PLANNING STATEMENT

UPDATE FY 81-82

The compilation that follows consists of statements relating to regional and District objectives. These statements were prepared to assist in the review of the proposed UMTA/SCAG/LACTC funded Overall Work Program (OWP) for the Southern California Rapid Transit District (SCRTD) for FY 82-83.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

PLANNING DEPARTMENT

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PLANNING STATEMENT
UPDATE FY 81-82

I REGIONAL GOALS OBJECTIVES AND POLICIES

A. REGIONAL COMPREHENSIVE GOALS

The comprehensive goals of the region deal with a broad range of issues including land use, employment, population, housing and environmental quality. These goals and policies provide basic guidance for the planning activities Southern California Association of Governments (SCAG). The comprehensive goals and policies which are particularly relevant to transportation planning are outlined in the Regional Transportation Plan (RTP) developed by SCAG as follows:

- To assure opportunity for the experience of a variety of lifestyles within the region and within each of its major geographical sub-units.

- To create subregions which have a balance of service facilities, employment, and housing types.

- To guide the development of the region toward a form which provides the necessary balance between the region's manmade and natural systems.

- To ensure housing opportunities in proximity to jobs and daily activities.

- To encourage the maintenance of sound and viable residential neighborhoods and to increase the rehabilitation of blighted and declining neighborhoods.

- To assure a variety of economic opportunities within each of the major sub-units of the region consistent with its natural and existing resources and potential resources.

- To achieve a balanced distribution of open space through the region which meets the needs of its inhabitants and which will prevent some of the adverse effects of urban sprawl and other forms of inappropriate development.

- To eliminate the degradation and pollution of the region's basic resources -- water, air, and land.

- To encourage growth throughout much of the region of low density character, with specified urban areas experiencing higher density development in accordance with local and regional plans.

- To encourage development within existing urban areas, rather than the urbanization of new land.

B. REGIONAL TRANSPORTATION GOALS

The following five transportation goals have been adopted and incorporated into SCAG's Redevelopment Guide. They provide the framework for planning the transportation system and suggest general implementation strategies:

1. To development a transportation system which will support the comprehensive goals of the region, taking into account the effect of mode selection, location, and time upon the physical, social, economic, and organizational environment.

2. To create a balanced transportation system integrated with planned land use to provide safe, effective mobility for all people and efficient and economic movement of goods.

3. To minimize the need for long distance intra-regional travel, particularly work trips, by guiding the development of the region to create self-sufficient subregions having balanced service facilities, employment, and housing.

4. To develop for the region a transportation system compatible with the environment, using the available resources wisely, promoting the aesthetic beauty of the region, and avoiding undersirable environmental changes.

5. To develop a transportation system that is financially, legally, and politically feasible, has broad public support, and has a commitment to its implementation by elected officials and those providing transportation services.

C. REGIONAL TRANSPORTATION OBJECTIVES

The regional transportation objectives are steps towards achieving the goals. Four key objectives -- steps towards achieving the goals -- have been formulated to date:

1. Reduce emissions from mobile sources (measured in tons per day) by 1987.

Source	RHC	NOx	CO
On-Road Travel Related	41.8	41.3	354.4
Off-Road Operations	9.7	(+3.5)	116.3
Technological	149.1	199.4	1201.1
Total Mobile	200.6	237.2	1671.8

RHC = Reactive Hydrocarbons
NOx = Nitrogen Oxides
CO = Carbon Monoxide

2. By the year 2000, attain a 40% to 50% reduction in regional automobile petroleum fuel consumption from the base year 1978.

3. Increase transit ridership, currently 2.9% to 6% of all person-trips by 1990.

4. Increase ridesharing (Car/Vanpool) as measured by auto occupancy, from 1.2 individuals per vehicle to 1.3 individuals per vehicle by 1987.

Emission reduction objectives for mobile sources were developed through the AQMP process. This process compared mobile and stationary source measures on the basis of cost effectiveness, emission-reduction potential, reasonable availability, and related impact criteria. The measures that compared most favorably, based on these criteria, were selected for implementation. The mobile source measures that were selected will achieve the above objectives. These measures, when combined with adopted stationary source measures, will contribute to attainment of federal clean air standards.

Automobile fuel saving objectives are stated as a range, since they will depend upon the means by which reductions actually occur. These objectives can be accomplished if EPA's current fuel economy standard for passenger automobiles sold by each automotive manufacturer (27-1/2 mpg by 1995) is increased to 40 mpg by 1995. This assumes a 27% increase in regional VMT between 1978 and 2000, as currently projected. Changes in travel behavior and land-use patterns could contribute to meeting or even exceeding the regional energy objectives.

If the 6% objective is to be met, significant improvements in transit services will be required. Estimates of ridership for the Regional Transit Development Program indicate that this program would bring the regional transit ridership up to about 1.6 million by 1990. This is equivalent to a 3.7% modal split. To reach the transit objective of 6% modal split, or 2,664,000 transit trips, additional ridesharing strategies must be successfully implemented. These strategies include fare policy changes, parking management, employee subsidies (free bus passes), and information and marketing programs.

It is expected that 328,000 work commuters will form carpools without the implementation of any special ridesharing programs. It is expected that the additional 735,000 ridesharers can be captured by means of an Employer Program and a Freeway Facility Change Program. The Employer Program, aimed primarily at commuter matching and promotional activities, is expected to contribute 639,000 new ridesharers. The Freeway Facility Change Program which includes incentives such as rideshare lanes and metered ramp bypass lanes, is expected to contribute 96,000 new ridesharers.

D. REGIONAL TRANSPORTATION POLICIES (Excerpts from 1980 RTP)

The following are general policies that guide the development of all modes of transportation.

1. The regional transportation system shall serve all trip purposes in an equitable manner according to needs. The system shall equitably serve both people and goods movement, provide effective service to the auto user and to the transit dependent, and shall include alternative service to auto travel.

2. There shall be a balanced multimodal transportation system, providing improved travel opportunities for the full range of trip lengths and in both urban and rural areas. Decisions on improvements shall take into account the effective use of all available modes and facilities, and shall give significant support to improvements that provide benefits for the environment, in particular, air quality and energy.

3. Transportation modes, serving different functions and areas, shall be coordinated to provide a continuous functional system.

4. The regional transportation system shall accommodate existing travel demand as a priority, and shall provide for future travel demand based on adopted Growth Forecast Policy. Consistent with that Policy, the system shall

(1) emphasize metropolitan and short-distance travel, and (2) provide for necessary and anticipated travel between metropolitan areas, but not encourage an increase in long-distance travel.

5. The transportation system shall be managed to increase operational efficiency, conserve energy and space, reduce air pollution and noise, and provide for mobility and accessibility.

6. New transportation facilities and services shall be supported when it can be shown that: the demand for the facility and/or service is reasonable and anticipated; improved management of the transportation system cannot accommodate the demand; there exist adequate capital and operating funds to finance the improvement; the use does not take away from existing service; the proposed improvements are cost- effective; and social, environmental, and other objectives are met and negative impacts in these areas are mitigated.

7. Implementation programs shall be based on a phased decision-making process, wherein experience and evaluation should guide the progression of decisions. Development of new technologies for the efficient movement of people and goods shall be encouraged and supported, and advanced technologies in the development of alternatives shall be incorporated whenever it appears that such technologies are feasible.

8. Existing local land use plans shall be recognized in the formulation of transportation decisions, and substantial involvement by communities in plan development and in the decision-making process shall be encouraged. Cities and counties shall be encouraged to consider transportation system needs in determining local land use policy.

9. Communication between the private sector and all public bodies involved in decisions on transportation issues shall be actively encouraged, particularly in the early stages in the development process.

10. Because the elderly and the handicapped have the same right as other persons to travel and to utilize public transportation facilities and services, transportation-handicapped persons shall be provided a continuum of transportation services according to their needs.

11. The coordination of elderly and handicapped transportation services shall be supported, as appropriate, to provide more effective, efficient and accessible services.

12. Plans for all transportation services shall include provisions for the transportation-handicapped.

13. Trip end and modal interface facilities should be accessible to and usable by the elderly and the handicapped.

14. Elderly and handicapped persons shall be involved in ongoing transportation planning and programming efforts.

E. REGIONAL TRANSIT OBJECTIVES

As outlined in the 1980 RTP developed by SCAG, approximately 1.0 million riders use the SCAG region's fixed-route transit system each day. About 900,000 use Southern California Rapid Transit District service (linked trips) and the remainder are distributed among municipal and other local operators in the region. Although these transit trips are a small percentage of the total person trips (an estimated 2.9%) during the peak hour, transit person trips comprise a much larger percentage of trips made. Ridership on the region's transit system increased dramatically in the spring of 1979 in response to the energy shortage.

Transportation objectives for energy and air quality will be attained in part by reaching a modal split of 6% of regional person-trips on transit by 1990. It is assumed that each county of the SCAG region will improve transit ridership in proportion to its existing ridership to meet this regional modal-split objective.

The LARTS modeling and patronage forecasting methodology was used for projecting transit ridership under varying service improvement alternatives. The alternative endorsed for planning purposes -- the Regional Transit Development Program -- projects a ridership level in the region of 1,622,000 by 1990 through service improvements. This is equivalent to a modal split of 3.7 percent. To reach the transit objective of 6% modal split or 2,664,000 transit trips, other strategies which encourage transit must be successfully implemented. Such strategies include fare changes, parking management, employee subsidies, information and marketing.

Figure 1 projects a number of transit trips required to reach the modal split objective of 6% transit trips. The lower line reflects the increase in transit ridership due solely to population increase, assuming no transit system improvements over 1980 through 1990. The middle line reflects the projected increase in transit ridership resulting from improved service as defined by the Regional Transit Development Program (described under the Transit Development Section of this Plan). the top line reflects the transit ridership objective of 6%.

F. REGIONAL TRANSIT POLICIES

The regional transit policies are composed of the five element Regional Transit Development Program (RTDP) and a variety of specific and general recommendations in the areas of system development, transportation improvement program, safety and security, elderly and handicapped, paratransit, and planning and programming.

The regional transit policies related to the five elements RTDP and outlined in the 1980 RTP are:

1. The five-element Regional Transit Development Program (RTDP) is the long-range transit plan for the region. The complete transit program includes the following:

   Element I — Local bus system improvements

   Includes TSM measures and service expansion.

   Element II — Freeway Transit

   Includes construction of exclusive bus-carpool lanes called ridershare lanes on those freeways where congestion would otherwise decrease express bus speeds. A regionwide network of freeway bus rapid transit operations serving on-freeway stations is also included. Ridershare lanes will be designed to be convertible to rail.

Element III Downtown People Mover City of Los Angeles

This is a three mile, fully automated guideway transit elevated system through downtown Los Angeles. This element has been deferred indefinitely.

Element IV Wilshire Rail Subway

This project is an 18 mile long subway to link downtown Los Angeles to North Hollywood in the San Fernando Valley serving the eastern Wilshire corridor and Hollywood.

Element V Commuter Rail

Three corridors are to receive improved or new commuter rail service.

- Oxnard to Los Angeles
- San Bernardino/Riverside to L.A.
- San Clemente to Los Angeles

Financial feasibility limits immediate implementation of portions of Element I and Element II. Details of both the full program and the financially feasible program are given in the following section.

2. Findings and recommendations from the following studies shall be incorporated into the Regional Transit Development Program upon completion:

a. The Riverside/San Bernardino/Los Angeles corridor study.

b. The Ventura/Los Angeles corridor study.

c. The Orange County Santa Ana Transportation Corridor Alternatives Analysis. Additional Orange County transit corridors adopted for further analysis are the following: North-South Central Corridor, San Joaquin Hills, Beach Boulevard, and Katella Avenue.

G. THE REGIONAL TRANSIT DEVELOPMENT PROGRAM

1. RTDP Element I - Local Bus System/TSM (AQMP Action H-89)

Actions a) through e) are financially feasible and recommended for implementation by transit operators. Details are developed through the Short Range Transit Plans.

a) Maintain existing levels of services; expand service where financially feasible;

b) Develop convenient transfer facilities to encourage greater transit utilization;

c) Modernize transit facilities and vehicles;

d) Implement transit priority programs on arterials;

e) Develop community transit services when appropriate;

f) Expand local bus service by 1000 additional buses regionwide. Serving expansion such as called for in action f is currently financially infeasible in Los Angeles County.

2. RTDP Element II - Freeway Transit (AQMP Action H-85)

2A. Actions a) through d) are financially feasible and recommended for implementation. Caltrans will develop rideshare lanes and transit stations on the following freeways:

a) Harbor Freeway (from I-10 to I-105 with stations south of I-105 to San Pedro and to Long Beach);

b) Santa Ana Freeway (from CBD to I-605);

c) Century Freeway (from LAX to I-605);

d) Extension of San Bernardino Busway from its current western terminal to Alameda Street.

2B. Although part of the RTDP, the following freeway transit segments would require funding from new sources other than those currently available.

e) Ventura Freeway (Reseda Blvd. to Hollywood Freeway);

f) Hollywood Freeway (Ventura Freeway to L.A. CBD);

g) Santa Monica Freeway (La Cienega to L.A. CBD);

h) San Diego Freeway (Ventura Freeway to Marina Freeway);

i) Develop stations and parking facilities to compliment rideshare lanes and mixed flow sections of the bus-on-freeway rapid transit system;

j) Acquire 1000 new buses to operate over the regional freeway transit system.

3. RTDP Element III - Los Angeles Downtown People Mover (AQMP Action H-87)

The City of Los Angeles will construct a 3-mile, automated guideway transit system including parking transfer facilities at Union Station and the the Convention Center. This element has been deferred indefinitely.

4. RTDP Element IV - Regional Core Parid Transit (AQMP Action H-86)

The Southern California Rapid Transit District will design and construct an 18-mile rail rapid transit subway line from downtown Los Angeles along Wilshire Boulevard to Fairfax Avenue, north on Fairfax to Hollywood, and through the Cahuenga Pass to North Hollywood. For mode details see Rapid Transit section.

5. RTDP Element V - Commuter Rail

- Between San Clemente and Los Angeles, implement additional trains.
- Between Oxnard and Los Angeles, being operation of four commuter trains daily (two trains in the morning, two in the afternoon).
- Between San Bernardino/Riverside and Los Angeles, begin operation of commuter rail services.

RTDP - Future Plan Development Actions

6. SCAG, SCRTD, Los Angeles County Transportation Commission, Caltrans, and affected local political jurisdictions will continue to evaluate the potential for rail rapid transit in additional corridors. Corridors for evaluation will be selected on the basis of projected patronage levels, potential for funding, environmental acceptability, and compatibility with the adopted elements of the RTDP.

7. SCAG, OCTD, Caltrans and Local agencies will:

   a) Complete Phases I and II of the alternatives Analysis of high capacity transit improvements in the Santa Ana Corridor in Orange County.

   b) Conduct preliminary engineering and EIR/EIS work on the first usable segment of the Santa Ana Corridor.

   c) Upon successful completion of the above, design and construct an appropriate facility serving the high activity Santa Ana Corridor to be integrated with transit facilities being designated and constructed in Los Angeles County. (AQMP Action H-117)

8. SANBAG, working in conjunction with SCAG, RCTC, Caltrans, and transit operators, will complete a study of freeway transit alternatives serving the San Bernardino-Riverside to Los angeles Corridor. Recommendations from the study will be incorporated into the RTDP and implemented by the appropriate agencies.

9. SCAG, VCAG, Ventura County, SCAT, Simi Valley, and SCRTD will conduct a study of freeway transit alternatives serving the Ventura to Los angeles corridor. Recommendations from the study will be incorporated into the RTDP and implemented by the appropriate agencies.

Los Angeles-San Diego Corridors Actions

10. Implementing agencies will develop bus transit improvements in the interregional Los angeles to San Diego Corridor based on the findings of the Los Angeles-San Diego corridor Study.

Regional Elderly and Handicapped Transportation Plan Actions

11. Public Transportation providers should develop driver and management training programs which include instruction on the special needs of elderly and handicapped passengers. Operators who have developed such programs should make materials available to other providers.

12. Transportation providers and planning agencies should increase efforts to make eligible individuals aware of existing transportation services and program by doing such things, where feasible, as:

- o Establishing centralized transit and paratransit multi-lingual information and referral services.

- o Producing passenger information brochures, giving user information on transit and paratransit operations (e.g., maps, phone numbers, eligibility criteria) by geographic area.

- Producing schedules, information signs, etc. in Braille and raised letters, appropriate foreign languages and large print and colors.

- Installing teletypewriter equipment.

- Conducting outreach programs.

13. Transit operators will provide priority/preferential seating for elderly and handicapped persons in each fixed-route vehicle and post signs announcing this policy.

14. Transit operators and cities will give priority, when placing bus stops, shelters, and benches, to projects in areas containing either special facilities for the elderly and the handicapped or existing high-activity centers.

15. Transit operators should sponsor travel orientation sessions for prospective elderly and handicapped passengers.

H. REGIONAL 1980 TSM PLAN AND POLICIES

o Summary

The Transportation systems Management (TSM) actions included in this volume are designed to improve transportation services by making more efficient use of the existing system. In general, they are projects that will be implemented in the near term, and that are low-capital when compared with more costly alternatives that would involve major system expansion. Some TSM actions are new and innovative. Many, such as traffic operations improvements, have been used for some time. What is new, in the latter case, however, is the increased emphasis on multi-modal planning and implementation. Since SCAG issues the regional TSM reports every two years, the next update of its TSM plan and policies will be in 1982.

o TSM Planning Process

The Transportation Systems Management Element (TSME) responds to Federal regulations that require development of a transportation plan consisting of a transportation system management element, and a long range element. In addition, it responds to California Transportation Commission guidelines, which require that the action element of the Regional Transportation Plan include a TSM section.

The TSM process is continually evolving, beginning regionwide with development of a Short-Range Transportation Plan in 1974. Following publication of the Short-Range Plan, the region's first TSME and Regional Short Range Transit Plan documents were

published in 1976 and 1977, respectively. The current report updates both of these documents, and outlines improvements to be made during the coming year in four key areas: (1) refinement of problem identification, (2)development of priorities, (3) project-scientific analysis and coordination, and (4) monitoring of project implementation and effectiveness. Also included in the TSM effort for the coming year will be the implementation of actions adopted as part of the region's air quality planning program.

A number of actors are involved in the TSM process. The bulk of the TSM projects in the region, such as traffic operations and transit system improvements, are generated by cities, counties, and special districts. In addition, Caltrans handles TSM planning for the State Highway system, and coordinates with SCAG and the County Transportation Commissions in development of the Regional Rideshare Program. The newly - created County Transportation Commissions are responsible for short-range planning and for the programming in the TIP of those projects that require state and federal funding. Increasingly, the private sector is being recognized as providing services that contribute substantially to the TSM effort.

In addition, a number of institutional arrangements have been developed that facilitate multi-local and multi-jurisdictional coordination on a continuing basis. At the local level, for example, working relationships have been developed between transit operators and city traffic departments. On a broader scale, the County Transportation Commissions, VCAG IVAG, and SCAG have standing technical advisory committees that provide one forum for the coordination of TSM activities.

In some cases, committees have been established to deal specifically with TSM planning. For example, OCTC's Technical Advisory Committee has established a TSM Subcommittee. In Riverside and San Bernardino, the Inland Area TSM Committee is composed of representatives from agencies in both counties, and from Caltrans District 08. In Los Angeles County, the LACTC has formed a TSM Committee composed of representatives from the larger transportation agencies in the county, and from Caltrans District 07. Regionwide, a TSM Task Force is composed of representatives from each of the local Caltrans districts, each of the County Transportation Commissions, VCAG, IVAG, and SCAG, as well as representatives of the SCAG Transit Advisory Committee and the Metropolitan Transportation Engineering Board. These committees are involved not only in the coordination of TSM planning activities, but also in preparation of the TSME document.

- Issues and Problems

Several key issues and problems have been identified as particularly relevant to TSM planning. These issues include air quality, energy, congestion, transit, allocation of resources and institutional responsibilities.

- Plan Direction and Progress

The goals and objectives adopted in the Regional Transportation Plan provide guidance to both long-range and short-range planning activities in the region. In addition to the five broad goals which provide the overall framework for planning of the region's transportation system, the following objectives have

been formulated to date. An additional objective relating to emissions reductions is currently being revised as part of the air quality planning effort.

- Reduce emissions from mobile sources by 1987 as follows: reactive hydrocarbons by 200.6 tons, nitrogen oxides by 237.2 tons, and carbon monoxide by 1671.8 tons.

- Reduce fuel consumption by the transportation system equivalent to a reduction of vehicle miles traveled of 5% in each five-year period from 1980 to 1995.

- Increase transit ridership, currently 2.9% to 6% of person trips in the region by 1990.

- Increase ridesharing (car/vanpool) as measured by auto occupancy, from 1.2 individuals per vehicle to 1.3, and increase ridesharing (transit) through service and facility improvements capable of diverting an additional 1.7% of all daily person trips to transit.

Monitoring of the effectiveness of TSM actions in meeting these objectives will become an increasingly important part of the TSM planning process.

- <u>TSM Programs and Actions</u>

A number of TSM activities are ongoing in the SCAG region. These activities can be divided into eight general categories: (1) highway improvements, (2) transit service improvements, (3) transit management measures, (4) special commuter services, (5) community

level paratransit services, (6) other actions to encourage ridesharing, (7) parking management, (8) bicycle and pedestrian facility improvements. The transit related regional TSM activities are discussed below.

o Transit Service Improvements

TSM-oriented improvements to transit service are designed to increase the efficiency and effectiveness of existing services; to provide additional service, with emphasis on low-cost alternatives; and, by improving service and increasing transit patronage, to reduce vehicle demand for existing roadway capacity.

In many cases, transit service improvements involve the purchase of new vehicles. A total of 3164 publicly-owned transit vehicles are currently operating in the region. During the next five years, the region's operators plan to maintain and expand the existing system by purchasing a total of 2947 new buses, vans, and sedans. The bulk of these (2660 vehicles) will be used to replace existing equipment, while 287 vehicles will be used for system expansion.

In addition to new vehicle purchases, the region's operators will be making a number of improvements designed to enhance passenger comfort and convenience. For example, most operators in the region plan to install additional bus shelters and benches. In addition, the operators will be making a number of improvements to existing passenger information systems. These range from the installation of transit stop signs, to the provision of more effective information on routes and schedules, to the development of more active marketing campaigns.

- Transit Management Measures

  A number of additional measures have been, or will soon be, implemented by the region's transit operators to facilitate the provision of more efficient and effective service. These include routing and scheduling modifications, management information and control systems, vehicle communication and monitoring systems, and improved maintenance procedures. Although generally low-capital in nature, these measures may result in substantial benefits, such as increased patronage and revenues, and decreased operating costs.

TSM Policies

The regional TSM policies guide and support TSM planning and programming in the SCAG region. Several of these policies are general TSM-related such as the policies that the transportation system shall be managed to increase operational efficiency, conserve energy and space, reduce air pollution and noise, and provide for mobility and accessibility.

Other TSM policies outline specific strategies in the areas of traffic operations improvements, transit and paratransit improvements, actions to encourage ridesharing, parking management, and bicycle/pedestrian facility improvements. The transit improvement policies incude the following:

1. Support the coordination of elderly and handicapped transportation services as appropriate, to provide more effective, efficient and accessible services.

2. Modal interface facilities and services should facilitate access to transportation systems by the elderly and the handicapped.

3. Efforts to upgrade service or add service shall be supported and priority for such service improvement shall be given to improvements in areas where transit service is substandard and in areas of greater than normal transit dependency.

4. Avoid undersirable duplication of transit services.

5. Agencies designated by the CTC's, IVAG and VCAG shall prepare a Short Range Transit Plan (SRTP) as required to meet federal guidelines.

II LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC) EMPHASIS

In addition to SCAG's regional goals and objectives, LACTC impacts bus operators with specific regquirements. LACTC guidelines for development of this year's Overall Work Program (OWP) proposals indicate three areas of emphasis.

A. SHORT RANGE TRANSIT PLAN PREPARATION: This includes ongoing planning activities such as monitoring ridership, preparation of marketing plans, analysis of transit demand, analysis of revenues and expenditures (including expenditures for capital, operations and maintenance) and elderly and handicapped service planning.

B. PREPARATION FOR REDUCTION IN FEDERAL OPERATING REVENUES AND PROBABLE SHORTFALL OF STATE REVENUES: The severity of the projected subsidy losses of approximately 33 percent of UMTA Section 5, and up to five percent State SB 620 funds will require more sophisticated responses than across-the- board fare increases or wholesale reductions in services. Transit operators will need to devote more resources to systems management improvements such as assessment to existing management and operations practices to identify measures to increase efficiency and reduce the growth of costs; analysis of the feasibility of greater capital investments to reduce cost growth; analysis of ridership, route realignment, and design of a marketing program to attract riders on those parts of a system where unused capacity exists; analysis of on-street operations for possible traffic flow and management improvements to improve proficiency of mechanics, drivers and scheduling practice; and investigation of opportunities to contract for services.

C. PREPARATION FOR IMPLEMENTATION OF THE TRANSIT PERFORMANCE MEASUREMENT (TPM) PROGRAM: The Commission has adopted a comprehensive TPM program which includes use of seven indicators and three performance standards. These standards are: (a) a requirement for achievement of at least one-third farebox recovery; (b) the elimination of growth of costs to the CPI with certain exceptions; and (c) the limitation of subsidy per passenger to 133 percent of the countywide average by service categories. All general public transit operators are required to achieve these standards or face penalties which may be applied by the Commission. Transit operators need to develop plans designed to enable systematic achievement of the standards.

It is pertinent to note that the LACTC staff is interpreting these three areas of emphasis very broadly for purposes of reviewing the proposed OWP tasks submitted by the District.

III SCRTD GOALS, OBJECTIVES AND POLICIES

A. SUMMARY STATEMENT

The overall District goal can be stated as one of bringing about the most efficient and equitable transit system for the area. "Effective" is taken to mean the most passenger movement per unit of cost, and "equitable" to mean the fairest distribution of services. Equitable distribution need not be construed to mean equal distribution of service.

Maximum passenger movement per unit cost entails aspects of the quality of service as well as quantity of service. Increasing ridership involves increasing the market share of transit through attracting some riders who would otherwise use the private auto. To accomplish this, various qualitative factors come into play. These include service reliability, operator courtesy, vehicle cleanliness, availability of transit information, and comfort of vehicle.

Equitable distribution of service need not be construed to mean equal distribution. Consideration of the equitable service rationale requires an articulation of overall service objectives. This articulation, in turn, aids in the development of a general service deployment policy. Considerable staff effort has gone into study of efficiency and equity factors, as background for development of Board policy in this area.

The District, in its efforts to attain "effective" and "equitable" service, has developed policies and actions to achieve these goals and objectives and to be in accord with the regional goals and objectives.

The sections below identify specific District's objectives, policies and actions. These sections correspond to the four elements of the Regional Transit Development Program (the Downtown People Mover Element is excluded) and illustrate how the District operates within the regional framework.

Portions of the information below is extracted from the latest SRTP and updated when possible. Further updates and a comprehensive description of the District's policies, programs and actions are soon to be completed and incorporated in the FY 82-83 SRTP.

Purpose of Stated Goals and Objectives

The purpose of setting down formal statements on goals and objectives is to increase the potential for all segments of the organization to work in a unified manner toward the defined goals. A stated general consensus on goals may tend to expedite the Board and management decision-making process for basic policy decisions.

One function of the planning process, in a planning and financial document such as the Short-Range Plan, is to help clarify the alternative approaches to goals. In so doing, it is hoped a Board and management consensus can be sharpened over a period of years. The goals and objectives thus agreed upon can then be stated in a manner which is comprehensive enough so that only minor fine tuning is

necessary from year to year in the annual update of the District's Short Range Plan. Such a goal statement would cover almost any shift in public sentiments concerning public transportation, with only a shifting of priorities necessary to accommodate the changed expectations.

Departmental Objectives

Department goals and objectives should be supportive of agency goals. Unlike the organization's overall goals and objectives, departmental goals and objectives are subject to more change from year to year. In particular, departmental objectives, which implement departmental goals, do undergo revisions in line with funding priorities for projects and services. These objectives are considered and discussed in each year's budget preparation and Board adoption. The portions of departmental objectives funded by UMTA grants and other special funding sources are listed and described separately in this document.

B. OVERALL DISTRICT OBJECTIVES: DISCUSSION

There are two objectives which could help in attaining the District's overall goals of efficient and equitable service. The first is the recognition of public transit as an institution of public life, similar to other necessary services for the general good of the community, and the second is the capability of the District to deal with contingencies which may arise. Both of these objectives require the meeting of certain conditions by the District's operations.

Transit must fulfill certain expectations the public has for transportation before it is accepted as an institution of basic importance in impacting the lives of the general populace.

1. Reliability. Schedules must be met and expected service must be provided.

2. Stability. Service must be established and allowed to become a fixture of permanence in the community.

3. Good Coverage. Service must be widespread enough to allow the public to get within a reasonable distance of desired destinations and it must do so during all the hours when such trips are normally desired.

4. Good Information. Knowledge of what lines to take and what time to allow for the trips planned must be readily available. Word of mouth from transit users is one means which increases in effectiveness as transit's market

share increases. Institutionally, this can be accomplished by a number of means of distributed information. Written information (timetables, maps, etc.) should be widely distributed, so that its acquisition does not require trips of any great distance, and assistance from an information operator should require neither many calls nor a prolonged wait.

5. Convenience and Comfort. Depending on trip lengths, decreased chance of standing, fewer total standees per bus, comfort and seat size, adequate leg room, adequate automatic air circulation and air conditioning, vehicle cleanliness, etc., are important qualitative aspects of services.

After these conditions are met, the public can come to look upon public transit as an integral part of necessary community services.

In order for transit to meet unexpected needs, a general contingency plan should be developed for quickly enlarging service beyond that required by present usage. The ability to meet contingencies as they arise is a necessary contribution to giving efficient and equitable service. District plans should be prepared so that, in the event of an air pollution control alert, service would be sufficient in those areas most likely to need augmentation of service. A reduction of the fuel supply would result in a different pattern of augmented need and should be prepared for in order to avoid indecision at a time when action would be required.

The meeting of the challenges of these two objectives would go a long way toward helping the District meet its general goal of efficient and equitable service.

C. QUANTIFIABLE OVERALL DISTRICT OBJECTIVES

The overall District objectives could be measured in three areas - ridership, productivity and efficiency.

The Los Angeles County Transportation Commission requires the District, as well as other other operators in the county, to meet the established performance standards under the Transit Performance Measurement (TPM) program.

Ridership Objective

As stated above, the region's transit ridership objective is to reach a transit market share of 6% of all regional trips by 1990.

The achievement of this objective of 6% market share calls for a doubling of transit ridership by 1990 for the region, the transit market share of all trips would increase from about 3% to 6%. Similarly, in Los Angeles County, transit share of all trips would increase from about 4 to 8 percent, while the central sector would double from the present 8% to 16% of all trips generated in this area.

Clearly, financial resources may not be available to achieve the regional transit ridership objectives in the foreseeable future. This is particularly true in the near future given the stated intent of the Federal Government to phase out federal operating subsidies and the uncertainty over the receipt of additional funding from Proposition A (Transit Sales Tax Funding for Los Angeles County). Hence, steps to make transit operations as productive and efficient as possible are as equally important as the achievement of regional transit ridership objectives.

Productivity Objective

Boardings per Service Mile

Boardings per service mile exclude out-of- service mileage (presently estimated at 11%). Obviously, population density relates to this productivity measure; however, the degree to which the system is tailored to meet present and possible demand, through optimum route planning and scheduling preactices, will significantly affect this measure of transit performance.

Boardings per Bus Hour

Boardings per bus hour include out of service time (layover and deadhead). This particular measure has been and will continue to be the primary measure of productivity.

Passengers per bus hour is used to measure the productivity of lines; and those lines falling below a set standard (20 passengers per bus hour for local lines and 250 passenger miles per bus hour for express lines) are studied to determine whether changes can be made to bring them above that level or if the lines are candidates for possible cancellation.

The Planning Department annually analyzes those lines which are deemed to be low producers and average less than the standard of 20 boardings per vehicle hour. A list of productivity for all District lines is determined periodically and published in the Monthly Ranking List.

In 1976 The Monthly Ranking List showed 55 lines which fell below the District standard. During the later part of 1980, the number of lines below the standard was 38 and currently the number of unproductive lines was further reduced to 34.

NOTE: Although it is convenient to use bus lines (separately numbered bus routes) in system statistics, bus lines vary greatly as to the amount of service, operating costs, ridership, etc., which each line represents. These differences make comparisons between the lines difficult.

Efficiency Objectives

Cost per Passenger

The major dependent variable in cost per boarding is labor cost. The management-labor contract in force for the period largely dictates not only the unit cost of labor, but also, by means of the complex work rules, the effectiveness of labor deployment. To some extent, the volume of boardings can make up for high labor unit costs.

D. DISTRICT ACTIONS TOWARDS THE FIVE ELEMENTS OF THE REGIONAL TRANSIT DEVELOPMENT PROGRAM (RTP)

The following four Districts programs and actions correspond to the five RTDP elements and are discussed below:

Element	Regional Plan	District Programs
I	Local Bus System Improvements	A. Service Deployment Policy B. Sector Improvement Plan (SIP) C. Transportation System Management (TSM)
II	Freeway Transit	D. SCRTD participation in Freeway Transit Program, including: design coordination of fwys I-105 (Century), I-110 (Harbor) and I-5 (Santa Ana) and Transportation on Fwy bus stop program.
III	Downtown People Mover	Deferred indefinitely
IV	Wilshire Rail Subway Transit Project	SCRTD Metro Rail/Rapid
V	Commuter Rail	Will be discussed in future update.

E. SCRTD LEVEL-OF-SERVICE POLICY GUIDELINES

(as adopted by the Board of Directors, May 5, 1976)

Increases in support for transit have enabled SCRTD to expand services to a level far greater than that which could be supported by fare revenues alone. As a result, the District has an obligation both to its riders and to the general taxpaying public to provide a wide distribution of transit service while making effective use of available resources. This has created the need for an explicit statement of policy to define a consistent rationale for distributing service throughout the District's service area.

Assuming the availability of funds and equipment, it is the District's policy to maximize transit accessibility and mobility within its service area, consistent with the following asccessibility and service effectiveness objectives.

Accessibility

a. Population coverage. These objectives apply to local service only, which for this purpose is defined as service with four or more stops per mile and with no restrictions on passenger boarding or alighting.

   1. In areas where population density is greater than 8,000 per square mile, service with a weekday base headway of 30 minutes or less will be provided to within one-quarter mile or 90% of the population.

2. In areas where population density is 4,000 to 8,000 per square mile, service with a weekday base headway of 30 minutes or less will be provided to within one-half mile of 90% of the population.

3. In areas where population density is 4,000 or fewer persons per square mile, service with a weekday base headway of 60 minutes or less will be provided to within one-half mile of 90% of the population. This statement will represent the minimum service standard throughout the service area.

b. Line Spacing. The population coverage objectives imply spacing objectives (e.g. spacing for one-half mile or less in at least one direction for areas with population density greater than 8,000 per square mile). Appropriate spacing will vary according to terrain, the street system, and the relative demand for travel in different directions.

c. Loading. In order to provide an accessible and dependable transit system, headways on local services should not exceed the policy headways described under the population coverage objectives. All parts of the transit system should also have adequate capacity for safety and be able to attract and keep riders.

1. Loading ratios for individual lines should not exceed 140% measured for the peak 20 minutes at the maximum load point.

2. Loading ratios should not exceed 100% for base periods and evenings.

3. Loading ratios for long distance freeway and busway services should not exceed 100% measured for the peak half-hours.

Service Effectiveness:

New services should be designed to meet the objectives specified below. New or existing services not meeting these objectives will be evaluated for remedial action or deletion in accordance with the procedure for treatment of low performance lines outlined in the District's Service Evaluation Program.

a. For local services:

1. at least 20 passengers per bus hour (all day);

2. at least 2.5 passengers per bus mile in the peak period; and

3. at least 1.5 passengers per bus mile (all day).

b. For express service:

At least 250 passenger-miles per bus hour.

F. UPDATE OF SERVICE DEPLOYMENT POLICY AS OF MAY 1981

On July 26, 1979, the Board adopted a service deployment policy that would allocate service within the District. It stated that 55% of the District's service would be allocated among planning sectors according to the ridership share of each sector, and 45% of the service would be allocated according to population share. The planning sectors are geographic areas used for the last 6 years in planning RTD services.

The criterion for measuring how much the actual service levels deviate from the policy is the "percent overallocation." This is the total overage (for all the areas which are in excess), divided by the total service in the District. The overage comes from those areas where there is a shortfall, so it follows that the percent overallocation which occurs in part of the region is matched by a percent underallocation which occurs in the remainder of the region.

In the year and half since the policy was adopted, the percent overallocation has remained at about 6%, although some changes of shifts between plannning sectors have occurred. In three sectors, service has moved closer to compliance, in four it has moved further away from the policy specification, and in three there has been an overcorrection (i.e., moved from excess to deficit or vice versa).

The maps of Figures 1 and 2 indicate what has transpired in the way of service shifts. The amounts of excess service and deficit (-) are given in millions of dollars of estimated annual operating expenditure. During the period between December 1977 and December 1979, total service miles rose very little. Generally, service was augmented where ridership was high, and reduced by the same amount where it was low. This can be seen in the (relative) growth of service in western Los Angeles, the CBD and South Central Los Angeles, and the decline in the San Fernando Valley, San Gabriel Valley and Mid-Cities. Actually, the regional distribution of service is now closer to a 60/40 formula (60% based on ridership, 40% based on population).

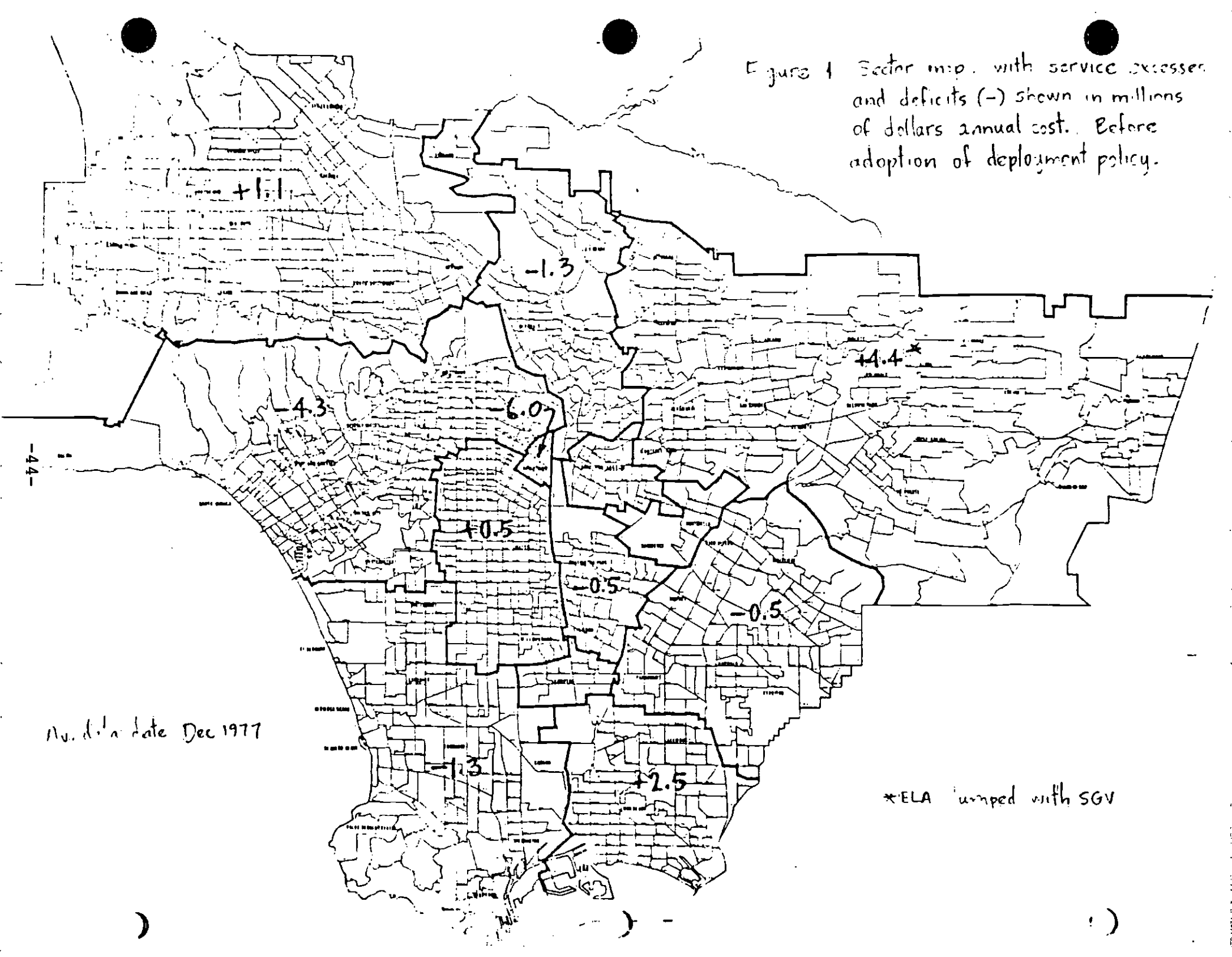


Figure 1 Sector map with service excesses and deficits (-) shown in millions of dollars annual cost. Before adoption of deployment policy.

*ELA lumped with SGV

No. d.'s date Dec 1977

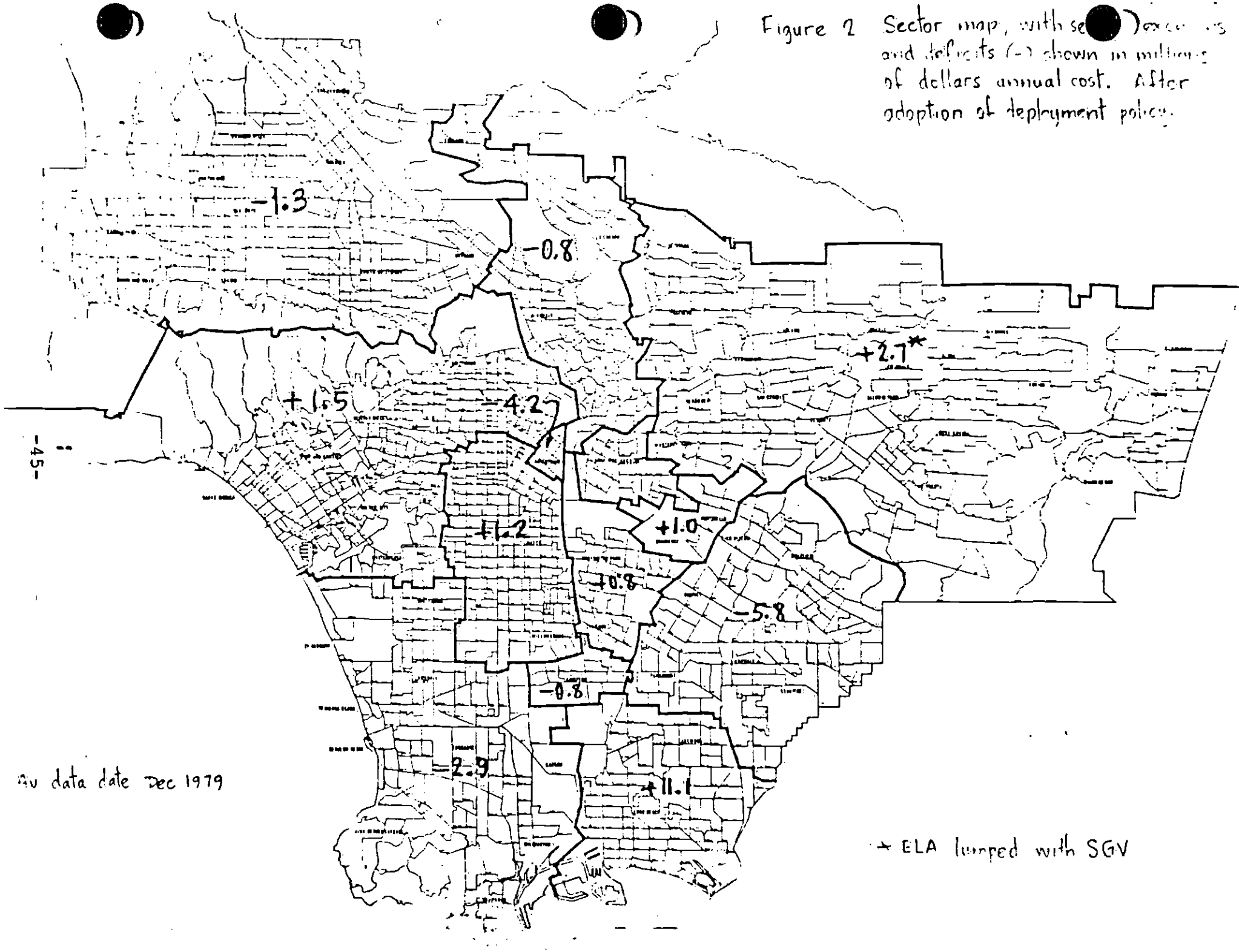


Figure 2 Sector map, with se[illegible] and deficits (-) shown in millions of dollars annual cost. After adoption of deployment policy.

-45-

Nv data date Dec 1979

* ELA lumped with SGV

G. SECTOR BUS PLANNING

Overview

The largest single program in the Planning Department for the last three years has been the Sector Improvement Program carried out by the Sector Planning/Ongoing Bus Planning Section. The boundaries of the sectors vary somewhat from last year's sectors due to census tract adjustments (see Attachment A). At the same time, the sector map was adjusted to reflect a more meaningful representation of the West Los angeles area.

Sector Improvement Plan

Historical Background:

The Board of Directors received a report in October of 1980 which presented a review of the first Five-Year Sector Improvement cycle conducted by the District between 1974 and 1980. During this meeting the Board also authorized staff to proceed with the next cycle of comprehensive sector studies which are projected to take between 3-5 years. The new cycle will include some important lessons learned during the first round of sector studies. As well, the Board was advised that the next sector cycle would not resemble the first round because of significant changes in available financing which would limit our ability to increase or improve service.

The first Sector Improvement Cycle began with the implementation of the South Central Los Angeles and San Fernando Valley grid systems during the first half of

1975. The funding required to increase the levels of service in these areas was provided with federal revenue sharing monies allocated by the Los Angeles County Board of Supervisors. Preceding these service improvements, the county provided sufficient subsidies to implement a system wide 25 cent flat fare. As the County diminished its transit assistance, the District was able to direct federal operating subsidies which allowed the continuation of the Sector Improvement Cycle, albeit with periodic fare increases and reductions to service levels (see Attachment B).

During 1975, five sectors were planned for implementation in 1976 on the following dates:

January 25	- East Los Angeles
February 22	- Mid-Cities
March 15	- Santa Monica Freeway "Diamond Lane"
April 11	- San Gabriel Valley and
June 19	- South Bay

Also in late 1976, planning began on the 1980 Sector Improvement Program. This program, which concentrated on the West and North Los Angeles Sectors, will complete the sector cycle when it is fully implemented. Phases I through IV of the 1980 SIP have become operational to date. These phases have placed about 70% of the 1980 SIP lines into service (see Attachment C).

With the implementation of the remaining phases of the 1980 SIP, the first sector cycle will have transformed a route network which was developed to meet the transportation needs of Los Angeles in the 1930's - 1950's into a grid system to meet the transit needs of

today. One effect of this new route system is that efficiency, as measured by passengers per vehicle hour, has increased by over 30% from the previous system.

Present Status of the SIP

During the past twelve months staff has been continuing to develop and implement phases of the 1980 Sector Improvement Program. Implementation of Phases III and IV has occurred this calendar year; the remaining phases have been deferred to 1982 or later allowing for a series of economies and fine-tuning on these new lines, as well as others outside the Sector Improvement Program, for implementation this December.

Progress in 1981

Phase III - June 21, 1981 Service Changes

Most of the major changes occured in the Western Los Angeles sector. A total of 12 lines were updated by the service changes. These changes accounted for less than 1% to our annual operating costs and increased service to this critical regional core area by more than 7%. The Phase III service changes are now better meeting the existing demands for increased service especially in the West Los Angeles area.

Phase IV - September 13, 1981 Service changes

Although the services changes were smaller in scope than the Phase III improvements, they still had a major impact on the Downtown-Exposition Park area and

the south central Los Angeles area. All eleven line changes were implemented with no additional operating costs and also assisted in the District's energy conservation efforts.

The Sector Planning section is currently awaiting the final compilation of data on Phases III and IV. This data will allow staff to more clearly evaluate the District's efforts in accomplishing:

1. increased ridership
2. reduced overcrowding of lines
3. expanded public access to transit service in local areas and crosstown corridors
4. expanded travel opportunities
5. reduction in transfers
6. improved on-time performance
7. system simplification

Future of Sector Planning

The remaining portions of the SIP to be implemented may be classified in two groups:

- Those which may be done at no additional cost: Highland Park-Eagle Rock, Huntington Park-South Gate, El Sereno-City Terrace, Inglewood- Angeles Vista; and

- Those that will require additional funding: New routes including local, regional limited stop, and express services that are not part of the existing system.

Because the South Central Los Angeles Sector was included as part of the 1980 SIP, the first sector to receive a new study would be the San Fernando Valley. Because of the phased implementation of the 1980 SIP, staff has deferred work on this study. The Board adopted a schedule that indicates that the San Fernando Valley study, as well as the Carson-Wilmington study, be completed in calendar year 1981. The other four suburban sectors implemented in 1976 would be studied for a second time during 1982. The year 1983 would be reserved for evaluation, fine-tuning and devotion of a significant percentage of manpower for the transportation planning of the 1984 Olympic Games.

The recent discussions on federal budget reductions and the deliberation over Proposition A by the State Supreme Court have prompted staff to re-evaluate the work program previously adopted by the Board. The alternatives are as follows:

1. If Proposition A is validated, planning improvements will occur on both the sector and across the board basis. Listed are programs that Bus Planning personnel efforts may focus on:

   a) planning sector improvements for implementation during FY 83-84 in all five sectors

   b) determining placement of additional service on existing lines during calendar year 1982

c) working with local jurisdictions in the development of new services which may be funded by their 25% share

d) continuing analysis and observation of operational problems which may prompt TSM measures by the District, or local and state agencies and

e) assisting in the Rapid Transit Metro Rail/Bus interface

f) developing the public transportation element for the 1984 Olympic Games

g) maintaining the on-going planning requirements of the bus system

h) coordinating work on the Freeway Transit element with Caltrans

i) negotiating our present contractual agreements for service with cities and counties

2. If Proposition A is not validated, Bus Planning personnel will concentrate efforts on:

a) establishing criteria and implementing a <u>system-wide</u> (rather than sector-by-sector) service economy program, leading to the gradual elimination of our $60 million federal operating subsidies

b) developing the public transportation element for the 1984 Olympic Games

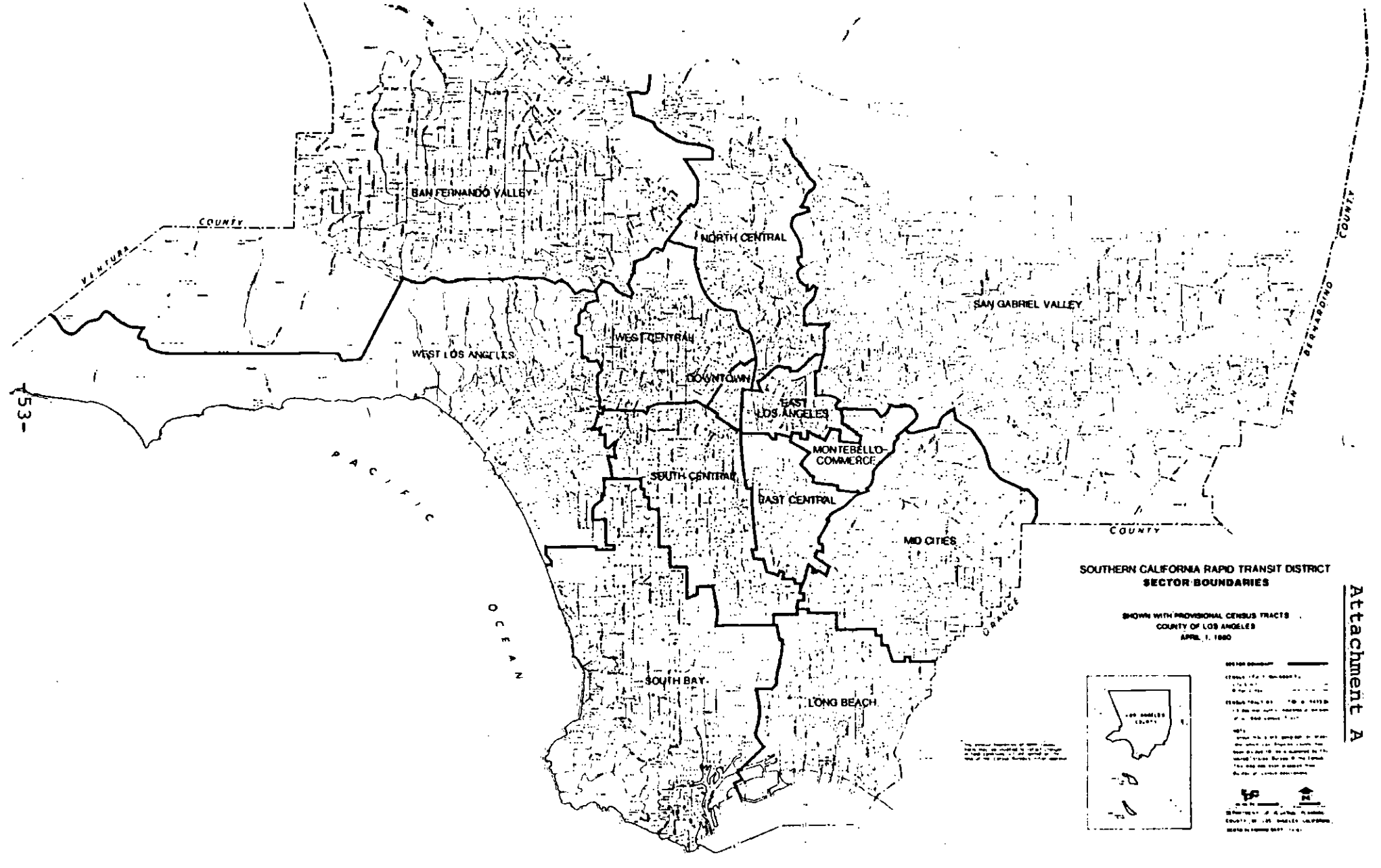
c) assisting in the Rapid Transit Metro Rail/Bus interface

d) maintaining the on-going planning requirements of the bus system

e) continuing analysis and observation of operational problems with emphasis on those TSM measures which can reduce operating costs with minimal negative impacts on patronage

f) identifying those services that may be transferred to other providers, including the private sector, either through abandonment or by contract

g) negotiating our present contractual agreements for service with cities and counties



Attachment A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

SUMMARY OF PREVIOUS SECTOR IMPROVEMENTS AND 1980 SIP

SECTOR PROJECT	DATE EFFECTIVE	EQUIPMENT BEFORE	EQUIPMENT AFTER	EQUIPMENT INCREASE	RIDERSHIP BEFORE	RIDERSHIP AFTER	RIDERSHIP INCREASE	INCREASED ANNUAL OPERATING in 1981 Dollars (Millions)
South Central	3/30/75	120	211	91	N/A	19,500	----	17.8
San Fernando Valley	3/30/75	209	286	77	47,800	65,200	17,400	32.7
East Los Angeles	1/25/76	140	159	19	43,500	71,400	27,900	2.8
Mid-Cities	2/22/76	140	177	37	19,800	26,500	6,700	16.2
San Gabriel Valley	4/11/76	284	341	57	90,800	101,700	10,900	31.1
South Bay	6/19/76	156	190	34	46,200	50,000	3,800	10.0
SUB-TOTALS		1,049	1,364	315	248,100	314,800	66,700	$110.6
1980 S.I.P. Phases I-IV	6/21/80 to 9/19/81	580	590	10	520,000	525,300	5,300	2.1
Remaining 1980 S.I.P.		620	560[1]	(-60)	450,000			(-10.0)[1]

[1] Preliminary projections for Phases V & VI

ATTACHMENT C

CHART

1980-81 SECTOR IMPROVEMENT CALENDAR

DATE	TITLE
May 8, 1980	Continued Implementation of the 1980 Sector Plan
June 15, 1980	Implementation of Service Changes (Phase I)
September 18, 1980	Public Hearing held September 18, 1980 relative to Service Changes (Phase II)
December 21, 1980	Implementation of Service Changes (Phase II)
January 13, 1981	Public Hearing held relative to Service Changes (Phase III)
June 21, 1981	Implementation of Service Changes (Phase III)
May 26, 1981	Public Hearing held relative to Service Changes (Phase IV)
September 13, 1981	Implementation of Service Changes (Phase IV)

H. TRANSPORTATION SYSTEM MANAGEMENT (TSM) SCRTD ACTIVITIES

Transportation system Management (TSM) general goals and objectives for the region have been described above under 1980 Regional TSM Plan and Policies.

The TSM approach attempts to solve transportation problems by improving the efficiency of the existing transportation system. Near-term Low-Cost Capital projects are emphasized in this approach.

Attached is a chart listing the status of various TSM projects and agencies involved.

A TSM update report is being currently developed and will be presented to the District's Board of Directors in January 1982.

The key objective of TSM is to make the best possible use of existing facilities for transportation purposes. One type of transportation improvement under this concept is the development of transportation centers. A detailed discussion of proposed transportation centers is contained in the section on freeway transit that follows. Described in that section are two major transportation centers, West Los Angeles and Universal City, which are projected to be completed within the next three to five years. In addition, longer range projections call for five other transportation centers.

Highlights of this year's TSM accomplishments and current activities are as follows:

Downtown Bus Movements Study

Recently, the City of Los Angeles Department of Transportation in cooperation with District Planning Staff conducted a study of traffic conditions in the downtown area to determine possible locations of delay to buses. The results of the study were recommendations for changes at 13 locations; seven of these have already been implemented, including the following:

- First Street signal retiming to facilitate left turning buses at Spring and Olive Streets.

- Lengthen the eastbound bus stop at First and Hill Streets to increase loading capacity and reduce instances of blockage of buses on Hill Street.

- Assignment of Traffic Control Officer at Hill and Temple Streets to facilitate left turning buses.

- Installation of right turn prohibitions northbouund on Hill Street at Seventh and First Streets to reduce interference with loading buses.

- Reroute westbound Wilshire Boulevard bus service (Lines 20-21-22-308-309) from Flower Street to Hope Street to avoid congestion on and turning movements from Flower Street.

- Installation of uniform "No Parking-Tow Away" restrictions on Seventh Street between Los Angeles and Figueroa Streets during peak hours to improve bus flow.

- Prohibition of left turns (except for buses) on Seventh Street between Los Angeles Street and Figueroa Street.

- Provision of stops at critical locations that will allow for the reroute of all busway lines destined for Wilshire Boulevard to bypass a congested area on Seventh Street between Olive and Hope

Other Downtown Improvements

An additional improvement stated for implementation is restriping and installation of left turn pockets at Seventh Street and Maple Avenue to facilitate the movement of traffic through the intersection, including left turning buses. The City will also be studying the possible conversion of Broadway and Hill Streets to one-way operation. This project still requires careful analysis regarding impacts to north/south CBD bus operations.

Sector Improvement Program

Revision of District bus service and routes has been implemented on a phased basis since June of 1980; the latest having been Phase IV on September 13, 1981. Under this program, the route structure has been simplified and rationalized; service has been improved and new regional transportation links have been installed. Another feature of this program is a systematic line numbering system.

SB 620 Park/Ride Lots

Caltrans has constructed a park/ride lot at Diamond Bar Boulevard and the Pomona Freeway. Line 762 service is to be extended one-half mile to this site as soon as

pedestrian crossing signals can be added to existing traffic signals at this location. Caltrans also plans to expand the capacity of this facility through the use of adjacent land in the 1983-84 fiscal year.

A small lot with parking for approximated 25 vehicles is also scheduled to be completed by the summer of 1982 at Riverton and the San Diego Freeway. The District will provide service to the location with Freeway Transit Line 88.

Ventura Boulevard Signal Pre-emption Project

The City of Los Angeles is presently developing a demonstration project to test the feasibility of providing traffic signal pre-emption for buses on a major arterial surface street. Project limits are from Reseda Blvd. to Vineland Avenue (9.7 miles) on Ventura Blvd. and involve 48 intersections. The project is now in the planning and engineering phase with design completion tentatively scheduled for April 1982. It will be funded with a portion of the City's allotment of Federal Aid Urban System.

As a precursor to this project, a small number of trip of the former Line 35 (Los Angeles-Ventura Boulevard Express) services which operates locally along Ventura and Reseda Boulevard, was reestablished as Line 425 to operate on a limited stop basis along Ventura and Reseda Boulevard, on September 13, 1981. This service will be able to take greater advantage of traffic signal pre-emption, and comparison of travel times between local and limited stop buses will be possible. Data is now being obtained on current bus travel times on Ventura Blvd., so that post-implementation improvements can be quantified and documented.

Ventura Freeway on-Line Stations

The District has requested Caltrans to construct on-line bus stations at five locations on the Ventura Freeway between the Hollywood Freeway and Topanga Canyon Blvd. Caltrans is now studying the feasibility of the project; if the project is deemed to have sufficient merit, it will be placed in the 1982 State Transportation Improvement Program. Formal support for this project has been expressed by Mr. Donald R. Howrey, General Manager of the Transportation Department of the City of Los Angeles in a letter dated November 25, 1981 to Mr. H. Hecheroth, Caltrans District Director.

Transit Centers

It is anticipated that the following three transit centers are expected to be put into use in the next year and a half.

- West Los Angeles - This center is to be located beneath the Santa Monica Freeway at Washington Blvd. and Fairfax Ave., It is to be a terminal for five local lines; one through local and seven through express lines will also serve this center. Extensive interagency cooperation by Caltrans and the City of Los angeles has taken place on this project (tentative implementation - May 1982).

- Los Angeles International Airport - This center is to be built in cooperation with the Department of airports, and be located within their Parking Lot C on 96th St. east of Sepulveda Blvd. Three through lines will serve this locfation and six local lines will terminate there.

Additionally, it is anticipated that Santa Monica and Culver City bus lines will utilize the facility. Shuttle service into the airport will be provided by the existing Department of Airports shuttle from Lot "C" thus permitting the District to suspend Line 608 operation (tentative implementation - late 1982).

- Universal City - This center is to be located on the site of the present County-owned park/ride lot on Ventura blvd. west of Lankershim Blvd. It is to be a major transfer point between local and express buses; it will also continue as a park/ride location (tentative implementation mid-1983).

Bus Delay Locations

On the basis of data supplied by District Transportation staff, a total of 10 intersections have been identified at which delays to buses occur. These locations, all of which are in the City of Los Angeles, will be studied by the City Transportation Department to determine what can be done to alleviate traffic problems that would help expedite bus movement.

Freeway Bus Shelter Program

In a program to upgrade existing freeway bus stops, Caltrans will be installing passenger shelters and improved lighting and signing at the following locations: Hollywood Freeway - Alvarado St., Vermont Ave. and Western Ave.; Harbor Freeway - Santa Barbara Ave., Slauson Ave., and Manchester Ave.; San Bernardino Freeway - Puente Ave. and Azusa Ave. Construction is expected to be completed by the summer of 1982.

Double Deck Bus Deployment

An analysis was done of where to best use the 20 double deck buses that were recently acquired by the District. Factors that were considered included types of service for which the equipment was best suited, determination of instances where equipment could be saved through the use of large equipment, and specific routes on which the buses could operate without vertical clearance problems. Staff has now identified two park/ride lines where these vehicles could be assigned that will result in a savings of eight regular buses that were formerly assigned to these routes.

East-West Downtown Bus Movements

In cooperation with the City of Los Angeles, a study will shortly begin on ways to improve bus operations on east-west streets in the CBD. Included in the study will be the use of contra-flow lanes on Fifth and Sixth Streets.

Ridership Promotions

Several marketing programs have been developed to improve bus ridership. Some of these are:

- Shopping Center Promotion - Gold tokens good for one ride have been sold to merchants at seven regional shopping centers. Merchants give the tokens to customers who make minimum purchases.

- Low Ridership Lines - Service information and free tickets are distributed to potential users of specified low ridership lines at participating shopping centers.

- o Employee Ticket Program - Bus tickets are provided to employers who wish to provide free bus transportation for their employees instead of free parking.

Establishment of Bus Staging and Layover Facilities on the West Side of the CBD

Negotiations are now under way with staff of the City Department of Transportation for establishment of bus staging and layover areas. Critically needed areas beng discussed are on Sentous St. between Pico Blvd. and Eleventh St. and on Fremont Ave. between Temple St. and Diamond St.

Establishment of a Bus Turnaround Facility at Sunset Blvd. and Pacific Coast Highway

This project was submitted to the Los Angeles County Transportation System Management (TSM) Steering Committee on June 18, 1981, for their consideration and analysis for potential implementation. Currently, the Los Angeles County Road Department staff is negotiating with Caltrans for the installation of an activated traffic signal indication to permit buuses to exit at the present entrance opposite Sunset Blvd. the parking lot operation and design phase concept have been approved by all agencies involved.

Attached is a chart listing the status of various projects and agencies involved.

ELEMENT I - TRANSPORTATION SYSTEMS MANAGEMENT (Transit Element)

PROJECTS	IMPROVEMENTS	AGENCIES INVOLVED	EXPECTED DATE OF IMPLEMENTATION	COMMENTS
Seventh St. left turn prohibition, downtown Los Angeles	Prohibits left turns by all vehicles except buses. Speeds traffic & improves bus operations	City of Los Angeles	February 1981	Currently being evaluated by City DOT staff.
Wilshire Blvd Signal pre-emption	Improve bus travel time	City of Los Angeles	Unknown	City would consider only after Ventura Blvd. signal pre-emption is implemented & evaluated
Establish Bus Staging & Layover area in NW vicinity Los Angeles CBD	Off-street terminal would reduce on-street congestion & minimize deadheading.	City of Los Angeles & County of Los Angeles	Continuing	New layover & staging area @ Temple and Fremont in NW LA CBD. Line 456 rerouted to this location in 12/80, & Lines 53 & 455 in 6/81. Zone extension required for near term future changes.
Bus turnaround at Sunset-Pacific Coast Hwy.	Ability to efficiently operate Sunset Blvd. route to the end of the street and Pacific Coast Highway	Caltrans City of Los Angeles County of LA	Unknown	Because of terrain, there are no blocks to be used for turnaround purposes. LA County TSM Task Force is studying problem.
1980 Sector Improvements	Simplify route system & make more efficient; provide additional travel opportunities, reduce overcrowding, reduce travel time and delay.	Los Angeles County & Cities for routing concurrence and bus stop approval	Phase I impl. June 1980 Phase II impl. Dec. 1980 Phase III impl. June 1981 Phase IV impl. Sept. 1981	Phase I - improve coordination between municipal carriers & restructured Eastside So. Central & Hollywood service. Phase II - Service restructured in Glendale, Burbank & So. Central area. Phase III - Restructuring major lines in West Los Angeles. Phase IV - Minor rerouting & line renumbering in west & south LA & Glendale. Restructuring of Harbor Fwy. Transit lines.

ELEMENT I - TRANSPORTATION SYSTEMS MANAGEMENT (Transit Element)

PROJECTS	IMPROVEMENTS	AGENCIES INVOLVED	EXPECTED DATE OF IMPLEMENTATION	COMMENTS
Broadway Transit Mall	Improve travel time & Schedule	City of Los Angeles	Unknown	Opposed by theatre & parking lot operators. Original funding (SB283) no longer available. Need new funds. Lower cost improvements being explored & are being reviewed in Downtown Bus Movements Study.
Additional Bus Priority in Downtown Los Angeles	Improve travel time & schedule reliability	City of Los Angeles	Final report with recommendations scheduled for completion by City 6-30-82	To be reviewed in Downtown Bus Movement Study of the City's 1980-81 UMTA Work Program. Includes East-West movement with emphasis on 5th and 6th Streets
Utilization of Airspace under the Santa Monica Fwy.	Off-Street terminals would reduce on-street congestion & minimize deadheading.	Caltrans	June 1981	Expansion of Terminal 28 instituted being used by 12 lines.
SCRTD-Caltrans El Monte Busway Coordination	Maximize use of the Busway by buses and carpools and avoid delays to buses caused by carpools.	Caltrans	On-Going	Carpool use level to be kept below volume that would reduce bus speed.
SCRTD-Caltrans Ramp metering Fwy Express Coordination	Improve speed of Freeway Express buses by providing bypass facilities around on-ramp metering signals.	Caltrans	On-Going	Ramp metering program improves freeway operation (speed); bypass eliminates delay to buses at metering signal.
Upgrade existing Freeway Transit On-Line Stations	Upgrade signing & lighting and provide shelters at: 1. Hollywood Fwy @ Alvarado, Vermont and Western 2. Harbor Fwy. @ Manchester, Slauson & Sta. Barbara 3. San Bernardino Fwy. @ Puente & Azusa	Caltrans	Summer 1982	All Harbor Freeway Transit routes modified in Sept, 13, 1981 to coordinate with this program. Slauson Avenue stop also re-instituted September 1981.

ELEMENT I - TRANSPORTATION SYSTEMS MANAGEMENT (Transit Element)

PROJECTS	IMPROVEMENTS	AGENCIES INVOLVED	EXPECTED DATE OF IMPLEMENTATION	COMMENTS
Bus Stop Information	Faster boarding, fewer questions to driver, reduced calls to PAX	City of Burbank, Burbank-Glendale-Pasadena Airport, City of Los Angeles	SFV Pilot Program began June 1980	San Fernando Valley evaluation indicated the the need for vandal proof, easily updated signs. Alternatives for this will be tested on 3 lines in the Bay area. Test to be completed in Fall with recommendation presented to Board in December 1982.
Fleet Mix Upgrading	Ensure availability of the proper number & type of vehicles for maximum efficiency.	UMTA funding	230 Flxible 870's and 940 GMC RTS-II buses have been received. 20 Double deck buses currently being processed	Establishes a fleet replacement program. Double deck implementation to commence in January, 1982.
Off-Peak Promotion	Increased ridership during off-peak on lines with low mid-day ridership.	Major Shopping Centers, Cities of Santa Monica and Culver City	First of 4 projects initiated Aug. 15, 1980 Shopping centers now participating are Santa Monica Place, Fox Hills Mall. Currently negotiating with Del Amo Center and Arco Plaza	Continuing Program
San Diego Fwy/Rimerton Park/Ride Lot	Facility will provide parking for approximately 30 cars	Caltrans	June 1982	It is proposed to serve this facility with Line 88

ELEMENT I - TRANSPORTATION SYSTEMS MANAGEMENT (Transit Element)

PROJECTS	IMPROVEMENTS	AGENCIES INVOLVED	EXPECTED DATE OF IMPLEMENTATION	COMMENTS
Establish Bus Staging & layover area in SW vicinity of LA CBD	Off-street terminal would permit through routing of Freeway Transit lines from Greyhound Station.	City of Los Angeles City of Santa Monica Culver City	Tentative Fall 1982	Layover and staging area would be utilized by Lines 609, 800 and 801.
West LA Transportation Center; location-Fairfax Ave.-Apple St.-Washington Blvd.	A full multi-modal facility to serve as an interface of local & freeway transit lines operating in the (1) Hollywood-Wilshire regional core & (2) the West Los Angeles sub-region.	Caltrans;City of Los Angeles; City of Culver City	May 1982	Cooperative effort among Caltrans; City of Los Angeles & SCRTD. Will be used as a major on-street transfer point in 1980 Sector Improvements phasing plans.
Universal City Transportation Ctr. Location-Ventura Bl Riverton Rd. in the San Fernando Valley	A full multi-modal facility to serve as an interface of local & freeway transit lines between (1) the Valley and LA CBD; (2) the Valley & Hollywood-Wilshire; and (3) other District sub-regions.	County of Los Angeles City of Los Angeles Caltrans	Mid 1983	Progress pending resolution of land acquisition issues with County. Tentative design has been submitted.
Diamond Bar Park/Ride Lot. Location-Diamond Bar Blvd & Pomona Fwy.	Facility provides parking for approximately 150 cars. Caltrans has awarded a contract for signal modifications so that facility can be served by District.	Caltrans	March 1982	It is proposed to service this lot by making a minor route modification on Park/Ride Line 762. Caltrans plans to expand parking capability in FY 83-84 pending SB620 funding availability.
Ventura Blvd.Signal Pre-emption between Vineland Ave. & Reseda Blvd.	Improve bus travel time	City of Los Angeles	Early 1983	City of Los Angeles anticipates final design will be completed by April 1982.
LAX Transit Center within Lot "C" Complex	A full multi-modal facility to serve as an interface for Dept. of Airports shuttle, SCRTD services, Culver City and Santa Monica bus lines.	Los Angeles Dept. of Airports	Early 1983	SCRTD currently developing design concept with Dept. of Airports staff.

ELEMENT I - TRANSPORTATION SYSTEMS MANAGEMENT (Transit Element)

PROJECTS	IMPROVEMENTS	AGENCIES INVOLVED	EXPECTED DATE OF IMPLEMENTATION	COMMENTS
Seventh & Maple Channelization	Improve visability for turning vehicles & reduce congestion for through vehicles.	City of Los Angeles	Early 1982	Intersection used by 16 District lines
Ten Problem Intersections	Develop solutions to avoid delay to buses at the ten problem intersections in the City of Los Angeles.	City of Los Angeles	1982	Part of the City of Los Angeles 1981-82 OWP tasks. District has forward a list of intersections on 10-19-81
Ventura Freeway on-line station development	Construction of on-line Freeway Transportation on the Ventura Freeway at Laurel Canyon Boulevard Van Nuys Blvd., Balboa Blvd., Reseda Blvd. and Winnetka Ave. District initiated request on 9-22-81	Caltrans	?	Letter of support for project received by Caltrans from City of Los Angeles 11-25-81

I. THE FREEWAY TRANSIT PROGRAM: AND OVERVIEW

The Freeway Transit Program constitutes the second element of the original four element Regional Transportation Development Program (RTDP) adopted by the region in 1976.

There are five major goals of the planned freeway transit system. They are as follows: To provide a high-level regional bus rapid transit system which will (1) afford easy and equitable access to and from all areas of the District, (2) offer a reliable and competitive alternative to regionally oriented auto trip, (3) be complimentary and compatible with all regional and local transportation and urban development goal, (4) be cost-effective relative to regional and state resource, and (5) be complimentary and supportive of regional energy conservation and air quality goals.

The planned system consists of a projected phased expansion of the present network of express services. The alternative system consist of traffic management techniques, including on-ramp metering, to provide for peak hour free flow conditions on the freeway system. Where these techniques cannot achieve peak hour free flow conditions, guideways are proposed for high occupancy vehicles (HOV) similar to the present El Monte Busway.

An expansion of the present freeway bus stops is also a part of the freeway transit program. The concept calls for freeway bus stops to be upgraded to transit centers. These centers are intended to facilitate transfers between freeway express bus routes and local surface bus routes. Like the present El Monte station, the transit center may be located off line from the freeway, but not to the extent that bus travel lines would be significantly lengthened.

Four types of stations are planned to be included in the freeway transit system as described below:

1. INTER-MODAL STATION: These facilities are defined as major interface stations for the region. They will be designed to accommodate large volumes of passengers and have facilities for all modes of transportation which will serve the center (e.g., freeway transit lines, local transit lines, rail rapid transit, commuter rail, Downtown People Mover, systems, taxis, paratransit service, etc.). Examples of the INTER-MODAL STATION would be Union Station and the Los Angeles Convention Center.

2. TRANSIT CENTER: These facilities will serve as the major focal point for local and Freeway Transit services within a sub-region (sector) and travel corridor. A Transit Center will also serve as an inter-agency interface point between (a) regional transit operators and (b) between regional operators and municipal operators where service areas overlap or come together. Passenger amenities such as bus shelters, telephones, transit system information, etc. will be provided at these facilities and significant parking areas can be included if available land exists for this purpose.

3. ON-LINE STATION: Each facility would be similar to the University and Hospital Stations on the El Monte Busway. All stations would have passenger shelters and information displays. If heavy station patronage develops at a level approaching that of a TRANSIT CENTER, then ticket and information centers could be provided. All stations would provide parking facilities, where possible, as well as being

served by local feeder/distribution system in the area. Kiss/Ride space will be allocated for passenger drop-off and pick-up where feasible.

4. FREEWAY-TO-FREEWAY TRANSFER STATIONS: This station would provide the necessary transfer of passengers wishing to change direction travel from one freeway route to another freeway when the feasibility of establishing such a facility can be achieved. In many cases because of their location, freeway-to-freeway stations would be restricted to inter-freeway transfers and would not accommodate people arriving by another mode.

THE FREEWAY TRANSIT PROGRAM:
PLANNED PHASED DEVELOPMENT

The freeway transit program calls for the planned expansion of the freeway transit system through gradual expansion of the number of transit centers within the urbanized faction of Los Angeles County.

The region starts with the existing Freeway Transit Facilities (including Park/Ride lots) within the District's service area. Currently, a series of "Near-Term" facilities have been developed. This includes a series of relatively inexpensive Park/Ride lots within the state-owned right-of-way being developed by Caltrans pursuant to SB 620 authority. These lots are not large but can serve as excellent interim facilities until such time as demand dictates that permanent Transit Center facilities can be constructed to replace them.

Next are planned "Short Range" Freeway Transit facilities which includes the conversion of some of the existing and Near-Term Park/Ride lots to Transit Centers. This evolutionary process

will continue through a "Medium Range" period until 1985. Plans for Medium Range Freeway Transit Facilities (1985-1995) call for an addition to the El Monte Busway, Freeway transit guideways or busways for the following freeways: Harbor (I-110), Century (I-105) and Santa Ana (I-5).

This proposed phased development is one work product of the original UMTA funded Work Program of 1976 for Element II (Freeway Transit) of the RTDP. Caltrans with District assistance, identified 25% of the Freeway system for detailed planning, design and preliminary engineering and set the priorities and phasing for the Preliminary Engineering and Environmental Impact Statement phases. The Bus Planning Department recommendations were based on those projects appearing to have the greatest potential for benefiting present and potential ridership.

Another aspect of the freeway transit program is the contemplated expansion of the number of buses operated over present service levels. Additional operating funds will be necessary.

THE FREEWAY TRANSIT PROGRAM: INVENTORY OF PRESENT AND PLANNED TRANSIT CENTERS

Existing freeway transit facilities and programmed and planned freeway transit facilities are shown in Exhibits A and B, respectively.

Plans for Conversion & Incremental Development of Existing Park/Ride Operations Into Freeway Transit Station Facilities

Our existing Park/Ride system primarily operates from privately-owned properties and activity generators, such as shopping centers and drive-in theaters. These properties cannot be viewed as permanent facilities because existing and future use of such facilities will always be subject to approval of proprietor(s) or property management. Inevitably as transit demands continue to grow, these private facilities will not be available in many instances, nor will they adequately meet our future needs. Therefore, our Park/Ride operations will have to be integrated into a Freeway Transit System of Facilities because they will be unable to exist independently as they do today.

The District Planning staff has worked cooperativey with Caltrans in the conceptual development of the Transit Centers which will form the hub of the regional system. Many of these Transit Centers will replace our existing Park/Ride facilities as well as serve local and municipal transit operations within the various sub-region of our service area. The District's position relative to the development process of these facilities is that Transit Centers included in the RTDP long-range plan should be jointly planned by Caltrans and SCRTD. The responsibility for constructing and maintaining these facilities should be that of Caltrans, with District staff involved in the design development and operation phase. Bus planning Department staff has developed a plan which indicates how the existing Park/Ride facilities might be integrated into the Overall Freeway Transit System 1990. All of the proposed Transit System by 1990. All of the proposed Transit Centers and on-line stations conform to the Treeway Transit System by 1990. All of the proposed Transit Plan of the RTDP. This plan has been approved by the Board.

EXHIBIT A

EXISTING FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	Near-Term Improvement (Present-1982)	Short-Range Improvement (1983-1985)	Medium-Range Improvement (1985-1990)	Long-Range RTDP Approved Designation (1990 & Beyond)
El Monte Station, El Monte				El Monte Transit Center
Fullerton Park/Ride Lot, Fullerton Comment: Parking capacity at this site must be significantly expanded.				Fullerton Transit Center
98th St. & Vicksburg Ave. Bus Staging Area, LAX Comment: Curbside operation.		To be replaced by LAX Transit Center in Parking Lot 'C'		LAX Transit Center

EXHIBIT A

EXISTING FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	Near-Term Improvement (Present-1982)	Short-Range Improvement (1983-1985)	Medium-Range Improvement (1985-1990)	Long-Range RTIP Approved Designation (1990 & Beyond)
Studio City (Ventura Blvd. & Riverton Ave.) Comment: County of Los Angeles-owned property.		To be replaced by the Universal City Transit Center on same site.		Universal City Transit Center
Alpine Village (Torrance) Comment: Private ownership		To be replaced by the South Bay Transit Center,		South Bay Transit Center
Eastland Shopping Center (West Covina) Comment: Private ownership.		Replacement for W. Covina Transit Ctr. will require joint cooperation of shopping ctr. mgt. City of W. Covina & Caltrans.		West Covina Transit Center
Fallbrook Square Shopping Center (Woodland Hills) Comment: Private ownership.				
La Mirada (La Mirada Drive-In) Comment: Private ownership.				
Pomona Fairgrounds (Pomona) Comment: Interim Facility.				
Pomona (I-10 Fwy. & Garey Ave.) Comment: State-owned property.	Completed 6/80			
Puente Hills Shopping Center (City of Industry) Comment: Interim facility & private ownership.				

EXHIBIT A

EXISTING FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	Near-Term Improvement (Present-1982)	Short-Range Improvement (1983-1984)	Medium-Range Improvement (1985-1990)	Long-Range RTDP Approved Designation (1990 & Beyond)
San Pedro Comment: State-owned property.				
South Coast (Circle Drive-In, Long Beach) Comment: Private ownership.		To be replaced by the East Long Beach Transit Center. Site selection under review by Caltrans.		East Long Beach Transit Center
Topanga Plaza Shopping Center (Woodland Hills) Comment: Private ownership.				
Van Nuys (Van Nuys Drive-In) Comment: Interim facility & private ownership.				

EXISTING FREEWAY TRANSIT FACILITIES

	ON-LINE STATIONS	Near-Term Improvement (Present-1982)	Short-Range Improvement (1983-1985)	Medium-Range Improvement (1985-1990)	Long-Range RTDP Approved Designation (1990 & Beyond)
El Monte Busway	University Station, L.A.				University Station
	Hospital Station, L.A.				Hospital Station
Hollywood Freeway	Alvarado St., L.A.	To be upgraded under S.B. 807			Alvarado St. Station
	Vermont Ave., L.A.	To be upgraded under S.B. 807			Vermont Ave. Station
	Western Ave., L.A.	To be upgraded under S.B. 807			Western Ave. Station
Harbor Freeway	Santa Barbara Ave., L.A.	To be upgraded under S.B. 807			Santa Barbara Ave. Station
	Slauson Ave., L.A.	To be upgraded under S.B. 807			Slauson Ave. Station
	Manchester Ave., L.A.	To be upgraded under S.B. 807			Manchester Ave. Station
San Bernardino Fwy	Puente Ave., Baldwin Park	To be upgraded under S.B. 807			Puente Ave. Station
	Azusa Ave., West Covina	To be upgraded under S.B. 807			Azusa Ave. Station
	Via Verde, San Dimas	To be upgraded under S.B. [illegible]			Via Verde Station

PROGRAMMED AND PLANNED FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	Planned Facility	Programmed Facility	Program Year(s)			Progress to Date
			Near-Term	Short-Range	Medium-Range	
West Los Angeles Transit Center (at Fairfax Ave.-Apple St.-Washington Blvd.) Comment: State-owned property. Jointly developed with Caltrans and cooperation of City of Los Angeles	Yes	Yes-S.B. 620	7/82			• District Board has approved General Manager to enter into contract with Caltrans for S.B. 620 funds for construction.
Universal City Transit Center (Ventura Bl. & Riverton Ave., Studio City) Comment: County of Los Angeles owned property & existing Line 35 Park/Ride lot	Yes	Yes-S.B. 1879		1983		• District is currently negotiating purchase of property. • Caltrans plans to construct a ramp from the facility to southbound Hollywood Freeway.
LAX Transit Center (LAX Parking Lot 'C') Comment: City of L.A. Dept. of Airports-owned property.	Yes	Yes-Part of "Dual Terminals" for LAX Terminal & Aerospace employment center (Westchester)	1982			• District has offered to commit FAU funds as a contribution to City of L.A.'s share of development costs.
El Segundo/Aerospace Transit Center (Aviation Bl. & Imperial Hwy.) Comment: State-owned property.	Yes	Yes-Century Fwy. Proj. "Dual Terminals" for LAX Terminal & Aerospace employment ctr. (El Segundo)			Date Undetermined	• Caltrans Project. • At-grade facility--will have auto parking for park/ride mode; bus/layover facilities; and exclusive transitway ramp.
Long Beach Transit Center (Downtown Long Beach) Comment: An element of the Downtown Redevelopment Program	Yes	Yes-Urban Initiatives Program	Spr. '82			• A City of Long Beach project. • Development of a Transit Mall on 1st St. to be completed by Fall 1981. • Locust St. Tramway, Bus Preferential Treatments on Long Beach Blvd. and Pine St. will be completed by Spring 1982.

PROGRAMMED AND PLANNED FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	Planned Facility	Programmed Facility	Program Year(s)			Progress to Date
			Near-Term	Short-Range	Medium-Range	
East Long Beach Transit Center	Yes	No			Date Undetermined	• Caltrans is negotiating with the City of Long Beach. Original site at Colorado St. & Pacific Coast Highway has been dropped from consideration.
South Bay Transit Center (Gardena) Comment: State-owned property at Normandie Ave. & Artesia Blvd.	Yes	Yes-S.B. 620			1984-85	• To be developed initially as a Park/Ride lot to be converted to a Transit Center in long-range. • Must obtain agreement with City of Gardena.
South Pomona Transit Center (SR-60 & Garey Ave.) Comment: State owned property and right-of-way.	Yes	Yes-S.B. 620	1981-82 (Phase I)	1982-83 (Phase II)		• In design phase. • Phase one will have a 150 car capacity
Venice Transit Center (Venice) Comment: State and City of L.A. owned property and right-of-way, at Pacific Ave. & Venice Blvd.	Yes	No			Date Undetermined	• City of Los Angeles project. • City of L.A. is also studying alternate uses of the land in question.
West San Fernando Transit Center (Encino) Comment: U.S. Army Corps of Engineers-owned property being leased by City of L.A. at Magnolia St. & Hayvenhurst Ave.	Yes	Yes - S.B. 620 and S.B. 821	Tentative June 1982		Date Undetermined	• District is encouraging the City of L.A. to pursue development of a Transit Center to a larger parcel of land opposite interim park/ride site.
Mid-Valley Transit Center (Van Nuys-Division 8) Comment: District-owned property., at Van Nuys Blvd. & Sherman Way.	Yes	Yes - included in District TIP in F.Y. '83		Date Undetermined		• District staff studying the feasibility of joint development of existing operating division into Transit Center/Office-Commercial use.

PROGRAMMED AND PLANNED FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	Planned Facility	Programmed Facility	Program Year(s)			Progress to Date
			Near-Term	Short-Range	Medium-Range	
Norwalk Transit Center (Norwalk) Comment: State-owned property at I-605 and I-105 interchange area.	Yes	Yes-Century Fwy.			Date Undetermined	• A Caltrans Project. • Developed in conjunction with I-105 Transitway with 800 car parking capacity.
Pasadena Transit Center (Pasadena) Comment: State-owned property in vicinity of Pasadena Ave. & Arlington Dr.	Yes	Yes-S.B. 620		1983-84		• An interim Park/Ride Lot that could be converted to a Transit Center for this area at a different location. • A Caltrans project

PROGRAMMED AND PLANNED FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	Planned Facility	Programmed Facility	Program Year(s)			Progress to Date
			Near-Term	Short-Range	Medium-Range	
Granada Hills Comment: State-owned property. Gothic St. &San Fernando Miss. Rd.	Yes	No				• A Caltrans project which is meeting with community opposition. Originally scheduled for 82-83 and 83-84 Fiscal Years.
North Hollywood Comment: State-owned property. Hollywood Fwy @ Oxnard St.	Yes	Yes-S.B. 620		1982-83		• A Caltrans project which will be a major transfer facility in this portion of the San Fernando Valley.
Diamond Bar Comment: State-owned property. SR60 & SR 57 interchange	Yes	Yes-S.B. 620	1981			• Will be served by Line 762 pending installation of a pedestrian signal.
La Canada/Flintridge Comment: State-owned property. SR 2 at Foothill Blvd.	Yes	Yes-S.B. 620	1981-82			• In design phase.
Torrance Comment: State-owned property. San Diego Fwy @ Artesia Blvd.	Yes	Yes-S.B. 620		1983-84		
Mulholland Comment: State-owned property. San Diego Fwy @ Rinerton Rd.	Yes	Yes-S.B. 620	1981 - 82			• In design phase.
Encino Comment: Army Corps of Engineers-owned property leased by City of L.A. Magnolia St. @ Hayvenhurst Ave.	Yes	Yes-S.B. 620 and S.B. 821		1982		• City of Los Angeles project. • In design phase.

PROGRAMMED AND PLANNED FREEWAY TRANSIT FACILITIES

I-LINE STATIONS	Planned Facility	Programmed Facility	Near-Term	Short-Range	Medium-Range	Progress to Date
Santa Ana Freeway						
Lakewood Blvd. (Downey) Comment: State-owned right-of-way.	Yes	Yes		1983-84		• A Caltrans project. • Geometric feasibility has been determined.
Norwalk Blvd. (Norwalk) Comment: State-owned right-of-way.	Yes	Yes		1983-84		• A Caltrans project. • Geometric feasibility has been determined.
Century Freeway						
Hawthorne Blvd. (Hawthorne) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.
Crenshaw Blvd. (Hawthorne/Inglewood) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.
Vermont Ave. (L.A.) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.
Avalon Blvd. (L.A.) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.
Wilmington Ave. (L.A.) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.

PROGRAMMED AND PLANNED FREEWAY TRANSIT FACILITIES

N-LINE STATIONS	Facility	Programmed Facility	Program Year(s)			Progress to Date
			Near-Term	Short-Range	Medium-Range	
Long Beach Blvd. (Lynwood) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.
Long Beach Fwy. / Century Fwy. (Lynwood) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.
Lakewood Blvd. (Downey) Comment: State-owned right-of-way.	Yes	Century Fwy. Project			Date Undetermined	• Geometric feasibility has been determined.

Transitway Development

District staff assisted Caltrans in the development of its work program for completion of a Project Report and Draft Environmental Document for guideway development on the I-110 (Harbor) and I-5 (Santa Ana) Freeways. The District's participation in this review process assisted Caltrans in finalizing and approving the work program which will commence during Spring of 1981.

As part of the Caltrans overall work program, during Fiscal Year 1980-81, the District Bus Planning Department will provide consultant services to assist in a range of activities relevant to transit operations required to complete Project Report/Draft Environmental document for Freeway Transit projects in these two corridors. Completion of this work activity is anticipated during the first half of Fiscal Year 1981-82.

During Fiscal Year 1979-80, design refinement work continued to progress for the I-105 Freeway Transitway. Also during the year two additional stations were added to the transitway and one station relocation was determined and agreed upon by agencies studying the corridor. On-line stations were added to the transitway at Avalon Boulevard (City of Los Angeles) and at Vermont Avenue (County of Los Angeles); and the formerly proposed station at Western Avenue (County of Los Angeles) has been relocated to Crenshaw Boulevard (Inglewood/East Hawthorne) to better interface with significant local service in the area as well as to serve a major regional employment center adjacent to the proposed station site (Northrop Aircraft). The proposed station facilities of the I-105 transitway are now as follows:

El Segundo/Aerospace - Transit Center (El Segundo)
Hawthorne Boulevard - On-Line Station (Hawthorne)
Crenshaw Boulevard - On-Line Station (Inglewood/East Hawthorne)
Vermont Avenue - On-Line Station (County of Los Angeles)
Avalon Boulevard - On-Line Station (Los Angeles)
Wilmington Avenue - On-Line Station (County of Los Angeles)
Long Beach Boulevard - On-Line Station (Lynwood)
Long Beach Freeway - Free-to-Freeway (Lynwood)
Lakewood Boulevard - On-Line Station (Downey)
Norwalk - Transit Center (Norwalk)

TRANSIT CENTER DEVELOPMENT

(1) Universal City Transportation Center - During Fiscal Year 1978-79 further analysis on the feasibility of developing a Transit Center at the proposed Ventura Boulevard and Riverton location was accomplished. Simultaneous to this activity, the Universal City Transportation Center was ranked as the number 5 priority on the SB 1879 list of statewide projects.

During Fiscal Year 1979-80, funding issues have been resolved and this project will be financed by a combination of SB 1879 and FAU

funds. District staff is negotiating with the County of Los Angeles relative to the purchase of the property. It is anticipated that this facility can be constructed by 1983.

Also, during this past fiscal year, staff has worked closely with the City of Los Angeles Department of Transportation in refining work activities for the coming fiscal year. During Fiscal Year 1980-81 the City of Los Angeles Department of Transportation will be evaluating traffic impacts that the facility will result in and pursuant to this, the City will be in a position to consider appropriate signalization on Ventura Boulevard.

During Fiscal Year 1980-81, Caltrans will be preparing a project report, which will result in a commitment to construct a ramp from the facility property onto the southbound Hollywood Freeway for expeditious operations through this corridor.

(2) West Los Angeles Transportation Center - Similar to the circumstances surrounding the Universal City Transportation Center, this West L.A. Transportation Center was ranked as the number 8 priority on the SB 1879 list of statewide projects. However, since this original ranking, the California Transportation Commission has determined that this project shall be funded 100% under SB 620 authority. During Fiscal Year 1980-81, District staff will continue to work closely with Caltrans and the City of Los Angeles in coordinating the development of this facility. It is anticipated that this facility will be operational by mid-1982.

Fiscal Year 1979-80 work activities resulted in a change in the operational concept of this facility. The original concept design for the Transit Center was for all local lines to serve the facility via a raised loading platform in the center of the site and for express bus lines to serve the center via curbside bus stops on Apple Street and a special bus stop on the westbound freeway on-ramp.

The proposed revised operation would require that local bus lines serve the Center via curbside bus stops on Fairfax Avenue and Apple Street near the proposed express bus stops. This revision would allow for an increased number of buses to terminate at the center since the raised loading platform would no longer be required, and will result in:

A. shorter walking distance for transferring passengers;

B. will eliminate potential pedestrian/bus conflicts on site by eliminating the necessity for any of the users of the Transit Center to cross the bus turning area;

C. better efficiency in maximizing local service operations by eliminating the requirement of local terminal lines operating through the Transit Center and layover at a curbside zone at another location; and

D. decrease curbside layover requirements on local streets in the area.

The West Los Angeles Center Project will provide significant benefits to transit users by establishing a major interface facility in West Los Angeles. The success of the Transit Center is based to a great extent on maximizing the number of bus lines serving the center. The project as now proposed will allow the District to most efficiently route the maximum number of bus lines by the Transit Center, thereby increasing the opportunities for transfers. The District's Planning Department has determined that at least 10 terminal spaces for buses are required at the Transit Center in order to provide the necessary service. This proposed revision not only retains all of the original functional aspects of the project, but provides for safer, more cost-efficient operation.

(3) LAX TRANSPORTATION CENTER - The District has been successful over the past fiscal year in obtaining multi-agency support for joint development of a transit center at LAX. The District, along with the Los Angeles County Transportation Commission, Southern California Association of Governments and the City of Los Angeles are all supportive of the need for joint use of Parking Lot "C" as a transit center location to serve the LAX area. District staff have discussed this possibility with the City of Los Angeles Department of Airports staff and a formal response by the Department of Airports has been received.

The District had previously made approximately $400,000 available from FAU funds for the development of an improved facility at 98th Street and Vicksburg Avenue. As an alternative to this project, the District is now making these funds available to assist the Department of Airports in the Development of the proposed joint facility at Parking Lot "C". The Department of Airports is currently going through the City's Zoning procedures to obtain re-zoning approval for development of this type of facility in this area.

(4) El Segundo/Aerospace Transportation Center - This facility will be the west terminal of the Century Freeway Transitway at Aviation Boulevard. Caltrans has developed geometric design feasibilities for park/ride operations, bus layover areas and exclusive bus ramp to be constructed from the at-grade station site to the eastbound elevated transitway. This facility will be part of the "Dual Terminals", along with the LAX Transportation Center, which will serve the LAX/Aerospace Complex.

(5) West San Fernando Valley Transportation Center - The previous fiscal year 1978-79 was a difficult year with respect to Transit Center site selection in the West San Fernando Valley. All of the sites which were identified in the 1977 Environmental Assessment for the West San Fernando Valley Park/Ride Facility report were dropped for consideration for the following reasons:

- o condominium development had taken place on one particular site between 1977 and 1979;
- o 1979 market value of another site escalated to the level which made purchase of the property less feasible than in 1977; and
- o one proposed site met with community opposition

Due to the lack of adequate potential sites in this sector of the District, the aforementioned series of events has resulted in the plight of development in the West San Fernando Valley to be critical. In Fiscal Year 1979-80, another potential site in the West San Fernando Valley met with community opposition and had to be eliminated from the Caltrans SB 620 Park/Ride program.

The City of Los Angeles will be constructing a bike park/ride facility during Fiscal Year 1980-81 and hope to have it completed by the end of 1981. The location is ideal and conforms to the RTDP master plan (Magnolia Boulevard & Hayvenhurst Avenue); however, the auto parking capacity falls far short of being adequate or practical to be served by regional transit without special operational funding. District staff has advised the City of Los Angeles Department of Transportation that the bike park-and-ride facility will be inadequate for District purposes; however, the City has also been informed that an extensively large parcel of land exists immediately across the street from the bike park-and-ride site on the south side of Magnolia Boulevard which can serve as a major facility for this sector of our service area. The land is undeveloped and is leased by the City Department of Recreation and Parks from the US Army Corps of Engineers District staff, along with Caltrans, is encouraging the City of Los Angeles to seriously consider this site for development of a transit center or Park/Ride facility to serve the West Valley residents and commuters in the Ventura Freeway corridor. This is a key issue and consideration in this sector of our service area because the site may well represent the final hope for developing transit facilities in this portion of our service area.

(6) South Bay Transportation Center - In Fiscal Year 1978-79 the site of Division 18 on 190th Street, near Figueroa Street was a candidate location for development of the South Bay Transportation Center. During Fiscal Year 1979-80, as part of the Caltrans SB 620 Park/Ride program, an additional site owned by Caltrans at Artesia Boulevard and Vermont Avenue in Gardena has been identified and made available. This site can serve as a Park/Ride facility which eventually can be converted to a Transit Center; and, is large enough to provide for

400+ parking spaces. This location is ideal in terms of facilitating inter-agency interface between the District, Gardena Municipal Bus Lines and the Torrance Municipal Bus Lines; as well as serving as a central collection point for auto commuters since it is situated where the Harbor, San Diego and Artesia Freeways come together.

This site is rated as the number 1 priority by the District of all the sites that are a part of the SB 620 program and is programmed for development during Fiscal Year 1982-83 and 1983-84. This site also ties in with most alternatives for the Harbor Freeway corridor studies.

(7) Venice Transportation Center - During Fiscal Year 1979-80, City of Los Angeles staff have narrowed the number of alternatives to three. The final selected alternative will be determined to a great degree by the number of land parcels that can be acquired. The proposed facility site is in the median area of Venice Boulevard between Pacific Avenue and Washington Boulevard in Venice. Costs are estimated to be in excess of $5 million to the city. The City proposes to reassess the project need for additional right-of-way and elaborate transit facilities. Two of the alternatives are a down scope of the formerly proposed layout design and require no additional right-of-way. Although the city has identified some sources of potential funding, no funds have been appropriated to the project. The City is also now studying alternative uses of the median area other than transit use.

PARK/RIDE FACILITY DEVELOPMENT
(SB 620 Facility Development Program)

Caltrans has proposed approximately 35 projects to be developed in District 7 during Fiscal Year 1979-84. These projects will entail construction of facilities for park/pool use (auto-oriented) and park/ride use (transit oriented). The distribution of projects by county, are approximately 23 projects for Los Angeles County, 6 projects for Orange County and 6 projects for Ventura County.

In Los Angeles County, 10 of the proposed facilities are Park/Ride facilities which will benefit the transit system. These projects are ranked as follows with regard to District's plans and needs.

ON-LINE FREEWAY STATIONS
(SB 807 Facility Improvement Program)

Pursuant to completion of the Near-Term Improvement Studies for the Harbor, Hollywood and San Bernardino Freeways, Caltrans has designated nine freeways stops on these freeways to be included in the District 7 SB 807 program. The SB 807 program provides funding for the upgrading and improvement of freeway and highway facilities. These funds will require upgrading of the existing Freeway Transit "on-line" bus stops. Caltrans proposes to upgrade nine freeway stops with the City of Los Angeles upgrading the one and only stop within its jurisdication (Vernon Avenue).

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The SB 807 funds will be used as a match for FAI funds for the Harbor and San Bernardino Freeways and FAP funding for the Hollywood Freeway. Upgrading will consist of additional signing, improved lighting, and bus shelters. This project is scheduled for construction for construction in the 1981-82 fiscal year. The freeway stops are as follows:

HARBOR FREEWAY	HOLLYWOOD FREEWAY	SAN BERNARDINO FREEWAY
Santa Barbara Avenue	Western Avenue	Puente Avenue
Slauson Avenue	Vermont Avenue	Azusa Avenue
Manchester Avenue	Alvarado Street	Via Verde

INTERIM FREEWAY STATIONS

In considering the establishment of new freeway stops, Caltrans has designated the Santa Ana Freeway as its priority freeway to establish new freeway stops. The new freeway stops would be considered to be interim facilities since they will serve the corridor until such time that they would be replaced by station facilities which will be a part of any future guideway development in the corridor.

Caltrans has identified two potential freeway stop locations on the Santa Ana Freeway during the past fiscal year. The two stop locations are Lakewood Boulevard in Downey and Norwalk Boulevard/San Antonio Dr. in Norwalk. Fiscal Year 1980-81 will find Caltrans continuing its feasibility studies on the freeway stop development. This station development is being funded under HB 4 authority for operational highway improvements.

SERVICE IMPROVEMENTS

During Fiscal Year 1980-81, in addition to the development of transit facilities, on-line stations and park/ride lots, the District Planning staff has initiated service improvements on the present Freeway Transit System. These improvements were all "near-term" in nature, however, they will serve as interim incremental steps of longer-range development of the completed Freeway Transit System.

SERVICE IMPROVEMENTS

1. New Express Line 456 - Originally numbered Line 36, the new Line 456 underwent route and operational modifications. Previously Line 36 terminated at the Greyhound Bus Depot, however, it was determined that an extension of the route into the activity center of the Los Angeles Central Business District would better serve the ridership. A new line number was assigned to coincide with the 1980 Sector Improvement Program that established all freeway express service with "400" numbering.

   Due to the 27% increase in the number of weekday riders and the 50% increase on Saturday during the base period, it was decided that the frequency of the new Line 456 should be increased. The new Line 456 will also provide new expedited service along Long Beach Boulevard by implementing a limited stop service.

2. New Line 313 - (Limited service via Venice Boulevard) - Reverse direction limited service will be implemented September 14, 1981 on Venice Boulevard. Analysis determined that passenger demand was high for such service and that limited express service along Venice Boulevard during the peak periods would be competitive in terms of time, with the adjacent Santa Monica Freeway. This expedited service will serve to complement the Freeway Transit System.

3. New Line 426 (serving the San Fernando Valley and the Los Angeles Central Business District) - This existing major peak period commuter service (Line 144) is recommended to undergo line improvements due to its low level of productivity. The analysis of Line 144 revealed that this line was not servicing the high demand areas along the Hollywood and Wilshire corridor because of its restrictive alighting and boarding policies. It was further determined that improvements to Line 144 would be instrumental in developing a base ridership for the future North Hollywood Park/Ride facility and the Universal City Transportation Center. Thus Line 144 was converted to a full limited service and renumbered as Line 426 to coincide with the 1980 Service Improvement Plan.

4. Proposed Harbor - Century Freeway Transitway Bus System - This proposal set forth an all bus alternative that took into consideration (a) the Sector Improvement Plan; (b) planned Park/Ride facilities to be constructed by Caltrans; (c) planned major transportation facility improvements in the LAX area; (d) operational experience from the El Monte Busway; and (e) service level guideline proposed by the Inter-Agency Technical Committee working on the RTDP.

The recommended bus routing system would operate with 126 buses on a busway along the Harbor/Century corridor. A net cost of $18.1 million would be necessary to operate this proposed system at an appropriate level to interact with transit facilities and feeder service.

This proposal will serve as a preliminary plan until decisions are made on mode selection and project construction limits.

5. Routing and Operational Changes for Harbor Freeway Transit Services - The current lines operating via the Harbor Freeway (5X, 737, 810, 813 and 814) will be undergoing minor route modifications to improve service in the Exposition Park/USC area. Listed below are the modifications required:

- All lines will provide direct service to the USC campus area by re-routing the buses to exit and enter the Harbor Freeway at Santa Barbara Avenue.
- Line 5X will be renumbered to 442 to be consistent with the Sector Improvement Plan. Line 5X will also implement new boarding/alighting restrictions along Manchester Avenue.
- Limited stop service will be implemented for all lines along Figueroa Street and into the Central Business District.
- A new Slauson Avenue - Harbor Freeway stop will be established with the assistance of Caltrans. Caltrans will be upgrading this on-station stop which is expected to be completed in Summer 1982.
- The Vernon Avenue stop will be discontinued to allow for a more expedited service due to the cumbersome nature of the stop.

6. El Monte Busway Analysis - The implementation of a new Line 481 was reviewed in terms of the activity of the two other lines (480 and 495). The analysis indicated that Line 481's level of passenger activity was doing well. Line 480 did not experience any loss of patronage and the transition between lines occurred without problems. Line 495 has also experienced growth in ridership during peak periods, while midday ridership has not experienced growth.

7. Passenger Activity at El Monte Station - This passenger activity analysis indicated that total usage of the station facility is up by an estimated 20 percent. This data representative of use of the El Monte Station prior to implementation of new Line 481. The final conclusion of this analysis determined that weekend ridership would have to substantially increase in order to warrant any additional weekend service.

8. Park/Ride Improvements

a. Relocation of the South Terminal of Line 755 - This study was generated due to pressure by the Seal Beach community to remove Line 755 from Seal Beach and Orange County because of the inconvenience of bus service on this quiet residential area. The study concluded that the South Terminal of Line 755 should be relocated to Marina Drive and Studebaker Road from its present location in Orange County. Implementation will take place pending the results of public hearings.

In addition to relocating the South Terminal, Line 755 underwent minor rerouting in the East Los Angeles area to provide for use of surface bypass route when the Santa Ana Freeway Interchange is congested.

b. Line 760 Modifications - The modifications proposed were as follows: (1) service north of Eastland Shopping Center Park/Ride Lot in West Covina would be provided at half-hour frequencies; (2) service on Wilshire Boulevard west of St. Paul Avenue would be cancelled and (3) additional trips would be provided from Eastland Shopping Center to Wilshire Boulevard and St. Paul Avenue.

These modifications were proposed due to utilization of Line 760 west of St. Paul Avenue and north of the Eastland Shopping Center. Line 760, however, was experiencing extreme overloading in the trunk portion of the route. By reducing cost at the end sections of Line 760, the trunk section could be assigned additional buses to better serve the patrons.

c. Line 762 Modifications - The development of a standard alternate route to be used to avoid bottlenecks on the Pomona Freeway between Azusa Avenue and the San Gabriel Freeway (605) was implemented.

In addition to the new alternate route, Caltrans has completed construction of a Park/Ride Lot located at the intersection of the Pomona Freeway and Diamons Bar Boulevard. This establishment accommodates 100 autos and is located 1/3 mile from the former Park/Ride lot located at the K-Mart/Savon Shopping Center; thus allowing for a simple extension of Line 762 to service the new Park/Ride lot in Diamond Bar.

JOINT DEVELOPMENT AND VALUE CAPTURE POTENTIAL

As part of the comprehensive planning approach undertaken by the Freeway Transit Program, the Bus Planning Department has also analyzed joint development and value capture opportunities associated with proposals for Freeway Transit in the Harbor Freeway corridor (including possible extension of rail rapid transit service along South Vermont Avenue). As defined for this study, joint development, or the use of land for more than one purpose, includes "physically integrated or airspace development at a transit station, development adjacent to proposed stations, and development within walking distance and conveniently served by proposed stations." Value capture is the concept of direct public control over the development of land and apportionment of benefits around major public facilities.

The California Department of Transportation (Caltrans) has lead responsibility for developing Freeway Transit and chairs the Harbor Freeway Corridor Project Development Team. Caltrans' Alternatives Analysis and Draft Environmental Impact Statement for the project is scheduled to be completed by January 1982. The Joint Development and Value Capture Project for the Harbor Freeway corridor is a separate effort conducted under contract for the District. The findings and recommendations of this study will be incorporated into the Caltrans project planning effort. A Project Review Team provided critical direction throughout the study from the perspective of each agency represented: SCRTD, Caltrans, City of Los Angeles Mayor's Research Office, City of Los Angeles Economic Development Office, City of Los Angeles Planning Department and City of Los Angeles Department of Transportation.

The Joint Development Study has had five objectives:

- To investigate community needs and relate them to joint development opportunities;
- To analyze the proposed facility and service options as they reflect joint development potential;
- To conduct a real estate market analysis gauging the support for residential, commercial and industrial development in the corridor and the effect of transit improvements on demand;
- To evaluate specific sites and prepare a station area joint development program;
- To outline an implementation strategy.

Priorities for joint development have been suggested by the consultant in choosing sites and proposed uses to meet the following objectives:

- Maximize use of public land for joint development
- Minimize displacement of residents and businesses
- Maximize employment and housing opportunities
- Be compatible with general plans
- Be located within a designated "opportunity zone" (City of Los Angeles sites only)
- Meet moderate or high market demand somewhat or largely dependent on transit improvements
- Offer opportunities for physically integrated development, grade-separated pedestrian linkages, or convenient access for transit patrons.

Upon completion of the Caltrans' Alternatives Analysis and Draft Environmental Impact Statement by the end of this year, a five-step action program is proposed to implement station area development plans emphasizing joint development and value capture opportunities. This program must be well underway once a decision has been made on mode and alignment. The principal components of the action program are:

Phase I	Policy, Regulatory, Financial and Institutional Framework
Phase II	Marketing Joint Development Opportunities
Phase III	Project Design, Environmental Review and Permits Approval
Phase IV	Acquisition, Displacement, Relocation and Construction
Phase V	Project Marketing and Coordination with Opening of Transit Service

Phase I must be undertaken during 1981, involves general plan amendments, zoning changes, formulation of financial and marketing strategies, and creation of local economic development corporations, where appropriate, or designation of redevelopment projects. In Phase II, prime publicly-owned sites would be marketed as the concept of "joint development" is "sold" to qualified and interested developers. Private development consistent with the proposed concept also would be encouraged at this time.

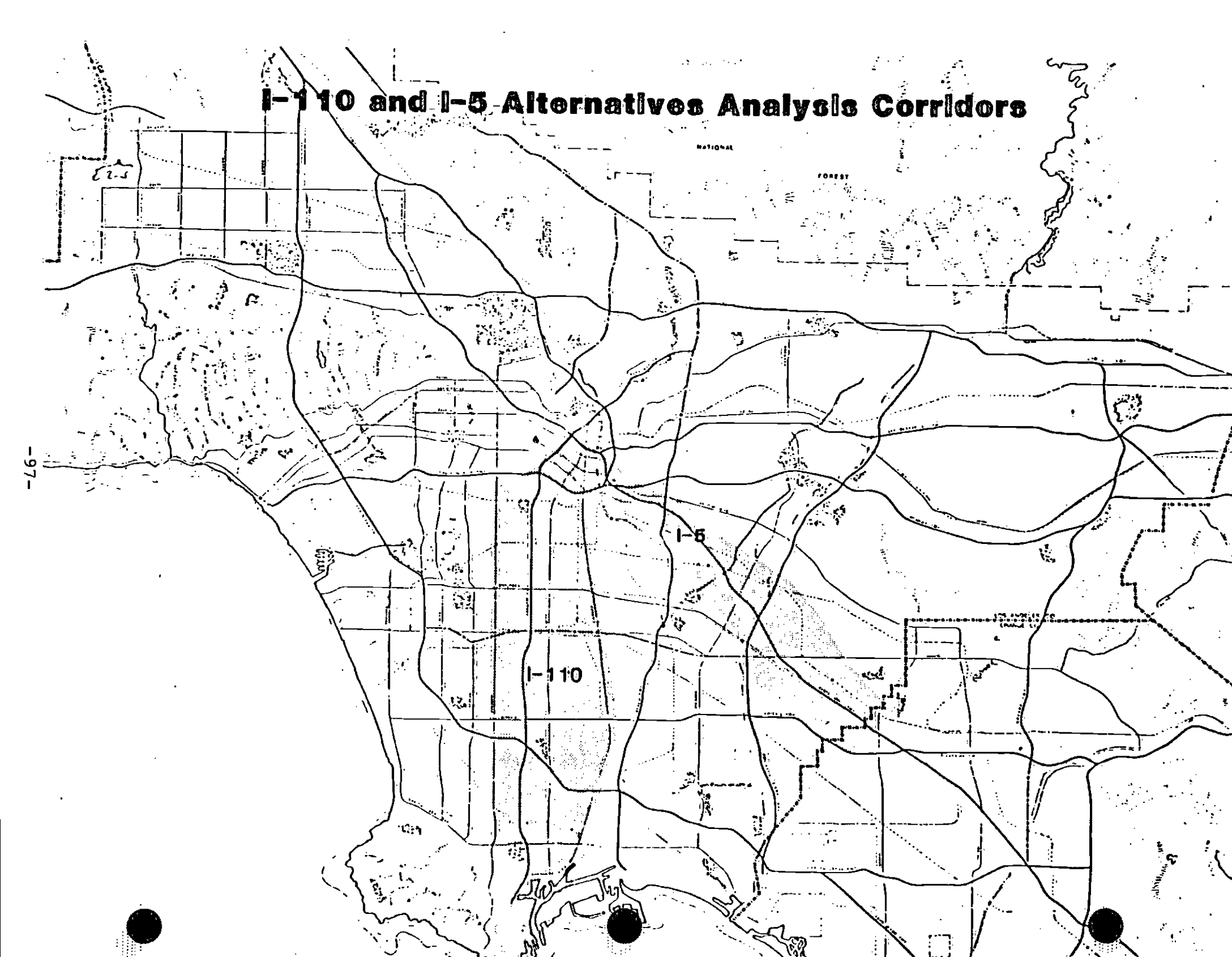
District staff will continue coordinating activities with Caltrans, the City of Los Angeles and the City of Gardena in further refining and developing Phases I and II of the action plan for implementation.

ANALYSIS OF FREEWAY PROJECT LEVEL ALTERNATIVES FOR THE I-110 (HARBOR) AND I-5 (SANTA ANA) FREEWAY CORRIDORS IN LOS ANGELES COUNTY

Caltrans is in the process of developing and fully investigating alternatives and preparing a project report and Draft Environmental Document leading to the development of Freeway Transit projects on the I-110 (Harbor) Freeway (between the Los Angeles CBD and San Pedro) and I-5 (Santa Ana) Freeway (between the Los Angeles CBD and State Route 91). The Bus Planning Department has been retained by Caltrans to serve as its consultant for transit operators for the Alternatives Analysis Evaluation.

The purpose of this study is to assist in evaluating freeway alignment and modal alternatives in the both freeway corridors. The primary focus of the effort will be on operational analysis of rail and bus alternatives using various measures of effectiveness. Also included is the development of operating cost forecasts, the conduct of reasonableness and sensitivity checks of the operational assumptions, costs and LARTS patronage estimates.

Harbor Freeway corridor alternatives include alignments attendant to the freeway right-of-way as well as a rail alignment within the Vermont Avenue corridor. Santa Ana Freeway corridor alternatives include alignments within the existing freeway right-of-way as well as non-right-of-way alignments within the corridor. This is predicated on the concerns brought about by the energy crisis and the broad scope of the on-going multi-modal Orange County/I-5 Corridor Transportation Study. Both studies will be integrated and closely coordinated through the Corridor Project Development Team, Corridor Planning Committee and on-going interagency meetings. The Alternatives Analysis and Draft Environmental Impact Statement are scheduled to be completed by January 1982.


I-110 and I-5 Alternatives Analysis Corridors
I-5
I-110

PROGRAM SECTIONS II.a4.g AND II.A6 WORK TASK PRODUCTS

(FY 1980-81)

WORK PROGRAM TASK NO.	TASK PRODUCT
II.A4.g2	Current Passenger Activity at Proposed Century Freeway Stations - Wilmington Avenue and Alameda Street
II.A4.g3	Update Century (I-105) Freeway Transitway (Board of Directors Report, November 26, 1980)
II.A4.g4	Identification of Joint Development and Value Capture Opportunities Relative to Implementation of a Metropolitan Mass Transit System in Los Angeles, CA
II.A4.g5	Status of Freeway Transit Facility Development Program (Board of Directors Report, May 1, 1981)
II.A4.g6	Station Location and Design for the Century Freeway (I-105) Transitway
II.A4.g7	Joint Development and Value Capture Potential in the Harbor Freeway Corridor - Blayney-Dyett/The Planning Group, Inc. Final Report
II.A6.17	Proposed Route and Operational Modifications Line 36: Los Angeles-Long Beach Freeway Express (New Services Review Board Report) (New Line 456)
II.A6.18	Analysis of El Monte Station Activity - Weekday and Weekend
II.A6.19	Analysis of Passenger Counts on Lines 480-481-495

WORK PROGRAM TASK NO.	TASK PRODUCT
II.A6.20	West San Fernando Valley-West Los Angeles Express
II.A6.21	Proposed New Line 313 - Venice Limited
II.A6.22	Near-Term Service Improvements of Line 144 (San Fernando Valley-Wilshire Boulevard - Los Angeles Express)
II.A6.23	Proposed Freeway Express Fare Increment System
II.A6.24	Proposed Harbor-Century Freeway Transitway Bus System
II.A6.25	Routing and Operational Changes for Harbor Freeway Transit Services (New Services Review Board)

J. BUS SUPPORT FACILITIES

The Capital Improvement Program (CIP) is under revision for the Short Range Transportation Plan (SRTP) Update for FY 81-82. The program continues our efforts to improve the system's operating capability through completion of a major bus replacement program, a bus facilities development program and continued replacement and upgrading of support systems and equipment.

A look at FY 82 shows the following for capital projects (excluding Rapid Transit and debt service):

FY 1982

(Millions)

	Budgeted	Estimated Actual
Buses	$12.0	$ 3.6
Facilities	49.8	49.2
Support Projects	13.4	17.0
	$75.2	$69.8

Preliminary figures for the capital improvement program for FY 1983-87 are as follows:

(Millions)

	FY 83	FY 84	FY 85	FY 86	FY 87
Buses	$ 31	$ 34	$ 38	$ 42	$ 47
Facilities	40	30	30	30	35
Support Project	16	11	8	7	6
Sub-Total	$ 87	$ 75	$ 76	$ 79	$ 88
Rapid Transit	50	150	300	300	300

Buses

The proposed procurement plan is to purchase 200 Standard buses each year to maintain a 12-year replacement cycle. Purchase of minibuses now appears to be considered via private financing, and purchase of high-capacity or non-standard buses are not considered feasible at this time.

Facilities

For general descriptions of scope of work by facilities, see the FY 1982 CIP in the Short Range Transportation Plan.

Support Projects

These include all ancillary capital projects including implementation of the Long-Range Data Processing Plan, telecommunications equipment, service equipment and service vehicles, maintenance equipment and maintenance vehicles, office equipment and office furniture.

Refined Projections

The above figures will be refined. The final figures for federal capital funding for bus support facilities are not yet known for this year. In addition, it remains to be verified that the local share can be matched.

K. METRO RAIL PROJECT

Introduction

In July, 1977, the District, under an Urban Mass Transportation Administration (UMTA) technical studies grant, commenced an Alternatives Analysis and Environmental Impact Assesment on rail/bus and all-bus mass transit improvements in the Los Angeles Regional Core. In April 1980, the District published the Final Alternatives Analysis/Environmental Impact Statement/ Report (AA/EIS/EIR) on Transit Improvements in the Los Angeles Regional Core. This document fulfills Federal and State legal requirements for initial environmental documentation and assesment of alternative project alignments, thereby completing the "First Tier" system-wide environmental assessment process. As a result of this work, a Preferred Alternative (Alternative II) has been selected from among eleven such options (adopted by the Board of Directors in September, 1979). Called the Metro Rail Project, it is the start of an ultimate, regional Metro Rail Rapid Transit System which could extend throughout the entire Los Angeles metropolitan area.

In addition to the main AA/EIS/EIR report itself, there were four appendices that dealt in detail with historical preservation, joint development geology, and urban design. In many of these areas (such as joint development and geology), the District has retained other, specialized expertise.

Project Description

The proposed Metro Rail Project is to be either aerial/ elevated, at-grade, or in subway, and slightly over 18 miles in length. The alignment starts in Downtown Los

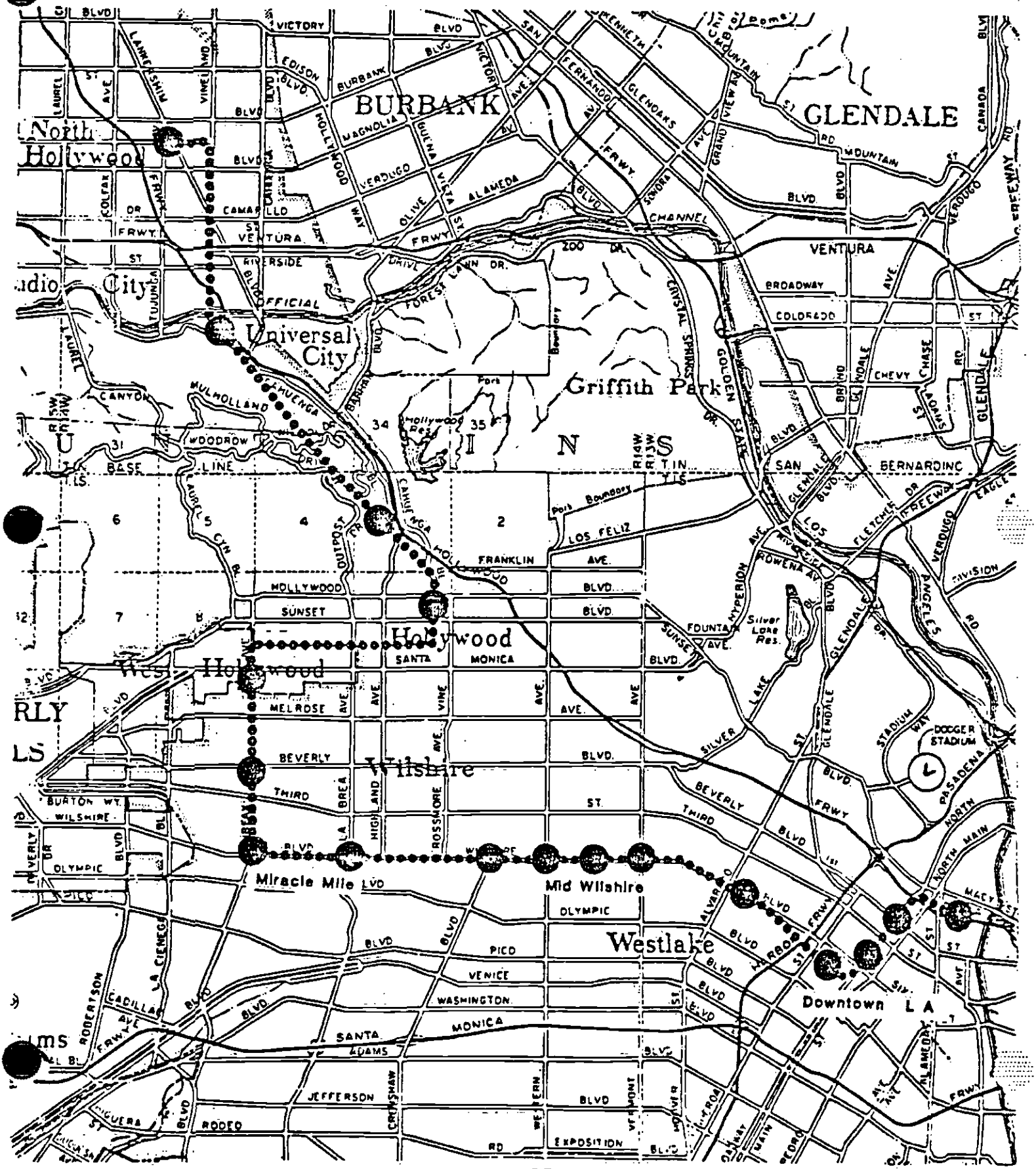
Angeles at Union Station and passes through the Central Business District; then west along Wilshire Boulevard, turning north on Fairfax, passing through Hollywood and Universal City; terminating at Lankershim and Chandler in North Hollywood. With about 16 stations over its length, this line will serve the heart of the Los Angeles Metropolitan Region (called the "Regional Core") and tie together its most densely populated areas which include both residential and commercial uses.

Project Goals and Objectives

At the outset of the Alternative Analysis a thorough review of the adopted goals and objectives of all concerned local agencies was undertaken. These goals were used to guide the Alternatives Analysis process. For purposes of the design and development work to be done under Preliminary Engineering, these goals have to be more precisely and clearly linked to rapid transit. A preliminary compilation consists of some fifteen statements, grouped under various headings. Under "transit", we list four goals...

> TRANSIT: Provide needed transit capacity in a cost-effective, reliable way.
>
> TRANSIT: Arrest deterioration in the level of service, at least in terms of average transit travel speed, for the most transit users possible.
>
> TRANSIT: Reduce the vulnerability of transit services to inflation and volatile cost factors.
>
> TRANSIT: Serve a cross-section of transit patrons that compliment each other and best demonstrate transit's utility to the region as a whole.

SCRTD BOARD PREFERRED ALTERNATIVE



In addition, we have two broader statements on "transportation" ...

> TRANSPORTATION: Retard the growth of, if not reduce, general long-term street congestion and disruption.
>
> TRANSPORTATION: Directly link benefits to adjacent land use with the transportation system to help amortize transportation cost.

Four goals in "land use", a very important area for us ...

> LAND USE: Minimize the need for new transportation facilities that displace or disrupt healthy, viable commercial and residential land uses.
>
> LAND USE: Broaden the range of desirable mixes and densities of land use that are economically and environmentally viable.
>
> LAND USE: Mitigate or reduce the average cost, in time and money, of getting to and from major employment destinations.
>
> LAND USE: Mitigate or reduce the average cost in time and money, or getting to and from major urban social and cultural destinations.

...goals in "social welfare" ...

> SOCIAL WELFARE: Expand the mobility options for youth, the elderly and the handicapped.

...in the "environment"...

ENVIRONMENT: Reduce the dependency of urban transportation upon combustion processes that create toxic air pollutants and contribute to the buildup of carbon dioxide in earth's atmosphere.

ENVIRONMENT: Mitigate or reduce urban noise.

...and in "energy"...

ENERGY: Reduce the consumption of transportation energy per passenger-mile travelled.

ENERGY: Reduce the dependency of urban transportation upon petroleum.

These are the sort of "design specific" interpretations of goals that we propose to apply to the design alternatives that will be developed over the next two years. We welcome comments on interpreting these goals and criteria.

Project Schedule

The "scoping" meetings have been held November 2 and 3, 1981. Upon completion of the "scoping" process, the draft Overall Work Program for the Second Tier Environmental Impact Assessment will be revised and refined to reflect the comments received. With that, the Environmental Analysis will begin. In about 14-16 months a Draft EIS/EIR will be prepared and published. Between the close of "scoping" and the publication of the Draft EIS/EIR, several workshops will be organized to promote review and discussion of critical components of the EIS/EIR.

The Preliminary Engineering Program itself is to take about 18 month. Near the end of preliminary engineering, application will be made to the Federal Urban Mass Transportation Administration (UMTA) for funding assistance in final design and engineering.

If these funds are granted, the Final Design phase would begin and proceed for about 18 months. During this period, the detailed construction programming and design would begin, and any required acquisition of the rights-of-way and relocation would be undertaken. Near the completion of final project design, actual construction of the 18.6 mile system and associated facilities would commence.

It is anticipated that facility construction and the acquisition of rolling stock will take five to seven years to complete. Thus, our projected goal for the start of operation is shortly after 1990.

Phase Two of the Metro Rail Project

The next phase of the Metro Rail Project involves Preliminary Engineering (see detailed description below). In order to complete the Preliminary Engineering milestone decision process and the requirements of the Urban Mass Transportation Administration, two other decision processes are required. The first is a process for public input and involvement in the planning and decision making process. In every case, it will be necessary for the public to be involved and have input into the alternatives being considered by consultants and staff prior to the time the alternatives are brought to the Board with a final recommendation by staff in terms of the alternatives to be decided by the Board. The second process that moves parallel with the Preliminary Engineering milestone

decision process and the public involvement and input process is the Environmental Impact Statement (EIS) process. The EIS process requires a series of interactions in order that the requirements of EIS can be completed in terms of alternatives considered, impacts identified, mitigating measures to be taken in the design process, and a variety of other factors. This process is defined as the "Second Tier" process for the Metro Rail Project.

On December 10th, 1981 SCRTD Board has approved all three elements for the next stage of the Metro Rail Project. The adoption included:

1. Policy and decision making process for Metro Rail Preliminary Engineering (Resolution No. 81-669)

2. Community Participation Process (Resolution No. 81-668)

3. Second Tier EIS Process (Resolution No. 81-670)

In addition, the Board has also approved in this meeting a contract with a consultant for start-up work on metro rail architectural station design (Resolution 81-679).

Preliminary Engineering:

The Final AA/EIS/EIR mentioned above has paved the way for the next phase of the project; Preliminary Engineering (P.E.). This was initiated on June 5, 1980 by the authorization and funding of $15 million for P.E. by the Urban Mass Transportation Administration (80%), the State of California (15%), and the Los Angeles County Transportation Commission (5%). The Preliminary Engineering phase will take about 2 years to complete.

The primary purpose of P.E. on the rapid transit project is to define the system to a level of detail sufficient to enable the responsible transit officials of RTD, the local governmental agencies, and state and federal funding agencies to make a final decision regarding funding of the final design and construction of the system. In order to make the final decision, a series of major decision points which are identified as milestone points have been established. The milestone decisions are described briefly below in terms of the substance of what will be decided at each point.

The P.E. milestone process involves the technical evaluation of a number of alternatives and a recommendation to the Board in terms of which in every case is the most desirable alternative. After a decision is made, the actions of the Board would be the basis upon which the technical aspects of engineering would be undertaken on additional milestones to be decided by the Board at later dates. In short, the policy decisions made by the board in milestones one and two will govern the basis for arriving at alternatives in succeeding milestones and will form the basis for recommendations to the Board as to the subsequent decisions that should be made. The process is interactive with the decisions of the Board at one point governing the actions of staff and consultants at the next and succeeding milestone points.

It is of critical importance that the milestone decisions be made in a logical and sequential order to facilitate subsequent work. The policy decisions are the major events in the project. At the point a decision is made by the board on a milestone it means that a major phase of the preliminary engineering work has been completed. Again, the board will have a number of alternatives presented to

it by staff, and perhaps the public, prior to the time a decision is made. The schedule requires the staff to submit, at least 15 days prior to the scheduled Board action, recommendations based on alternatives that were considered, the strengths and weaknesses of each, and identification of a specific recommended alternative. Based upon the recommendations, it is presumed that the Board will be in a position to make a decision among alternatives or combinations of alternatives. It is of critical importance to note that any delay in the process will result in a slippage in the schedule on the balance of the project. If there is substantial public involvement and input in terms of interaction between consultants and staff and the public, the recommendations submitted to the Board should be of such quality that the issues will be known by the Board and the basis for decision making will be available to the Board prior to the time a decision is required.

The effect of each milestone decision will be to define in absolute terms or to "freeze" the portion of the project which is being decided at a particular milestone such as the alignment, profile, station locations, and other elements of P.E. The definitive decision will flow through as the basis for completion of succeeding milestones and form the basis for the cost estimates and provide the basic information for completing the P.E. plan and the EIS. Since each of the milestones will have substantial meaning to the overall program and be of enormous importance to the Board and the community, it is recommended that a public hearing be held by the Board on every milestone prior to a final decision. Based upon the input of the public and others, the public hearing should provide adequate information for decision making and insure that all aspects were considered adequately prior to the Board's decision.

In terms of scope, it is necessary to point out that 12 decisions shown in the preliminary engineering program as milestones, as well as the public involvement process and EIS process constitute the major decisions to be made which guide all other decisions. They do not include the large number of technical or engineering decisions which will be necessary prior to the completion of P.E. and will occur throughout the entire 18-month process. The important point to note, however, is that the milestone decisions will guide and direct the technical decisions in P.E., not vice versa. If the Board is unable to make a decision at a point in the schedule where the milestone decision is necessary, it will be necessary to continue the milestone process on a particular decision by scheduling additional public hearings as required in order to get the decision made. Otherwise, it will be extremely difficult, if not impossible, to complete preliminary engineering on a timely basis with adequate attention being given to each of the major decision points.

As the milestone decision process begins and each of the decision points are considered, it may well be necessary to amend the schedule in a variety of ways. It may well be that some of the milestone points can be achieved more quickly than is shown in the schedule. It may be necessary to alter the schedule on certain milestone decisions because of the inability of staff and consultant and others to produce the information on a timely basis. It may well be that some of the milestone decisions points can be validated or additional milestones have to be defined based upon information that presently is not available. Under any circumstance, the milestone decision process and flowchart should be recognized as dynamic in nature and subject to change based upon the evolving nature of the P.E. program. If the Board, the staff, and consultants, as

well as the public proceed on the basis that the schedule is important only in the sense that the P.E. program is completed by July, 1983, and the major federal requirements are achieved, then it should be sufficiently flexible to enable changes to be made without severe disruptions in the process or the schedules.

With the detailed facility, vehicle and system designs as well as refined cost estimates generated by the P.E. Program, the District will be eligibl to apply for Federal and State funds to actually implement the Project.

Summary of Major Milestones

1. System Definition & System Operation Plan

   Approval of: Preliminary description of proposed system and the plan of operation. Criteria for evaluation of alternatives; plan for accommodating possible system extensions. (Decision to be made 120 days from approval of covering memo.)

2. System Design Criteria

   Approval of the detailed criteria upon which the design of the system and all its subsystems will be based. (Decision to be made 120 days from approval of covering memo.)

3. Route Alignment Alternatives

   Approval of: Criteria for evaluation of alternative alignments. Consideration of alignment alternative resulting from public input and/or geologic factors. (Decision to be made 180 days from approval of covering memo.)

4. Station Location Alternatives

Approval of: Criteria for evaluation of Station Location Alternatives. Consideration of Station Location Alternatives resulting from public input and/or geologic or other factors. (Decision to be made 180 days from approval of covering memo.)

5. Right of Way and Relocation Policies

Consider alternative Right of Way and Relocation policies developed by the staff. (Decision to be made 210 days from approval of covering memo.)

6. Development and Land Use Policies

Method of proceeding with Joint Development and Value Capture. Approval of advertising and concession policies. (Decision to be made 270 days from approval of covering memo.)

7. Safety and System Assurance Plan

Consider and select from alternative plans for Safety/Fire Protection, Security Systems Assurance. (Decision to be made 300 days from approval of covering memo.)

8. System/Subsystem Configuration and Fixed Facility Plan

Evaluate alternative guideway, station and yard shop plans and system operation plans. Evaluate alternative subsystem plans (vehicles, controls, communication, fare collection, etc.) (Decision to be made 360 days from approval of covering memo.)

9. Supporting Service Plan

Consider alternative plans for interfacing surface, feeder bus system with Metro Rail. (Decision to be made 420 days from approval of covering memo.)

10. Definitive Station Design

Consider definitive drawings for the stations along the line. (Decision to be made 450 days after approval of covering memo.)

11. Preliminary Cost Estimate

Consider cost estimate for system/subsystem configuration previously approved. (Decision to be made 480 days after approval of covering memo.)

12. Preliminary Engineering System Plan

Consider final system specification - the document which will present the details of the complete rapid transit system. (Decision to be made 540 days after approval of covering memo.)

Community Patricipation

During the Alternative Analysis evaluation process approximately 200 community meetings were held in the rapid transit core area. These meetings exhibited a high level of community participation and are documented, as well as all other related correspondence, in the final AA/EIS/EIR.

As part of the second phase of the Metro Rail Project, a Community Participation Program was developed and as discussed earlier, adopted by the Board.

The Community Participation Program is the mechanism by which interested, and impacted citizens of the Los Angeles area may interact with the Project Team, City and County officials, and the RTD Board of Directors on transportation issues as well as related areas of planning and development.

Citizens will be asked to participate in the process that includes 12 basic, interrelated decisions called Milestones, which must be made in the P.E. Phase of the Metro Rail Project. These Milestones along with the Environmental Impact process will be the focal point of the Community Participation Program.

The Community Participation Program will be carried out through a three-level structured organization which provides an effective way of dealing with the transit issues confronting primarily the Regional Core Area inhabitants. The program provides a common meeting ground forinteraaction among elected officials, businesses, citizens, transit consultants, organizations and public agencies (local, County, Regional, State, and Federal). Beginning at the grass roots level, the structure is composed of the following elements:

Station Level - Neighborhood groups in each station area meeting at convenient periods to discuss issues and concerns posed by RTD's Metro Rail Project and interacting with the next organizational level of the Community Participation Program.

Sector Level - Designated representatives of two or more geographically similar Station Level groups meeting in open session with the Metro Rail Project Team to receive transit alternatives and resolve issues, and to provide representation to the Segment Level organization.

Segment Level - This level organization would be composed of representatives of the Sector Level organizations, as well as the other concerned organizations and agencies. Segment Level meetings will be called for the more general issues of equal concern to all Sector and Station Level groups.

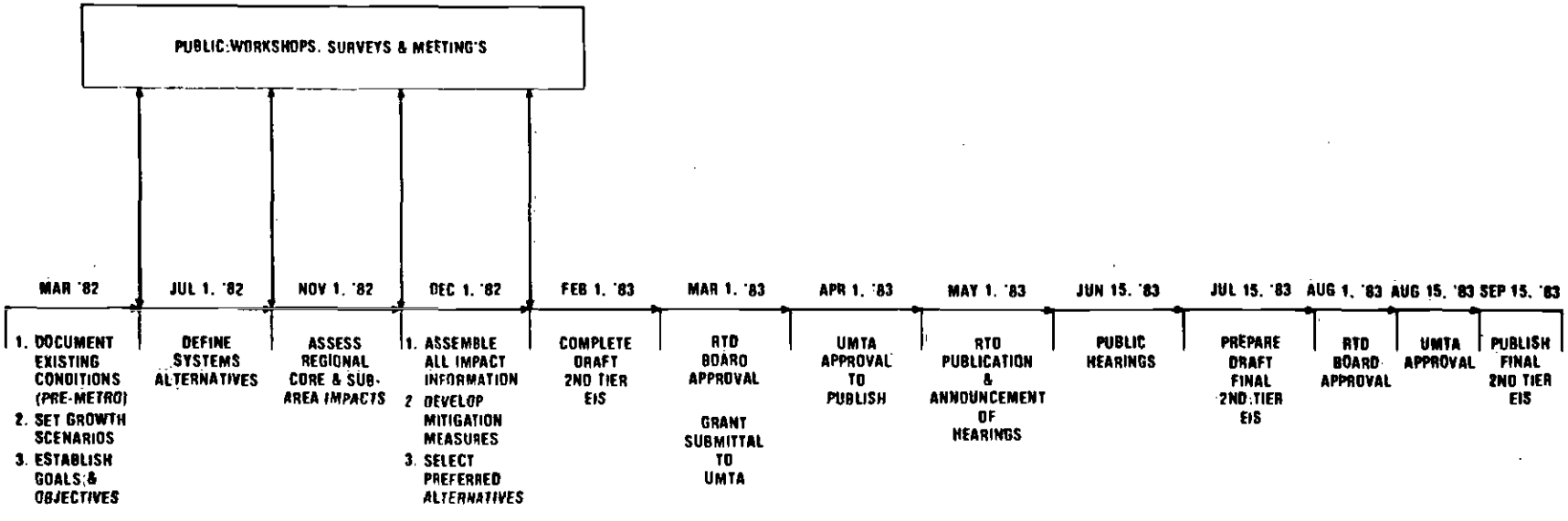
For organizational purposes, the Regional Core has been divided into five (5) sectors as outlined in Figure III-1. Each Sector will have one Sector Level organization composed of representatives of the designated Station Level organizations. For each of the five respective sectors, at least two (2) representatives from each sector will be appointed to the Segment Level organization.

Second Tier EIS Process

The Second Tier EIS process which goes parallel with the P.E. process involves substantial interaction with the community in the first level milestones of this process (see proposed schedule for Second Tier EIS).

After the information gathering assessment and analysis steps, a draft version of the EIS will be issued. This is scheduled to take place on or about February 1, 1983, presuming a full start on the P.E. by January 1, 1982.

RTD METRO RAIL PROJECT
SECOND TIER ENVIRONMENTAL IMPACT REPORT SCHEDULE



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The schedule shows that the draft EIS will be sent to UMTA for two purposes. The first is as part of a grant application package to request funding for final design and construction. The second purpose is to have UMTA process and review the draft EIS so that SCRTD can publish the draft, and plan and carry out local hearings on that document.

The expected UMTA approval for publication is about April 1, 1983. Following presently prescribed rules, official public hearings could be completed by July 15, 1983. Allowing 45 days to analyze and incorporate public comments and 60 days for Board and UMTA approval, the final EIS could be completed by September 15, 1983.

It should be noted that the grant application processing will continue in parallel with the actions involved in issuing the final EIS document. UMTA will be kept well advised of the progress in completing the EIS and, in fact, can be expected to participate in the public hearings. Any significant findings which might affect the draft version of the EIS, which is part of the grant application, would be sent to UMTA immediately.

Patronage Projections

Patronage projections for the various alternatives, including the starter line preferred alternative, were published in the final AA/EIS/EIR. The starter line which forms the basic element of an ultimate regional rail rapid transit system throughout the Los Angeles Metropolitan Area. In order to accommodate such anticipated ultimate demands and thereby prevent costly or impracticable future modifications to the Starter Line stations, Barton-Aschman Associates was contracted in Fiscal Year 1981 as SCRTD's patronage consultant to determine the ridership impacts of possible future extensions to this rail line.

Various combinations of these extensions interfacing the Starter Line were studied. This work has been completed and the Final (Draft) report was submitted in May, 1981. The findings of the Consultant's study showed not only the resulting patronage impacts of the regional extensions, but also that the 309,000 (approximately 300,000) passenger trips estimated for Option I (starter Line Only) was consistent with the 275,000 (approximately 300,000) passenger trips developed in the Final AA/EIS/EIR. The purpose of the AA/EIS/EIR was to provide "order-of-magnitude" estimates of future patronage; and since similar generic assumptions were applied in the consultant's work, it necessarily follows that the consultant's forecast was also an order-of-magnitude estimate. These results provided an adequate level of accuracy which functioned as a baseline from which more refined analysis can be conducted.

Projective of Additional Patronage Work

Now that P.E. has commenced, it is necessary to go beyond the previous baseline projections and examine a range of possibilities which could reasonably be expected to occur in view of changing technological advances, economic conditions, and policy decisions. By so doing, such work would fine-tune and amplify the baseline forecasts already developed. More specifically, the purpose of additional patronage work would be to 1) test the sensitivity of baseline forecasts to alternative sets of input assumptions; 2) evaluate rail routing alternatives as well

as station location options; 3) determine detailed station access volumes; and 4) analyze changes in the Background Bus System resulting from rail rapid transit implementation. The results of this additional work will be utilized as input for detailing the following:

1. Engineering Design Decisions.
2. Architectural Layout Specifications.
3. Site-Specific Environmental Impact Assessment.
4. Joint-Development/Value Capture Analysis.

L. RELATIONSHIP OF DISTRICT DEPARTMENT OBJECTIVES TO THE ANNUAL OVERALL WORK PROGRAM (OWP)

Each year UMTA provides Section 8 Technical Study funds for the District based on an allocation of funds to each region and based on UMTA and regional priorities. Each year, a number of District departments submit tasks for Section 8 funding which together comprise the District's proposed overall work program. Due to funding constraints, only a portion of the tasks are approved by SCAG for funding.

Within the District, proposed OWP funded tasks are ranked each year. This ranking is based on UMTA/SCAG/LACTC stated priorities and on District internal needs and the administrative ease of completing needed work using OWP funding and reporting procedures.

Approved OWP tasks assist District departments in carrying out their goals and objectives.

A major portion of the OWP tasks which are approved for funding are carried out by the Planning Department. A complete list of the proposed OWP tasks for FY 82-83 has been completed by the Grants Administration Section for review and approval by the Executive Staff and General Manager.

SCRTD PLANNING PROGRAMS

The District's overall proposed planning objectives for FY 82-83 are:

- o Bus Service Planning
  - Initial Sector Improvement Plan (SIP) Completion
  - Continuation of 3-5 Year Sector Planning Cycle
  - Service Fine-Tuning to adjust to funding flow
  - Service Productivity Improvements
  - Management and technical support improvements
- o Bus Support Capital Program
  - Bus Replacement programming
  - Operating Division Renewal
  - Central Maintenance/Headquarters Building Decision
  - Capital Support Projects
- o Guideway Development
  - Design and construct initial rapid transit segment
  - Support development of Bus-on-Freeway and light rail programs
  - Refine long-term corridor identification and prioritization
- o Financing Strategies and Implementation
  - Develop a long-term funding plan
  - Develop short-range funding strategies

- Environmental Planning Programs
  Includes efforts to better coordinate land use with transportation developments

  - Pursue access management (private developers)
  - Pursue joint development (metro rail and bus in freeway)
  - Pursue public facilities management

All of the stated planning objectives support the District's and the Region's goals and objectives.