduct this assessment.

TRANSIT SERVICE LEVELS

Frequency of service is also a concern for transit customers. Long waits for service make transit inconvenient and deter the use of transit. Poor service levels limit the potential use of transit for non work trips for social, retail, recreational, and tourism purposes. SCAG recommends in the Strategic Element working cooperatively with regional and local transit operators to develop service delivery policies to optimize transit service levels, including frequency, coverage, and hours of operation to achieve maximum potential use of our transit investments. SCAG will seek funding in next OWP (FY08-09) to conduct this assessment.

⁶ TCRP Report 95, Chapter 9. Transit Scheduling and Frequency: Traveler Response to Transportation System Changes. 2004

FARE POLICIES, FARE MEDIA AND SUBSIDIES TO TRANSIT

SCAG recommends an analysis be conducted to identify and recommend appropriate adjustments to transit fares to maximize transit usage, including fare free concepts. Utilize new automated fare media to allow for ease of transit use. Increase subsidy levels to maximize transit usage. Analyze regional transit fare policies to assess the proper level of fares, optimal fare media to allow for ease of connectivity among transit systems, appropriate subsidy policies, and appropriate mechanisms to assure stable operational funding to maximize transit use in the Region. SCAG will seek funding in next OWP (FY08-09) to conduct this assessment.

INCREASE TRANSIT SERVICE CONNECTIVITY

SCAG recommends that transit operators assess how to better restructure transit services, as needed, to more effectively connect different urban centers and activities. SCAG also recommends that transit operators assess ways to enhance connectivity and ease of transfer between transit modes. In consultation with transit operators, SCAG seeks to conduct an analysis of transit operations, identify existing and emerging hubs and centers, and analyze how to more effectively ensure optimal coverage, access, and connectivity to regional centers. Work with transit operators to develop service policies and route structures that support the RTP land use concepts, facilitate intermodal transit connectivity, and maximize transit usage. SCAG will seek funding in next OWP (FY08-09) to conduct this assessment.

Regional Transit Projects

PROJECTS IN THE PIPELINE

The transit projects that are programmed in the Regional Transportation Improvement Program (RTIP) and ready for implementation include expansions to the Bus Rapid Transit (BRT) system, commuter rail, and light rail. Refer to

Table 2 for a list of these projects. See Exhibit 5 for a map depicting bus transit projects, and Exhibit 6 for rail projects that are included in the 2008 RTP.

TABLE 2 MAJOR PROGRAMMED TRANSIT PROJECTS

Capital Projects	Destinations	Status
Bus Rapid Transit Projects		
Metro Rapid Bus Expansion (to 28 lines) in LA County	Various	Planned
San Fernando Valley North-South in LA County	Reseda/Sepulveda & Canoga Corridor	Planned
Wilshire Blvd/Mid-City Transit Corridor in LA County	Vermont to Santa Monica	Planned
Harbor Blvd BRT in Orange County	Fullerton to Costa Mesa	Planned
Westminster/17th BRT in Orange County	Santa Ana to Long Beach	Planned
28-Mile BRT in Orange County	Brea Mall to Irvine Transportation Center	Planned
OmniTrans - E Street BRT	San Bernardino	Planned/EIR
Light Rail Transit Projects		
Metro Gold Line Eastside Extension in LA County	Union Station - Atlantic	Under Construction
Metro Exposition Corridor Phase I in LA County	Downtown LA to Washington/National	Under Construction
Metro Exposition Corridor Phase II in LA County	Washington/National to Santa Monica	Planned/EIR
Metro Gold Line Foothill Extension Phase I in LA County	Pasadena to Azusa-Citrus	Planned/EIR
Crenshaw Corridor in LA County (may be BRT or LRT)	TBD	Planned
Metrolink Projects		
Metrolink: Perris Valley Line in Riverside County	Riverside to Perris	Project Development

ADDITIONAL INVESTMENTS

The 2008 RTP invests over \$44.0 billion to transit projects. Of this amount, nearly \$23.3 billion is allocated to bus and intermodal facilities; nearly \$6.2 billion to commuter rail projects; and close to \$14.5 billion to heavy rail, light rail, and other projects. The major projects included in the RTP that address system gaps and provide strategic corridor expansion are listed in Table 3.

TABLE 3 TRANSIT CORRIDOR PROJECTS

Project	County	Implementation Schedule*
Regional Connector LRT (Union Station to 7th St/ Metro Center)	Los Angeles	2035
Gold Line Foothill Extension Phase 2 (Azusa-Citrus to Montclair)	Los Angeles	2020
Westside Extension (Metro Purple/Red Line Extension)	Los Angeles	2020
Green Line Extension (Mariposa/Nash to Century/ Sepulveda LAX, technology TBD)	Los Angeles	2030
Katella BRT (Orange Transportation Center to Long Beach/Blue Line)	Orange	2014
Edinger BRT (Tustin to Huntington Beach)	Orange	2018
Beach Blvd BRT (Huntington Beach to Buena Park)	Orange	2012
La Palma BRT (Anaheim to Buena Park)	Orange	2018
Great Park/Spectrum 5-Mile Transit System	Orange	2012
Western Riverside BRT (Magnolia Corridor Phase 1 City of Riverside; Moreno Valley Corridor Phase 2 City of Moreno Valley)	Riverside	2018
Coachella Valley BRT	Riverside	2018
Perris Valley Line Extension (Perris to San Jacinto)	Riverside	2030
Perris Valley Line Extension (Perris to Temecula)	Riverside	2030
Redlands Extension (4th St/Mt. Vernon to Grove/ Central, rail technology TBD)	San Bernardino	2014

* Represents the Plan network year for which a project was analyzed for the RTP modeling and regional emissions analysis

THE STRATEGIC PLAN

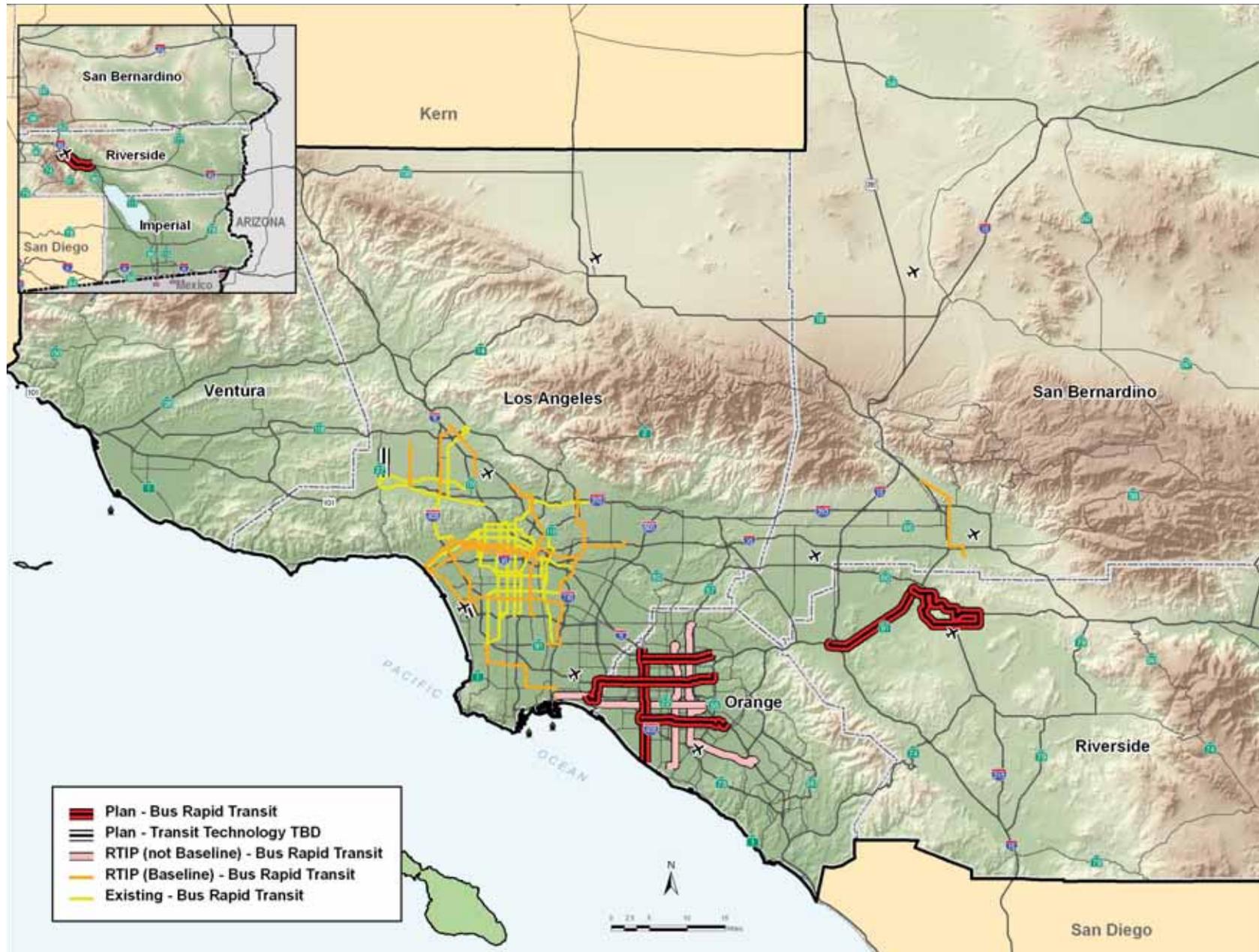
The following major projects are recommended for inclusion in the strategic element of the RTP. These projects are contained in the Strategic Plan with the recognition that they merit further study and that, over time and with further consensus building, these programs and policies may move forward into the RTP.

1. Gold Line LRT extensions from Montclair to the Ontario International Airport
2. Purple Line extensions beyond La Cienega to Century City, UCLA and Santa Monica
3. Metrolink and LOSSAN Strategic Plans
4. Orangeline (Santa Ana Branch Line) Corridor and to Palmdale via Union Station. (Conduct Alternatives Analysis as to appropriate mode and technology options.)
5. Santa Paula Branch Line between Ventura and Santa Clarita

The following corridors are recommended for further study as long range transit corridors for potential inclusion in future RTPs:

1. Transit service to the Victor Valley area from San Bernardino
2. Transit service to the Coachella Valley are from Riverside/San Bernardino

EXHIBIT 5 BUS RAPID TRANSIT PROJECTS



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 6 RAIL TRANSIT PROJECTS



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

The 2008 RTP Transit Summary

TABLE 4 PASSENGER MILES (DAILY)

	2003 Base Year	2035 Baseline	2035 Plan
Metrolink Rail	769,811	1,613,187	3,853,760
Urban Rail	1,893,440	3,474,095	4,046,546
MTA Local Bus	3,231,321	3,362,295	3,273,945
MTA Express Bus	1,563,104	1,621,774	1,185,223
MTA RapidBus	449,703	1,482,870	1,814,409
LA County Express Bus	1,705,355	4,273,975	2,350,610
LA County Local Bus	1,034,097	1,401,774	1,377,833
Other Express Bus	209,169	854,718	1,202,134
Other Local Bus	2,273,529	3,078,552	2,257,864
High Speed Rail	N/A	N/A	1,738,269
Total	13,129,529	21,163,240	23,100,591

Source: SCAG Regional Travel Demand Model

