MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

*Wednesday, May 31, 2023
10:00 a.m. – 12:00 p.m.*

ZOOM AND TELECONFERENCE ONLY

VIDEOCONFERENCE AVAILABLE

ZOOM AND TELECONFERENCE MEETING ONLY

TELECONFERENCE IS AVAILABLE

TO JOIN THE MEETING: https://scag.zoom.us/j/220315897
CONFERENCE NUMBER: +1 669 900 6833
MEETING ID: 220 315 897

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Priscilla Freduah-Agyemang at (213) 236-1973 or email agyemang@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA
Wednesday, May 31, 2023

==

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

1.0 **CALL TO ORDER**
(Joyce Rooney, City of Redondo Beach, Regional Transit TAC Chair)

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

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, May 31, 2023

===

| 4.3 | **California Integrated Travel Project (Cal-ITP) Updates** | 20 | 52 |

(Gillian Gillet & Hunter Owen, Cal-ITP Caltrans)

| 4.4 | **Metrolink Update** | 20 | 91 |

(Elizabeth Lun, Henning Eichler & Rory Vaughn, Metrolink)

| 4.5 | **Regional Mobility Hubs Strategy Update** | 15 | 114 |

(Priscilla Freduah-Agyemang, SCAG)

5.0   **STAFF REPORT**

| 5.1 | **Transit Target Setting Update** | 5 | 124 |

(Priscilla Freduah-Agyemang, SCAG)

6.0   **ADJOURNMENT**

*The next Regional Transit Technical Advisory Committee meeting is <u>tentatively</u>
scheduled for <u>Wednesday, August 30, 2023</u>.*

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

March 29, 2023

Minutes

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

The Regional Transit Technical Advisory Committee held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20. The meeting was called to order by Chair, Joyce Rooney, Beach Cities Transit.

Members Participating:

Joyce Rooney (Chair)	City of Redondo Beach/Beach Cities Transit
Jennifer Nguyen (V. Chair)	Riverside Transit Agency
Geraldina Romo	Antelope Valley Transit Authority
Esteban Rodriguez	Antelope Valley Transit Authority
Judy Vaccaro-Fry	Antelope Valley Transit Authority
Alyssa Mendez	City of Commerce
Sudesh Paul	City of Corona
Chun Leung	City of Los Angeles DOT
Diane Amaya	City of Redondo Beach/Beach Cities Transit
Randy Barragan	City of Riverside
Corie Zamora	City of Santa Clarita Transit
Nicholas Echeverri	City of Santa Clarita Transit
Alfredo Torales	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Jessica Saks	City of Santa Monica Big Blue Bus
Joe Raquel	Foothill Transit
Josh Landis	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Christopher MacKechnie	Long Beach Transit
Erlin Martinez	Long Beach Transit
Marisol Barajas	Long Beach Transit
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Randy Lamm	Los Angeles Metro
David Huang	Metrolink
Adrianna Kendricks	Montebello Bus Lines
Alfredo Machuca	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Derek Donnell	Norwalk Transit System

Jeremiah Bryant	Omnitrans
Angel Garfio	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority
Dan Phu	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Kurt Brotcke	Orange County Transportation Authority
Edward Emery	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Audrey Gill	Riverside Transit Agency
Claire Grasty	Ventura County Transportation Commission
Dolores Lopez	Ventura County Transportation Commission
Matt Miller	Ventura County Transportation Commission
Maurice Eaton	Caltrans District 11
Shannon Aston	Caltrans District 11
Jude Miranda	Caltrans District 12
Kevin Chang	County of Los Angeles Public Works
Jonathan Overman	Cambridge Systematics
Ryan Johnson	Alta

SCAG Staff:

Philip Law	Steve Fox
Priscilla Freduah-Agyemang	Nolan Borgman
Krista Yost	Marisa Laderach
Jaimee Lederman	

1.0 CALL TO ORDER

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, called the meeting to order at 10:05 a.m. Agencies and attendees introduced themselves.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

3.1	Minutes of the January 30, 2023 RTTAC Meeting
3.2	Regional Transit Operators Forum
3.3	Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Notice of Funding Opportunity (NOFO)

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 3.3 regarding diesel emissions and provided explanation regarding this item.

4.0   INFORMATIONAL ITEMS

4.1   Regional Transit Safety Target Setting Update

Jonathan Overman, Cambridge Systematics, provided an update on MAP-21 Regional Transit Safety Target Setting. He noted the effort emerged from MAP-21 in 2012 which requires federal transit performance measures. He reviewed the Transit Asset Management requirements, the PTASP regarding setting safety targets and the MPO Planning Rule. Mr. Overman stated he has been working with operators over the previous months to gather information and data for regional targets. He reviewed the details of the draft transit asset management (TAM) measures and targets for rolling stock, infrastructure, facility and equipment, noting that the goal is to identify the useful life of the assets. The targets for asset management were reviewed and the goal to achieve a state of good repair.

Next, the draft safety performance measures and targets for fatalities, injuries, safety events and system reliability by mode were reviewed. Mr. Overman mentioned the goal of the safety targets for the SCAG region is to decrease their occurrence. The objective for system reliability is to show an increase in revenue miles without breakdowns.

In reviewing the TAM scenarios, he stated, the preliminary results indicate that the need for assets maintenance is greater than the funding available for it. The safety scenarios were reviewed, and he noted there is some uncertainty when predicting how much safety can be improved versus the cost to improve safety. Safety may involve human judgment and error which is not predictive. He reviewed the next steps including finalizing the draft targets for inclusion in Connect SoCal 2024.

4.2   Ventura County Transportation Commission (VCTC) Transit Integration and Efficiency Study (TIES) Transit

Claire Grasty, VCTC, reported on their transit integration and efficiency study. She reviewed the background of the study and the methodology. It was noted that there are nine (9) different transit operators that do not form a strong regional network and there is an opportunity to examine connectivity issues and barriers to providing interagency service including issues such as increased expenses, less competitive contracts, driver retention and changing local priorities. It is important to understand that variation can reflect local community needs but also hamper interoperability and connectivity. She noted collaboration was key to a successful outcome. The recommended actions and strategies were examined including improving financial resilience by coordinating administrative functions, centralize demand-response call-taking and scheduling, align rider policies, fares and eligibility and to standardize surveying, marketing and online presence.

The different alternatives were reviewed including subregional consolidation of demand-response and shared procurements. An additional alternative involves the creation of a countywide demand-response agency including paratransit and dial-a-ride programs, probably housed within another agency initially. A third alternative would involve aligning all public transit services integrated into the Gold Coast Transit District. VCTC would remain as a Regional Planning Transportation Authority (RPTA) but transfer all bus operations and transit planning to Gold Coast. The third alternative is the most ambitious and the most difficult to enact but would provide the best opportunity to create regional change. It also has the greatest potential for administrative cost efficiency and increases revenue to transit through the Transportation Development Act (TDA) but it could negatively affect some city budgets. Key concerns, issues and next steps were reviewed.

4.3   710 North Mobility Hubs Plan

Ryan Johnson, Alta Planning, reported on 710 Mobility Hubs Plan. Mr. Johnson stated in May 2017, the Metro board voted to withdraw its support and $3.2 billion in funding for completing the gap between the I-210 and I-710 freeways, instead to reallocate $900 million set-aside for the highway to local mobility projects. He stated that a Mobility Hub is a place where two or more travel options such as biking, transit and shared mobility come together. Some of the planning elements for a Mobility Hub include curbside management, parking for desired modes, wayfinding and user information, shared vehicles as well as micromobility activities. Different types of mobility hubs were reviewed such as a bus stop mobility hub, rail station and campus hub.

He reviewed the transit infrastructure and activity in the area. The key destinations for the mobility hubs, the concept of the facility layouts and design as well as the key vision & goals created for these hubs were reviewed. First-last mile design and activities were examined. Related projects in the area were discussed including 710 North Mobility Improvement projects, Advancing Alhambra, Walk Bike Move Alhambra and San Gabriel Valley Transit Feasibility Study. Next, community engagement activities were reviewed including 10 pop up events, 5 workshops and intercepts at the 10 mobility hub locations as well as social media challenge and online survey for the draft concept plans. He reviewed next steps in the effort including continued community and stakeholder outreach in addition to funding sources.

4.4   Regional Early Action Plan (REAP) 2.0 Grant Update

Nolan Borgman, SCAG staff, provided an update on the Regional Early Action Plan (REAP) 2.0 Grant program. He noted that REAP is a state funded grant program and SCAG's portion is $246 million. The objectives include promoting infill housing development, reduce vehicle miles travelled and affirmatively further fair housing. He reviewed key dates noting the final application date for submission to the state was December 2022 and that all funds are to be obligated by June 2024 and expended by June 2026. It was further noted that there are three (3) programs allocated funding including Early Program initiatives for Connect SoCal implementation, the Transportation Partnership Program and Programs to

Accelerate Transformational Housing (PATH). The Transportation Partnership Programs include the CTC Partnership Program funded at $80 million to advance high-impact and transformative concepts consistent with Connect SoCal. It also includes the Regional Pilot Initiatives (RPI) Program, a $15 million funded effort to implement innovative pilot projects and programs regionally. The eligible transportation projects include plans, policies and implementation advancing vision-zero, active transportation, TOD zoning and mixed-use zoning. Also, pilot projects such as road pricing or seamless transit.

Mr. Borgman noted that SCAG's program priorities include transit recovery, shared mobility, mobility hubs, mobility integration & incentives as well as VMT bank and exchange programs. He reviewed the details of the CTC Partnership Program and the Regional Pilot Initiatives.

4.5   Metrolink Transit Oriented Development (TOD) Study

Steve Fox, SCAG staff, reported on Metrolink's Transit Oriented Development Study. Mr. Fox stated the study is to explore areas of high TOD potential and is funded through SCAG's Regional Early Action Planning grant program. He noted the three parts of the study which include a system-wide station area scan, exploration of 16 station areas with high TOD potential and collaboration with up to 8 jurisdictions. He noted project goals including identifying Metrolink station areas that are best suited for Transit Oriented Development (TOD), leverage newly adopted 6th Cycle RHNA Housing Elements, accelerate housing production and ensure equity by prioritizing opportunities in Tax Credit Allocation Committee (CTCAC) Opportunity Areas. He reviewed the 8 finalist stations, the study process and ranking system used in evaluation and the next steps.

5.0   STAFF REPORT

5.1   Connect SoCal 2024 Updates

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Connect SoCal 2024. She reviewed the policy development framework and the planning policies including mobility, environment, communities and economy. She announced upcoming public outreach events including an April 11th event in Long Beach as well as several pop-up events at the LA County Fair and 626 Golden Streets.

6.0   ADJOURNMENT

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, adjourned the meeting at 11:37 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
May 31, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-236-1973, agyemang@scag.ca.gov

Subject: Regional Transit Operators Forum

DISCUSSION:

This is to remind the RTTAC members of the SCAG regional transit operators' forum, launched in 2021. The community forum is a platform for operators to discuss relevant topics related to transit in the region.

The forum is a discussion space for transit operators in the SCAG region to continue to dialogue and exchange information, share best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects, as well as give operators the opportunity to continue to engage in meaningful discussions and peer-learning experiences on variety of transit topics.

The membership is made up of the RTTAC members and is limited to agency staff from public transportation providers in the SCAG region and designees. Other membership to the site will be by request only, pending approval by SCAG staff. Every RTTAC member should have received an email with the link to the community.

SCAG wants to ensure the best experience for all members and has included some guidelines for members of the site. The guidelines include community rules, individual and group discussion etiquette, and information on privacy.

Please contact Priscilla Freduah-Agyemang, agyemang@scag.ca.gov or 213-236-1973 with any questions related to the forum. We also welcome any comments/thoughts on how to improve the site.

Regional Transit Operators Forum

BROWSE   PAGE

SHARE   FOLLOW   EDIT

Home
About
Categories
Discussions
  Create Alerts
  Manage Alerts
Members
RTTAC Agendas
Contact Us
FAQ

Search this site

Welcome to the SCAG Regional Transit Operators Forum. This is a space for the transit providers in the SCAG region to exchange information, best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects and offer the opportunity to continue to engage in meaningful discussions and peer-learning experiences on variety of transit topics.

We want to hear from you. Ask a question. Share your thoughts. Get smarter and help others.

Learn More

Community tools

Manage discussions
Create categories
Create badges
Assign badges to members
Reputation settings
Review reported posts
Community settings

⊕ new discussion

Recent   What's hot   My discussions   ⋯

	Seeking Applicants for the FY21 round of the INFRA Grant Program
0 replies 0 likes	📷 The USDOT recently announced that it is seeking applicants for the FY21 r... By Priscilla Freduah-Agyemang │ In Grants/Funding │ February 25

What's happening

14 members

Southern California Association of Governments
Remote Participation Only
April 6, 2023

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Krista Yost, Assistant Regional Planner (213) 630-1503, yost@scag.ca.gov	*Kome Ajise*
Subject:	Transit Ridership Update	

RECOMMENDED ACTION:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:
Since before the pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to last summer's Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past several years, it is still significantly less than it was prior to the pandemic. Overall, the region's bus ridership levels are currently 23% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing December 2019 to December 2022, bus ridership was down 21% and rail ridership was down 43%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 61% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, driver shortages present an immediate challenge, and many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.

BACKGROUND:
In response to past Transportation Committee member comments regarding transit ridership recovery, SCAG staff has prepared this update depicting the ongoing impacts of the COVID-19 pandemic on transit ridership. Figures 1 and 2 and Table 1 below reflect National Transit Database (NTD) information reported by urban Full Reporters. These graphics demonstrate that bus ridership

levels have improved over the course of the past year, though they are nowhere near their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change by County (Year-Over-Year)
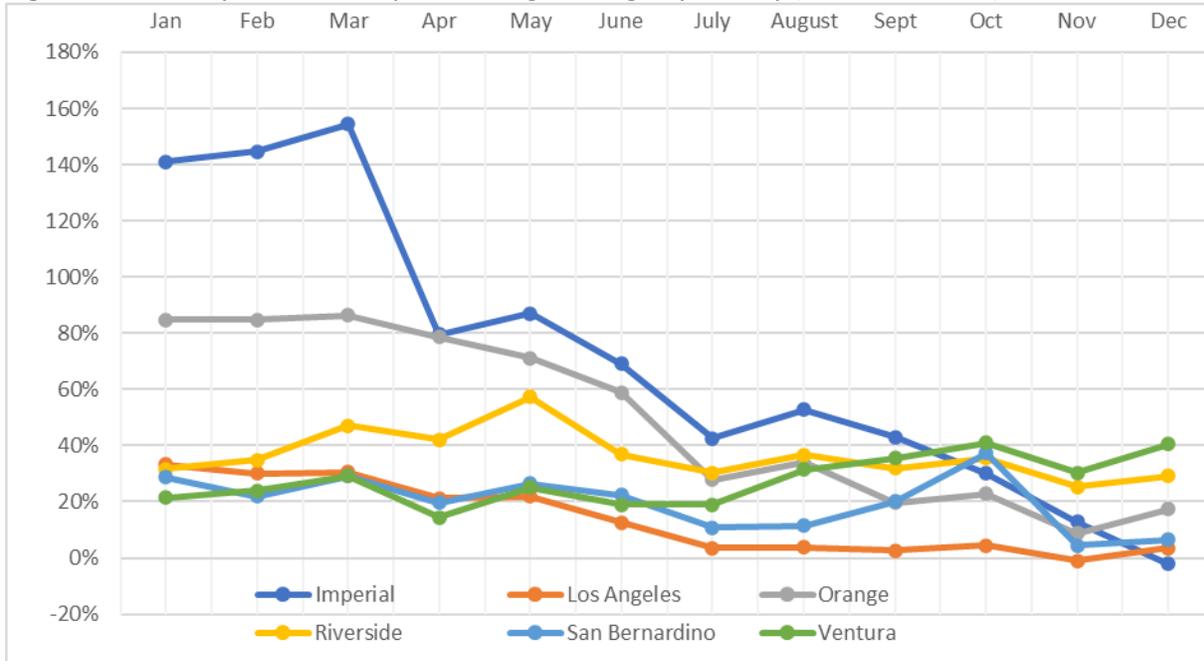
Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release as of December 2022.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Ventura County experiencing the most significant increase (40%, comparing December 2021 to December 2022), Riverside and Orange Counties reflecting modest gains (29% and 17% respectively, comparing December 2021 to December 2022), and San Bernardino and Los Angeles Counties reflecting low gains (6% and 3% respectively, comparing December 2021 to December 2022). Imperial County is the only county in the region experiencing a loss in ridership (-2%, comparing December 2021 and December 2022). Regional bus ridership overall increased 6% over the same time period. Note: the December increases across the board are similar to those of preceding months. For example, bus ridership overall increased 8% comparing October 2021 to October 2022 and 6% comparing September 2021 to September 2022.

**Table 1.** Bus Ridership Change by Operator, Fiscal Year-Over-Year

Bus Operator	Qtr3 Jan-Mar	Qtr4 Apr-Jun	Qtr1 Jul-Sep	Qtr2 Oct-Dec
Anaheim Transportation Network*	114607%	2659%	36%	9%
Antelope Valley Transit Authority	32%	23%	24%	0%
Beach Cities Transit (City of Redondo Beach)	96%	43%	19%	-3%
City of Commerce Municipal Buslines	149%	181%	155%	152%
City of Glendale	51%	54%	55%	39%
City of Los Angeles Department of Transportation	43%	47%	23%	22%
City of Pasadena	24%	30%	20%	22%
Culver City Municipal Bus Lines	40%	23%	2%	19%
Foothill Transit	26%	19%	13%	19%
Gold Coast Transit	24%	21%	28%	36%
City of Gardena Transportation Department	41%	24%	-1%	32%
Imperial County Transportation Commission	147%	79%	46%	13%
Long Beach Transit	23%	13%	3%	4%
Los Angeles County Metro	31%	16%	1%	0%
Montebello Bus Lines	46%	14%	-2%	-21%
Norwalk Transit System	25%	17%	32%	-5%
Omnitrans	32%	25%	17%	12%
Orange County Transportation Authority	46%	41%	25%	19%
Riverside Transit Agency	56%	63%	39%	37%
Santa Clarita Transit	56%	21%	39%	30%
Santa Monica's Big Blue Bus	34%	35%	26%	25%
SunLine Transit Agency	15%	19%	23%	18%
Torrance Transit System	-4%	-6%	-27%	-17%
Ventura Intercity Service Transit Authority	54%	51%	32%	20%
Victor Valley Transit Authority	-5%	-6%	-10%	51%
TOTAL	36%	24%	7%	5%

Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release as of December 2022. *These extreme percentages may be due to a data reporting error or due to service cuts (see pages 1 and 2 of the following report: https://rideart.org/wp-content/uploads/2022/01/Agenda-Item-17-Annual-Report.pdf).

Overall, these trends are better than where the region was in December 2020 when overall transit ridership was down by 45%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Imperial County as reflected in Figure 2 below. In Imperial County, bus ridership is 9% below what it was pre-pandemic for the most recent month of data, December, which is a significant improvement from preceding months (e.g., Imperial County

bus ridership was 22% below pre-pandemic levels in September). In Orange, Ventura, and Los Angeles Counties, bus ridership remains 14%, 22%, and 23% below where it was pre-pandemic for the most recent month of data, December. And in Riverside and San Bernardino Counties, bus ridership is 37% and 50% below where it was pre-pandemic for the most recent month of data, December. Overall, the region's bus ridership levels are currently 23% below what they were pre-pandemic.
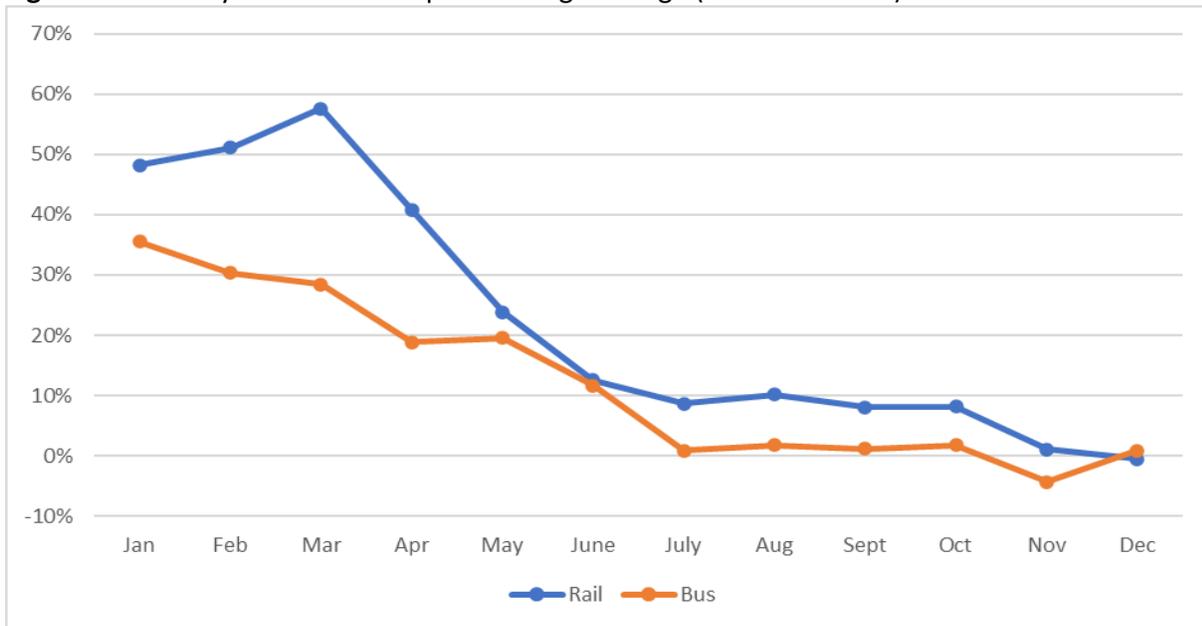
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)
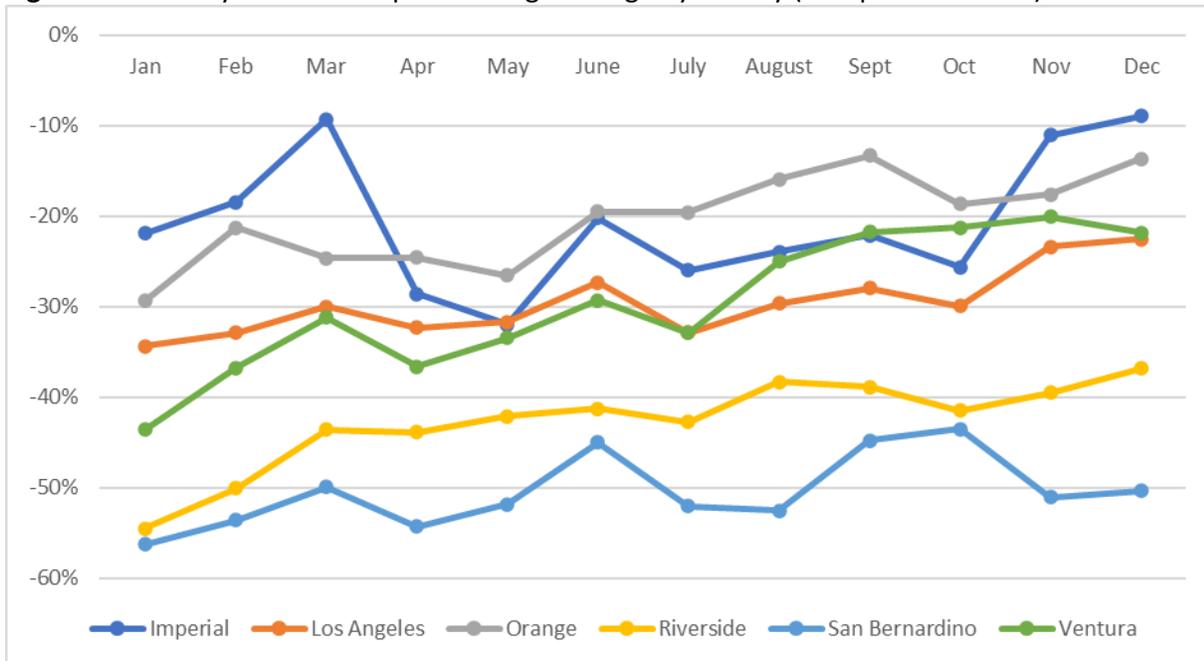
Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release as of December 2022.
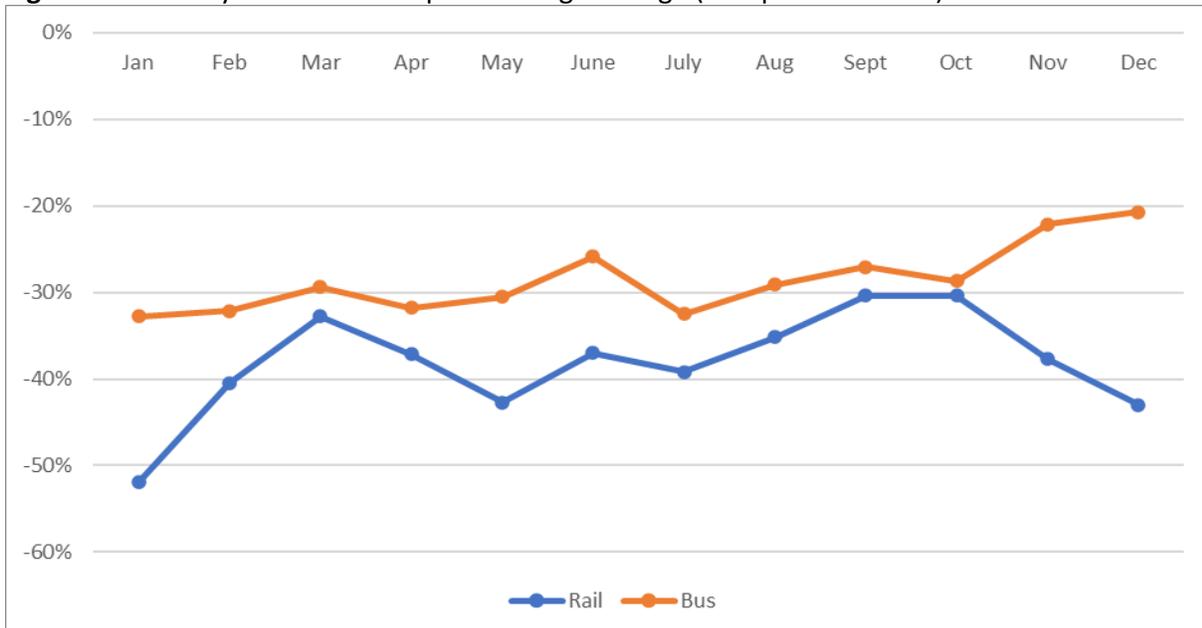
Data reported by Metro for its bus and rail systems through December 2022 are reflected in Figures 3 and 4 below. Metro bus ridership is up by only 1% in December 2022 compared to December 2021. Metro rail ridership is down by 1% for the same time period. Similar to other transit operators, Metro ridership increases were more significant in May when they were 20% (bus) and 24% (rail). While these trends are better than where the region was in December 2020, they are still well below pre-pandemic levels. For example, when comparing December 2019 to December 2022, bus ridership was down 21% and rail ridership was down 43%.

Figure 3. Monthly Metro Ridership Percentage Change (Year-Over-Year)

Source: Los Angeles County Metropolitan Transportation Authority, https://isotp.metro.net/MetroRidership/Index.aspx as of December 2022.

Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)

Source: Los Angeles County Metropolitan Transportation Authority, https://isotp.metro.net/MetroRidership/Index.aspx as of December 2022.

Figure 5 below reflects total monthly ridership data reported by Metrolink by line through December 2022. Overall, Metrolink commuter rail ridership is up by nearly 38% in December 2022 compared to December 2021, with the Ventura County Line experiencing the most significant increase (75%). The remaining lines, Antelope Valley (44%), San Bernardino (41%), Riverside (41%), 91 Line (37%), Orange County (32%), and Inland Empire-Orange County (IEOC) (12%) reflect modest ridership increases when compared to December 2021. Though this represents an improvement, total ridership is still 61% lower than it was pre-pandemic at this time (December 2022 compared to December 2019). Metrolink estimates that it has only recovered 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.[1]

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Year-Over-Year)
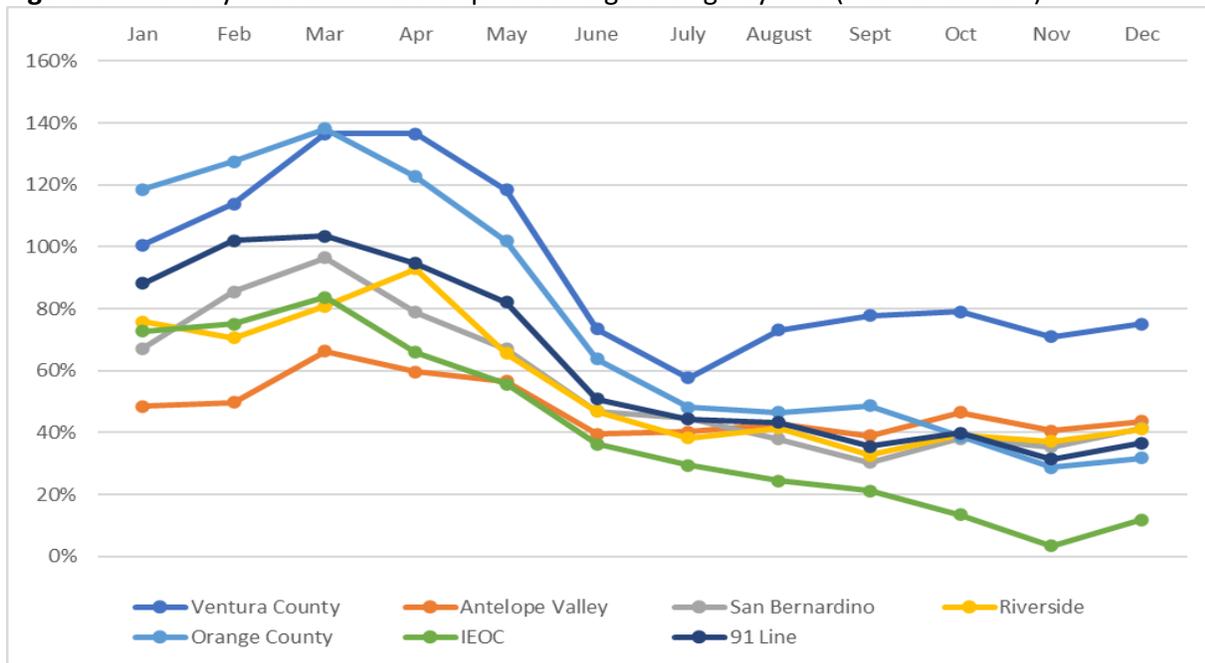
Source: Southern California Regional Rail Authority, as of December 2022.

---

[1] Metrolink 2022 Customer Survey Staff Report:
https://d2kbkoa27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf

American Public Transportation Association (APTA) Ridership Trends Dashboard

APTA and the Transit app developed a dashboard to track demand for transit and estimate real-time changes in ridership. The dashboard compares the differences between pre-pandemic ridership, using ridership figures reported by agencies and estimated ridership during the pandemic. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies. Estimated ridership values are modeled based on measures of Transit app usage to provide a current measure of demand for public transit. These estimates do not represent actual reported ridership counts from agencies. The dashboard supports comparisons by size, region, and agency and includes estimates for 17 of the largest transit agencies in the SCAG region. The dashboard is available at https://transitapp.com/apta.

NEXT STEPS:

Staff will continue to provide updates for ridership trends using the NTD's monthly adjusted data release as the data becomes available.

FISCAL IMPACT:

None.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
May 31, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: Regional Dedicated Transit Lanes Study Final Report

SUMMARY:

From: https://scag.ca.gov/post/regional-dedicated-transit-lanes-study-0

The SCAG region has ambitious goals to reduce greenhouse gas emissions (GHG) in transportation, the number one cause of climate change, in part, by reducing single-occupancy vehicle trips and increasing transit mode share. A key step to meeting these goals, as well as local and county goals for mobility and equity, can come from improving the speed and reliability of transit services throughout the region. The Regional Dedicated Transit Lanes Study Final Report explored the opportunities, needs, challenges, and best practices for developing a regional network of dedicated bus lanes and other transit priority treatments.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
May 31, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Krista Yost, Assistant Regional Planner,
213-630-1503, yost@scag.ca.gov

Subject: Federal Transit Administration (FTA) Public Transportation
Agency Safety Plans (PTASP) Notice of Proposed Rulemaking
(NPRM)

SUMMARY:

From: https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/public-transportation-0

On April 26, 2023, the FTA published a NPRM in the Federal Register regarding proposed updates to the PTASP rule. The FTA is proposing new requirements for PTASP that include revised requirements for Agency Safety Plans (ASP), safety committees, cooperation with frontline transit worker representatives in the development of ASPs, safety risk reduction programs, safety performance targets, de-escalation training for certain transit workers, and addressing infectious diseases through the Safety Management System (SMS) process. FTA also proposes revisions to the regulation to coordinate and align with other FTA programs and safety rulemakings. Public comments on the NPRM must be submitted by June 26, 2023.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STBG/CMAQ

PROGRAM GUIDELINES

CONTENTS

1

STBG/CMAQ PROGRAM OVERVIEW

The Congestion Mitigation and Air Quality Improvement program (CMAQ) and Surface Transportation Block Grant program (STBG) Program Guidelines, scheduled for adoption by the SCAG Regional Council (RC) on June 1, 2023, establishes the framework for project selection and investing of CMAQ and STBG funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. While the program guidelines focus on CMAQ and STBG project selection for Fiscal Year (FY) 2025 through FY 2028, the guidelines are effective June 30, 2023, and any new project or new project phase to be programmed in the Federal Transportation Improvement Program (FTIP) with CMAQ and/or STBG funds after this date will be subject to the SCAG selection process. These guidelines address joint Federal Highway Administration's (FHWA) and Federal Transit Administration (FTA) compliance findings focused on the delegation of project selection authority for the CMAQ program and the suballocation and administration of the STBG program.

BACKGROUND

Planning and programming actions for federal formula funded projects and programs are guided by the SCAG RC-approved Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) – known as Connect SoCal 2020 and Connect SoCal 2024 (expected to be adopted by the SCAG RC in April 2024), the 2023 FTIP, the 2025 FTIP (expected to adopted by the SCAG RC in September 2024), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the State of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) emissions and criteria air pollutant (CAP) emissions.

The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, funding, and the timely implementation of transportation control measures to help reduce air pollution.

Federal Transportation Performance Management Targets, adopted by the SCAG RC, provide near and mid-term anticipated outcomes for the transportation network. These inform and are informed, by planning and programming actions.

FUNDING AVAILABILITY

Prior to initiating a call for project nominations, SCAG will evaluate the availability of STBG and CMAQ funding. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for CMAQ and STBG funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs) (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and

2

programming in the SCAG region). Use of the funds included in the set aside will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate. The balance of CMAQ and STBG funding is available to projects through a competitive call for project nominations process that is administered and selected by SCAG in coordination with the SCAG region's six CTCs. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. As outlined in the STBG/CMAQ Compliance Action Plan, SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

County	CMAQ Target Percentage	STBG Target Percentage
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CMAQ and STBG funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH & STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders from their respective county to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG strongly encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties.

CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

PROJECT SELECTION PROCESS

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

3

CTCs will solicit and submit project nomination applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project nomination application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

After completing the initial project screening and evaluations, the CTCs will submit prioritized project nominations and required documentation to SCAG by the deadline established by SCAG. Prioritized nomination lists must be approved by the CTC's CEO (and/or governing board) prior to submission to SCAG.

CTC INITIAL SCREENING

At minimum, CTCs must incorporate the following regional criteria into their project nomination evaluations:

1. Eligibility: CTCs will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

2. Alignment: CTCs should evaluate projects for alignment with relevant federal and regional plans and policies. CTCs should prioritize projects that:

   - Implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies;

   - Advance Connect SoCal Performance Measures including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and 49 USC Sec. 5301(b)(3);

   - Demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities. (CTCs should aim to ensure that at least 40 percent of funding requested by projects countywide positively impact Priority Equity Communities).

3. Community/Stakeholder Engagement: CTCs should prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):

   - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or

   - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.

4. Deliverability and Readiness: CTCs should evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.

4

SCAG encourages CTCs to work with SCAG staff on the development of the CTC project evaluation criteria. CTC project evaluation criteria must receive concurrence from SCAG staff and approval by the CTC CEO (and/or governing board) prior to issuing the call for nominations activities (or documented equivalent process) in their respective county. CTCs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

PROJECT NOMINATIONS

After completing initial project screening and evaluations, CTCs shall submit project nominations and associated documentation to SCAG for regional evaluation and project selection. Nomination lists must be approved by the CTC CEO (and/or governing board) prior to submission to SCAG. Project nomination packets must include the following elements, including project applications identifying the requested source(s) of funding:

1. Nomination List: list of eligible candidate projects for STBG and/or CMAQ funds prioritized according to the evaluation criteria developed by the CTC and approved by SCAG staff.

2. CEO Approval: letter from the CTC's CEO approving the project nomination list.

3. Outreach Documentation: materials verifying CTC compliance with outreach requirements.

4. Compliance Checklists: completed checklists and supporting documentation affirming compliance with requirements for both the CTC and each potential implementing agency with a project on the nomination list, including emissions benefit analysis for candidate CMAQ projects. Checklists should be completed by the CTC and must be signed by a signatory authority for the agency concerned.

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. Confirm Eligibility: SCAG staff will review submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.

2. Scoring Criteria: Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

5

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	50 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): • Location Efficiency, • Mobility and Accessibility, • Safety and Public Health, • Environmental Quality, • Economic Opportunity, • Investment Effectiveness, • Transportation System Sustainability, and • Environmental Justice	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	10 Points

The review committee will score each project using the following criteria:

CTC Prioritization:

- Prioritized in the CTC list as Highly Recommended .... 50 points
- Prioritized in the CTC list as Recommended .... 40 points
- Prioritized in the CTC Contingency List .... 20 points

Regional Priorities

- Aligns with 3 or more Regional Priorities .... 20 points
- Aligns with 1 to 2 Regional Priorities .... 10 points
- Does not align a Regional Priority .... 0 points

Performance Measures

- Supports 6 or more Performance Measures .... 20 points
- Supports 4 to 5 Performance Measure .... 10 points
- Supports 2 to 3 Performance Measures .... 5 points
- Supports less than 2 Performance Measures .... 0 points

6

Equity

- Demonstrates direct positive benefit to Priority Equity Communities   10 points
- Demonstrated indirect positive benefits to Priority Equity Communities   5 points
- Does not demonstrate positive benefits to Priority Equity Communities   0 points

Air Quality Improvements

- Demonstrates cost effectiveness in reducing CAP emissions   10 points
- Estimates CAP emission reduction benefits   5 points
- Does not address CAP emission reduction benefits   0 points

3. **Project Ranking Process**: Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

   All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

   Once the lists are developed, they will be shared with the Air Quality Districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing**: Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:

   - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
   - County targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
   - Relative STBG and/or CMAQ availability, and
   - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

   Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must

7

achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 70 points. Depending on availability of CMAQ and STBG funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 70 will be determined to be Not Recommended.

5. Program Approval: The SCAG RC will consider the recommended CMAQ and STBG projects. Projects approved by the SCAG RC for funding will be eligible for programming into the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

APPROVED PROJECTS, FEDERAL PROGRAMMING, MONITORING, AND FTIP MANAGEMENT

Projects approved by the SCAG RC for funding will be programmed in the FTIP consistent with adopted FTIP Guidelines. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines. To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, CTCs, local jurisdictions, and transit operators to enhance FTIP Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

8

SCAG Region STBG/CMAQ Program Guidelines

Regional Transit Technical Advisory Committee

May 31, 2023

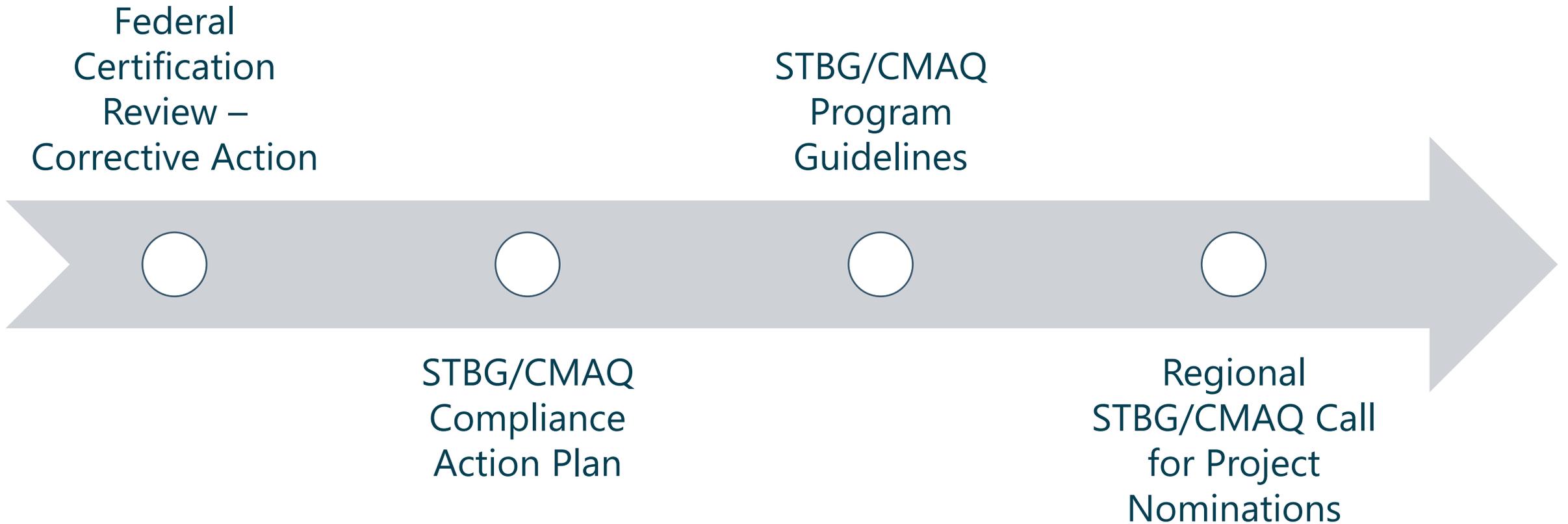WWW.SCAG.CA.GOV

Key Compliance Issues Raised by FHWA/FTA

- STBG funds cannot be suballocated through a percentage or formula
  - *Suballocations by population or mode to cities and counties cannot occur*

- STBG and CMAQ project selection cannot be delegated
  - *SCAG as the MPO must conduct the project selection process*

- Projects funded with federal dollars must be approved by the MPO

STBG: Surface Transportation Block Grant | CMAQ: Congestion Mitigation and Air Quality | MPO: Metropolitan Planning Organization

Compliance Approach

SCAG and County Transportation Commission (CTC) Roles

- SCAG initiates regionwide call for project nominations

- CTCs assist with local outreach and initial project nomination screening process, using processes reviewed by SCAG for consistency with regional program guidelines

- County nomination targets guide CTCs in amount of funding requests that they submit to SCAG for project selection

  - Performance-based nomination targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling

- SCAG selects projects based on initial screening & prioritization by CTCs and additional regional project evaluation

Key Milestones and Next Steps

Federal Certification Review – Corrective Action

STBG/CMAQ Compliance Action Plan

STBG/CMAQ Program Guidelines

Regional STBG/CMAQ Call for Project Nominations

31

THANK YOU!

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

CONNECT SoCal

**Regional Transit Technical Advisory Committee (RTTAC)**

Priscilla Freduah-Agyemang
Senior Regional Planner
May 31, 2023

Policy Development Framework Background

- Adopted by the Regional Council on June 2, 2022

- Documented draft vision and goals

- Outlined policy priorities from Connect SoCal 2020, recent Regional Council actions, and emerging issues

- Established the subcommittees

- **Proposed update of Regional Planning Policies introduced at March 2023 Joint Policy Committee**

Regional Planning Policies
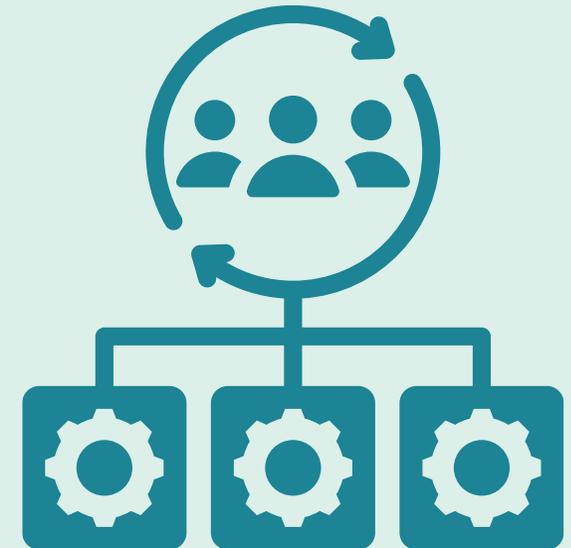
What is included in the Regional Planning Policies?

- Priorities established with the *Core Vision* of Connect SoCal 2020
- Policy direction from SCAG's Policy Committees since 2020 and recommendations from Connect SoCal 2024 special subcommittees

What is the purpose?

- Articulate broad and established regional policies to achieve goals and realize the regional vision of Connect SoCal 2024
- Provide a resource for transportation agencies or local jurisdictions to demonstrate alignment with RTP/SCS when seeking funding from state or federal programs

Draft Vision: A healthy, accessible, and connected region for a more resilient and equitable future.

1. Build and maintain a robust transportation network. (MOBILITY)

2. Develop, connect, and sustain communities that are livable and thriving. (COMMUNITIES)

3. Create a healthy region for the people of today and tomorrow. (ENVIRONMENT)

4. Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (ECONOMY)

Policy Categories by Goal

MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Financing the System

ENVIRONMENT

- Sustainable Development
- Air Quality & Clean Technology
- Natural & Working Lands Preservation
- Climate Resilience*

COMMUNITIES

- 15 Minute Communities *
- Housing the Region *
- Priority Development Areas
- Equitable Engagement & Decision-Making*

ECONOMY

- Goods Movement
- Broadband *
- Universal Basic Mobility*
- Workforce Development*
- Tourism

*New policy area for Connect SoCal 2024

- **Transportation Demand Management:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).

- **Transportation System Management:** Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.

- **Technology Integration:** Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities for all residents within the SCAG region.

38

- **System Preservation and Resilience:** Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.

- **Complete Streets:** Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).

- **Transit Multimodal Integration:** Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.

- **Safety:** Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.

- **Funding the System/User Pricing:** Promote stability and sustainability for core state and federal transportation funding sources.

- **15 Minute Communities:** Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.

- **Housing the Region:** Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.

- **Priority Development Areas:** Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure including transit and utilities

- **Equitable Engagement and Decision-Making:** Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.

- **Sustainable Development:** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.

- **Air Quality:** Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.

- **Clean Transportation:** Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.

- **Natural and Agricultural Land Preservation:** Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.

- **Climate Resilience:** Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.

- **Goods Movement:** Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.

- **Broadband:** Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.

- **Universal Basic Mobility:** Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.

- **Workforce Development:** Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.

- **Tourism:** Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.

Stakeholder Engagement and Feedback

- April 2023: SCAG shared draft Regional Planning Policies and solicited feedback from several stakeholder groups:
  - County Transportation Council (CTC) Planning Directors
  - Subregional Executive Directors
  - SCAG's Regional Planning Working Groups
  - Technical Working Group (TWG)
  - Regional Transit Technical Advisory Committee (RTTAC)
  - Global Land Use & Economic (GLUE) Council

Next Steps

June: Soliciting feedback from Policy Committee members on draft Regional Planning Policies

July 2023: Seeking approval by EAC and RC on updated Policy Development Framework with revised Regional Planning Policies.

Summer 2023: Developing Implementation Strategies to include in Fall draft release of Connect SoCal 2024.

48

Public outreach and engagement

"OPEN HOUSE" STYLE WORKSHOPS
- In-person: several per County
- Virtual: several regionwide

CBO PARTNERSHIPS
- Expand reach to underrepresented populations

POP-UP ENGAGEMENTS
- Meet people where they are gathering

ONLINE SURVEY
- Reach across the region
- **Ends June 4th**

CONNECTSOCAL.ORG

Development Update

FOUNDATIONS AND FRAMEWORKS

DATA COLLECTION AND POLICY DEVELOPMENT

OUTREACH AND ANALYSIS

DRAFT PLAN AND ADOPTION

2021

2022

2023

2024

COMPLETED MILESTONES

✓Draft Goals & Vision

✓Draft Performance Measures

✓Local Data Exchange

✓Project List

MILESTONES FOR 2023

- Public Outreach & Engagement
- Plan Modeling, Analysis, Writing
- Draft Release in Fall 2023

Questions?
Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL

CA Integrated Travel Project Updates

May 31, 2023

Go contactless

Make riding transit as easy as buying a cup of coffee

CAL ITP

Payment systems today

Paying for coffee

Paying for transit should be as easy as paying for a cup of coffee: Whether ordering a latte, a cold brew, or a matcha green tea, customers know they can instantly pay by tapping their contactless bank card or smart device, no matter which coffee shop they visit.

Paying for transit

Today in California, though, riders can't pay for transit like coffee. Instead, they typically pay in cash or with a reloadable transit fare card. They need to know the fare in advance and make sure they have enough money in their pocket or loaded onto their card before boarding.

56

How to sell transit like coffee

Letting riders pay their fare using what's already in their pockets saves time and money, while reducing operating expenses for transit providers.

How can you bring the ease and convenience of paying for coffee to transit?

Components of contactless fare collection

What you need to enable contactless fare collection

How does a customer pay for coffee?

There are three main components to contactless payments at a coffee shop:

REGISTER

Point-of-sale terminal that reads contactless payment cards and smart devices

PRICE MENU

Barista enters the customer's order into the register

PAYMENT PROCESSOR

Back-end software that transfers funds from customer's account to the coffee shop bank account

What do agencies need to make the switch?

Making the switch to contactless is easy. Transit providers just need to procure three new pieces of technology:

FARE VALIDATORS

Onboard or on-platform point of sale terminals that are equipped to read contactless bank cards and smart devices.

FARE CALCULATION SOFTWARE

Software that instantly determines the correct fare for a trip based on distance, applicable discounts, and frequency of travel.

PAYMENT PROCESSOR

Software embedded in fare validators that transmits money from a rider's bank card to the transit provider's bank.

California Mobility Marketplace

To help transit providers find the best rates for new products and services, Cal-ITP created the [California Mobility Marketplace](#). This site offers many advantages to providers:

- Pre-competed contracts - no need to RFP!
- Easy and quick procurement
- Standards-based system customizable to local agency needs

61

Benefits of contactless fare collection

Allowing riders to tap their contactless bank cards and smart devices creates benefits for transit providers and riders:

- Customers use what's at the top of their wallet - their own bank card

- Lower fare collection costs
- Decreased vehicle dwell times, reducing greenhouse gas emissions, travel times and customer frustration
- Increased ridership, achieving higher revenue and fewer vehicle trips
- Decreased passenger time spent on purchasing transit passes, transit smart cards and cash top-ups at ticket vending machines
- Greater accessibility to low-income riders through fare capping
- Higher rider satisfaction

How bank cards work - everything is interoperable

Authorizes payment

Customer's bank

Settles payment

Mastercard, Visa,
Discover, Amex

Merchant's bank

Issues credit
or debit card

Funds account

(all of this is regulated by
the FDIC, CFPB, OCC, FRB
and standardized via the
global EMV standard)

Authorizes

Taps to pay

Customer

Provides a service

Merchant

64

The yellow stuff was missing for US transit

Authorizes payment

Settles payment

Customer's bank

Payment network (Mastercard/Visa)

Transit Merchant's bank

Issues credit or debit card

Funds account

Payment processor: A bank that moves the fare value between banks

Fare calculation software: Sends correct fare to processor

Point of Sale Device: Accepts customer's bank card tap

Taps to pay

Customer

Provides transit service

Transit Merchant

California has huge buying power

California* bought the stuff in yellow because payment technology is a volume business - so hundreds of transit agencies don't EACH have to RFP **

Payment processor: Transmits approved transactions

Fare calculation software: Sends correct fare to processor

Fare validator: Accepts rider's payment method

Electronic Payment Acceptance Services (EPAY) MSAs (available to Transit Agencies in California—see following slides for additional details)

MSAs for Transit Processor Services (available to Transit Agencies across the U.S.)

MSAs for Payment Acceptance Devices (PADs) (available to Transit Agencies across the U.S.)

CAL ITP

* with Cal-ITP as subject matter experts
** FTA has been encouraging States to do this forever.

Agencies can buy the stuff in yellow on the Mobility Marketplace

www.camobilitymarketplace.org

- State Purchasing Schedules (MSAs) for transit technology
- Everything is standardized and interoperable
- Everything has already been competed
- Technical assistance from Cal-ITP experts
- Resources & info to get started

67

16

Great digital ways for the Un and Underbanked to pay is California's job

California gives out many benefits and incentives, so Cal-ITP works with other agencies on financial inclusion and interoperability. Contact us for more information.
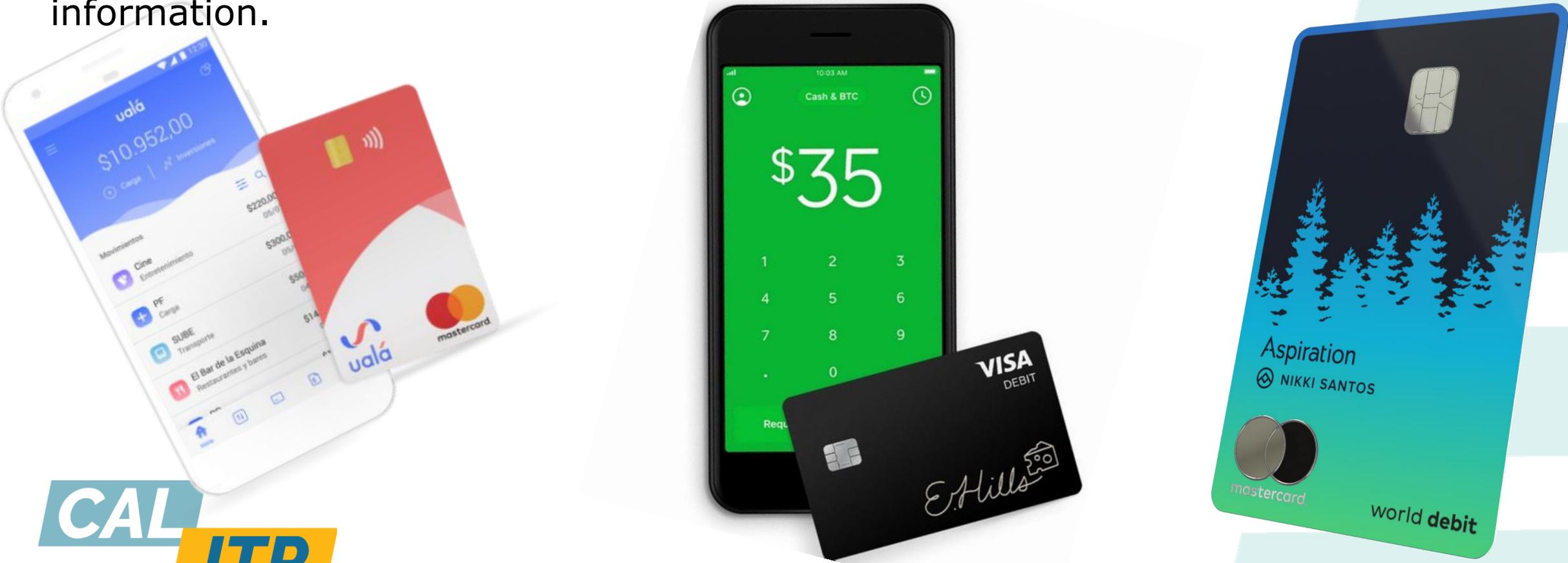
Does FTA require your agency to give discounts?

Cal-ITP worked with CDT and login.gov to build a digital way to do that.*

- Easy online enrollment in minutes

- Discount eligibility linked to bank card

- Automatic discounts when riders tap to pay

- Standardized, statewide definitions of discount-eligible groups

*because that's not what transit agencies do - especially not the small and rural ones - but CDT and login.gov do.

Receive your senior (65+) discount when you tap to ride!

Link your discount to your contactless card and pay the correct fare every time you tap.

1 Make sure you have:

- California driver's license or ID
- Contactless debit or credit card

2 Visit benefits.calitp.org/mst

← Open the camera on your mobile device, and point it at this code to get there quickly!

We hope to add more discount groups soon.

Information and questions:
1-888-MST-BUS1 (678-2871)
TDD 831-393-8111
mst.org/benefits
customerservice@mst.org

Want to learn more?

You can contact us through the Mobility Marketplace, and a member of the Cal-ITP team will get back to you.

You can also join our mailing list to receive our biweekly newsletter.

Transit Data Quality

Evan Siroky

How does Cal-ITP get involved?

Expectations

- Setting expectations that Transit Data Quality is important.
- Making agencies aware of Transit Data Guidelines

Assessment

- Checking data quality
- Flagging problems for transit agencies
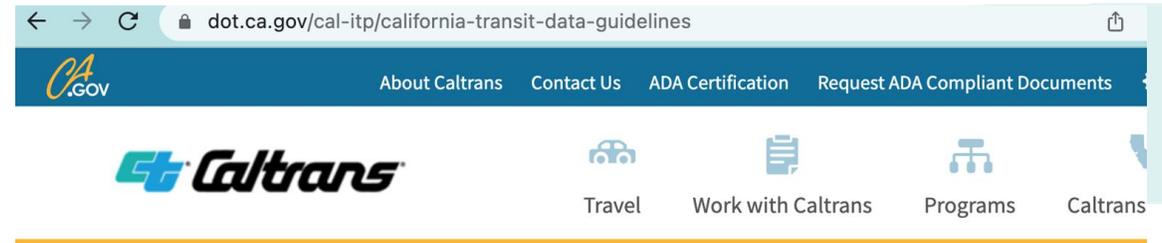
Assistance

- Providing Agencies with technical assistance
- Working with vendors to improve software

California Transit Data Guidelines

- First version created in September, 2020
- Comprehensive and Aspirational
- For transit agencies
- For vendors of transit agencies

https://dot.ca.gov/cal-itp/california-transit-data-guidelines

Current GTFS Quality Outreach Focuses

Schedule Data

Lack of Schedule Feeds

Expired Schedule Feeds

Addition of Fares v2 Data

Realtime Data

Lack of Realtime Data

Mismatching Realtime Data

Incomplete Realtime Data

Transit Data Dashboards + Analyses

Katrina Kaiser

Raw Ingredients

GTFS (Schedule and RT)

NTD Data

Ad-hoc Agency Data

CAL ITP

Ridership Estimation Dashboard

Background

- Developed as optional tool for AHSC Round 7 applicants
- Estimates projected increase in bus ridership resulting from additional frequency on existing service
- Statistical model using following data sources:
  - trained on stop-level ridership data from LA Metro, SBMTD, MST
  - controlling for frequency from GTFS Schedule data and demographics from ACS
  - calibrated on NTD data

Ridership Estimation Dashboard

Demo and Next Steps

- [Link to tool](#)
- 2 agencies (non-SCAG) used it for their applications
- Seeking additional stop-level ridership data from more agencies
- Would like to incorporate effects of travel time/speed improvements for next cycle

CAL ITP

Reports Site

Validating Agency GTFS

- **reports.calitp.org**
- **Supporting rider experience by measuring GTFS and GTFS-RT data availability and quality**
  - Valid GTFS supports riders using trip planning apps

- **Entry point for Cal-ITP to liaise with transit agency and provide technical assistance on the quality of their GTFS**

Other Dashboards + Analyses

GTFS + NTD data support agency-level + statewide decisionmaking

- GTFS Guidelines Dashboard
- CA Transit Speedmaps

Extra Background

Challenge: Discount enrollment

The burden of proving eligibility falls on the rider.

- Confusing policies that vary by jurisdiction
- Complex instructions
- Invasive verification, with storage of personal data
- In-person process, limited to business hours
- Requirement to recertify eligibility (e.g., every three years for seniors)

**191** transit providers' discount policies reviewed

83 unique discount eligibility criteria

17 definitions of "senior," ranging from 55–80 years

83

Challenge: Discount redemption

**Discount eligibility has limited applicability.**

- Requires customers to carry special card and ID to prove eligibility when boarding
- Discount only honored by one transit provider
- On-board verification slows boarding
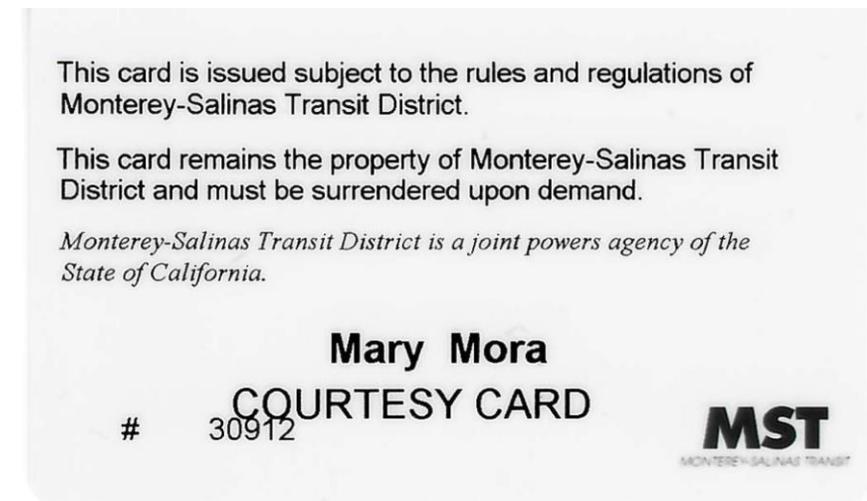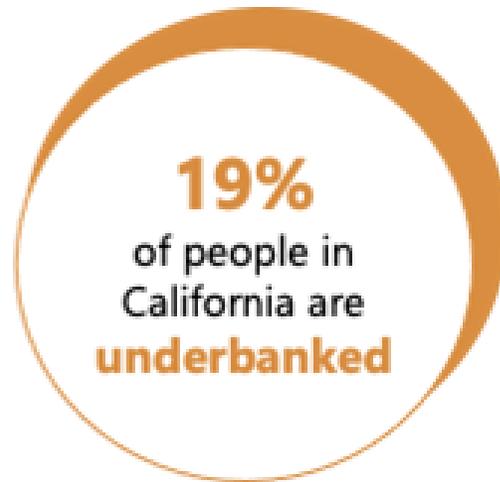
Cal-ITP Benefits

Automatically enroll and receive discounts

- Easy online enrollment

- Discount eligibility linked to customer's bank card

- Discounts automatically honored when riders tap to pay

- Standardized, statewide definitions of discount-eligible groups

- Portable to any agency using Cal-ITP products
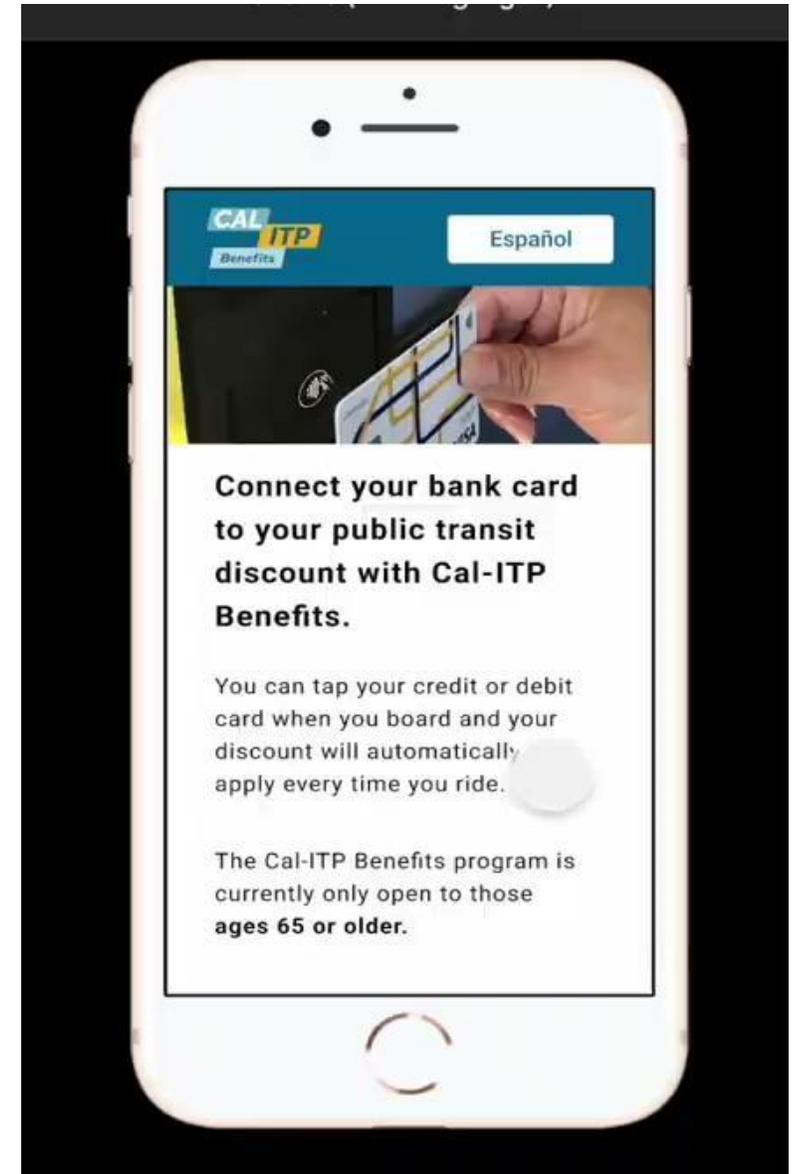
Underbanked in California

About **1 in 4 people** (10.3 million) in **California** are not fully banked
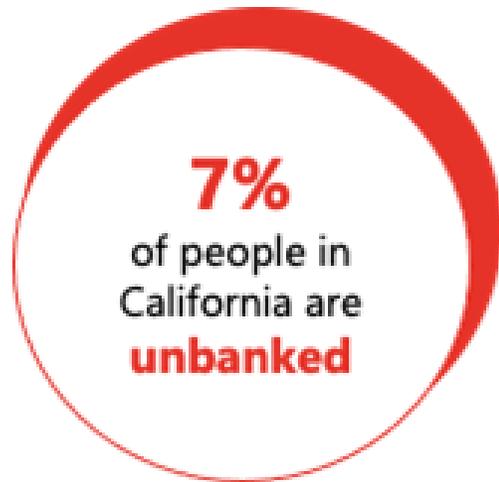
63 million U.S. residents are not fully banked

7% of people in California are **unbanked**

19% of people in California are **underbanked**

6% of people in the U.S. are **unbanked**

16% of people in the U.S. are **underbanked**

CAL ITP

WorldBank definition for under- and un-banked
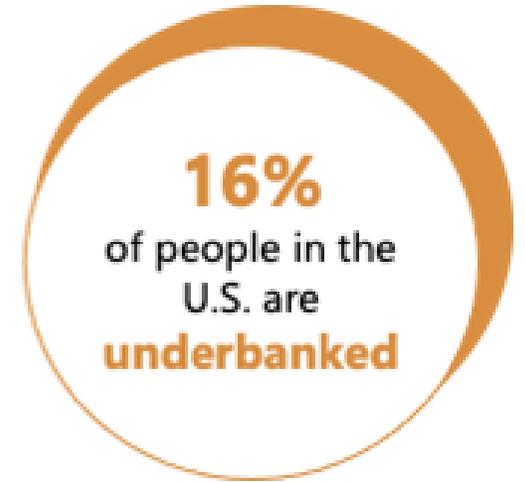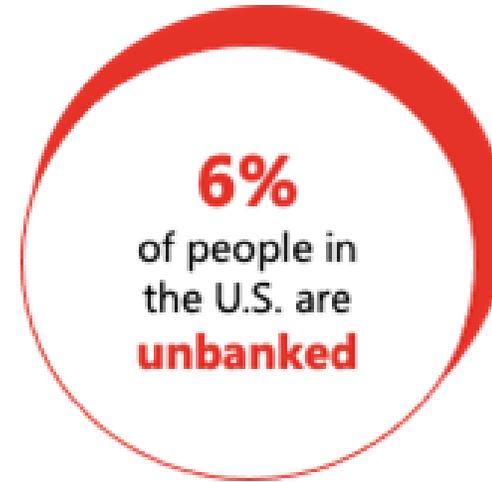
Why people stay underbanked

Costs associated with the ownership of an account — 34%
Mistrust toward banks — 12%
Costs associated with the maintenance of an account — 9%
Former ID / credit or bank account problems — 5%
Inconvenient business hours of financial service outlets — 4%
Privacy concerns — 3%

100%

Source: EconomicInclusion.Gov, US data, 2017.   Note: % values represent the share of respondents choosing the answer as their main reason for being un-/underbanked

Transit riders and the underbanked

Average transit user

Average under-banked

Race					
Race	**White**	48% in metro areas 53% elsewhere	**White**	60% of underbanked 59% of unbanked
	Hispanic	25% in metro areas 17% elsewhere	**Hispanic**	22% of underbanked 19% of unbanked
	Black	22% in metro areas 26% elsewhere	**Black**	15% of underbanked 15% of unbanked
Income	**Low Income** *<$50,000/yr*	44% in metro areas 69% elsewhere	**Low Income** *<$50,000/yr*	56% of underbanked 78% of unbanked

88

37

Diversity in Payments

Which payment platforms are Americans using?

% of U.S. adults who say they ever use the following

	PayPal	Venmo	Zelle	Cash App
U.S. adults	57	38	36	26
Ages 18-29	63	57	48	39
30-49	66	49	46	35
50-64	55	28	29	19
65+	41	15	20	9
White	58	41	29	17
Black	51	21	45	59
Hispanic	52	33	54	37
Asian*	70	47	65	16
Upper income	67	54	40	18
Middle income	60	41	37	24
Lower income	48	26	35	36
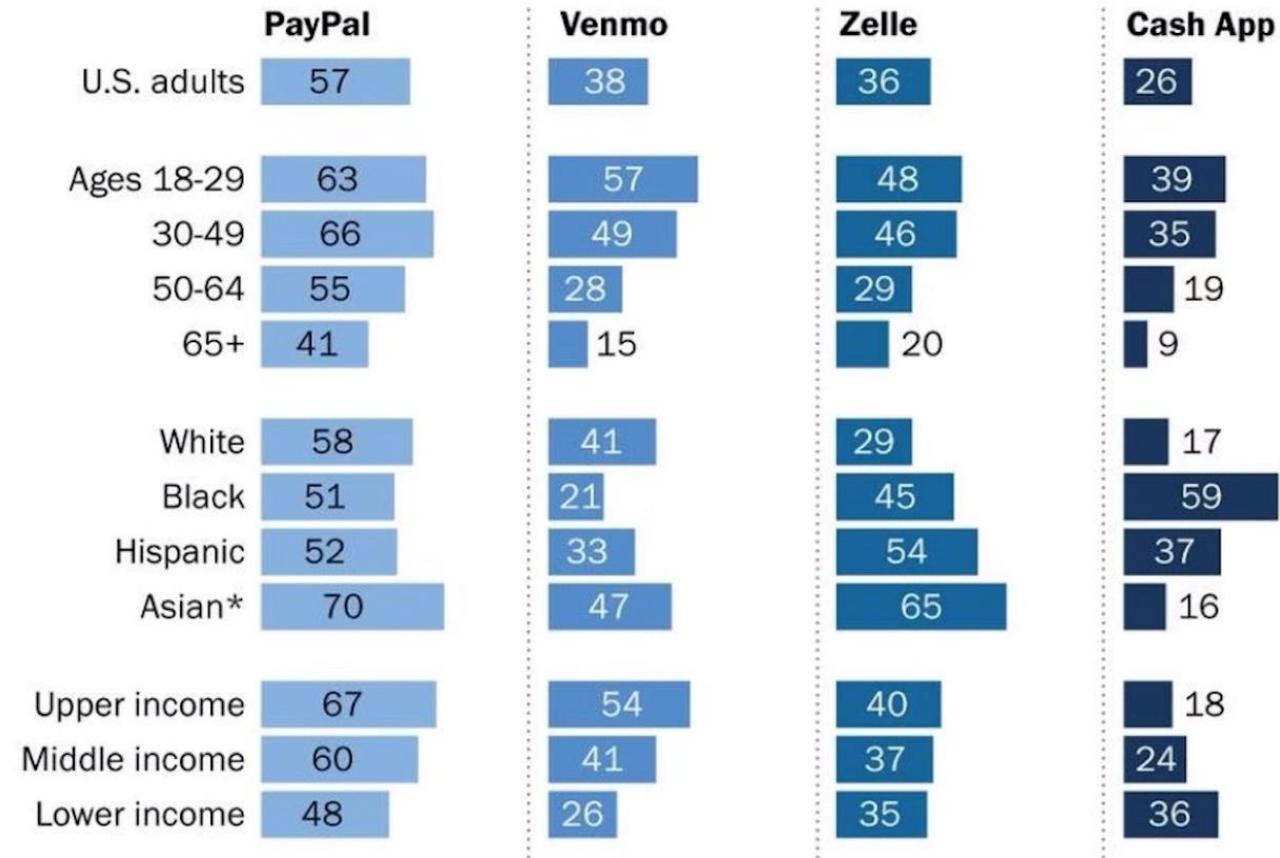
*Estimates for Asian adults are representative of English speakers only.
Note: Family income tiers are based on adjusted 2020 earnings.
White, Black and Asian adults include those who report being only one race and are not Hispanic. Hispanic adults are of any race.
Those who did not give an answer are not shown.
Source: Survey of U.S. adults conducted July 5-17, 2022.

Pew Research Center

89 38

METROLINK

**Southern California Optimized
Rail Expansion (SCORE) Program**

SCAG RTTAC Meeting

May 31, 2023

91

A $10+ billion vision to improve the passenger & freight railroad network in Southern California.

METROLINK

With

SCORE the region gets MORE.

More safety improvements

More peak and off-peak rail service

More access to job centers and affordable housing

More seamless connections to other rail providers

More jobs and economic development

Healthier air for all

- **More frequent and More Reliable Service**
  - 30-minute service frequency on all lines; 15-minute frequency on some segments
  - Hourly bi-directional service frequency on all lines
  - Express overlays on some lines, including LOSSAN
- **Trains at Regular Headways**
  - Timed connections between lines
  - Stronger first mile-last mile connections
- **Rail Service Integration**
  - Better integration amongst regional rail, intercity rail (LOSSAN/Amtrak) and future High Speed Rail
- **Ready for the 2028 Games**
  - Regional rail is only inter-county, high-speed transit

93

SCORE SCOPE – GENERAL OVERVIEW

- Track
  - Extend Existing Sidings
  - Construct New Double Track / Additional Mainline Track Segments

- Stations
  - Construct New Platforms
  - Construct New Pedestrian Underpasses
  - Construct New At-Grade Station Access

- Signaling
  - Respace Signals
  - Install New Signals (incl. WCNSS)

- At-Grade Crossings
  - Upgrade At-Grade Crossings to Current Metrolink Standards
 - Install Equipment to Make At-Grade Crossings Quiet-Zone Ready

METROLINK

SCORE Phase 1 Projects
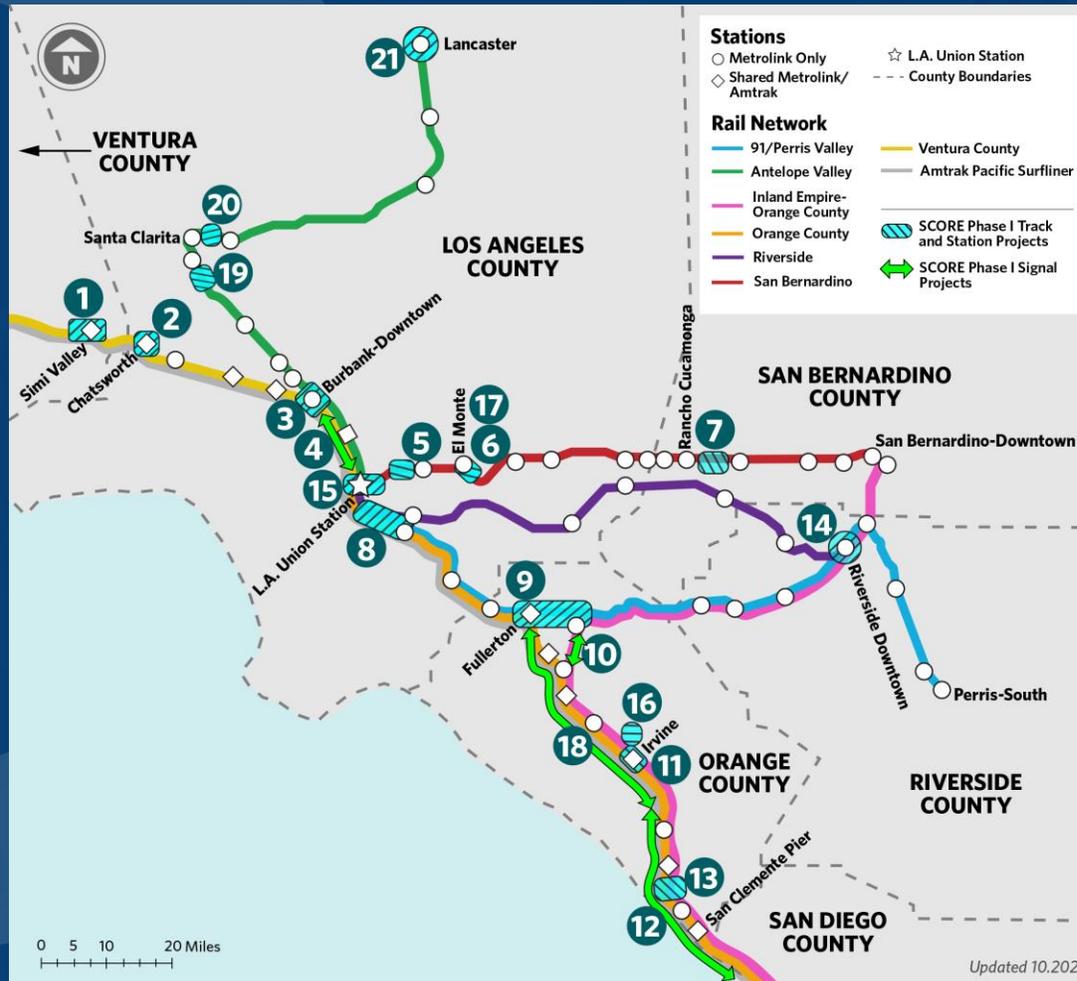
SCORE PHASE 1 PROJECTS

1. Simi Valley Double Track
2. Chatsworth Station Improvements
3. Burbank Junction Speed Improvements
4. Signal Improvements (Burbank-L.A.)
5. Marengo Siding Extension
6. El Monte Siding Extension
7. Rancho Cucamonga Siding Extension
8. Hobart to Commerce Capacity Improvements
9. Fullerton Interlocker (incl. Atwood-Esperanza 3rd Track)
10. Signal Improvements (Atwood-Orange)
11. Irvine Station Improvements
12. Signal Improvements (Avery-Songs)
13. Serra Siding Extension
14. Riverside - Downtown Station Improvements
15. Link Union Station
16. Orange County Maintenance Facility
17. Tyler Ave and Cogswell Rd Grade Crossing Improvements
18. Signal Improvements (La Palma-Avery)
19. Balboa Double Track Extension
20. Canyon Siding Extension
21. Lancaster Terminal Improvements

*Note: Link US Phase A includes Metrolink's LAUS RYRM Project
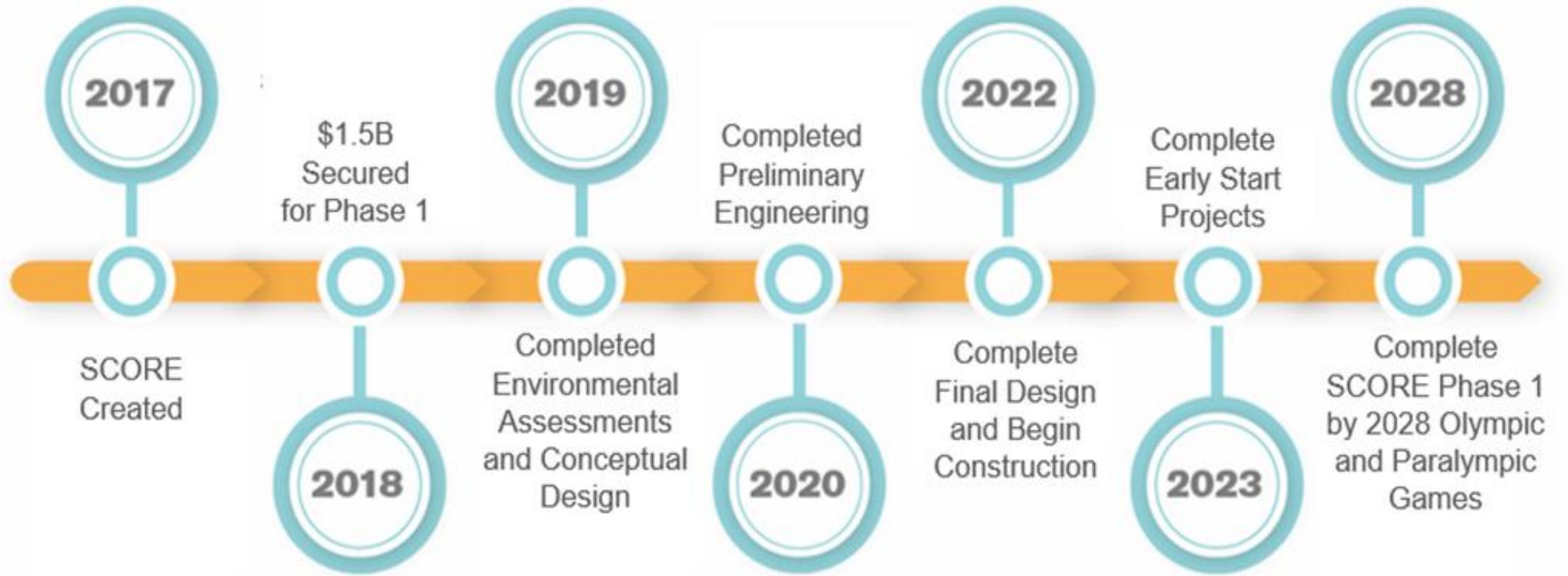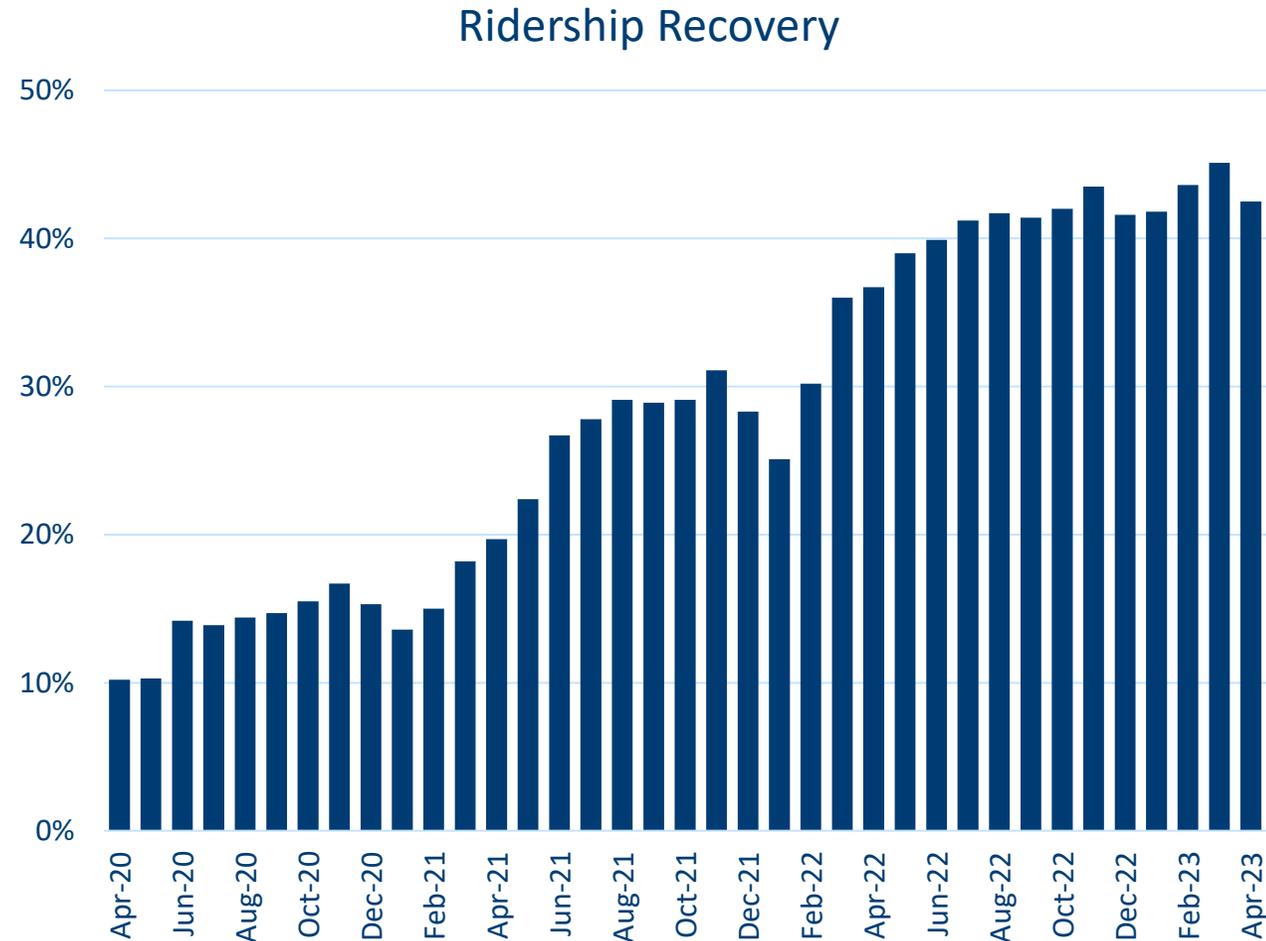
SCORE Phase 1 Project TimeLine
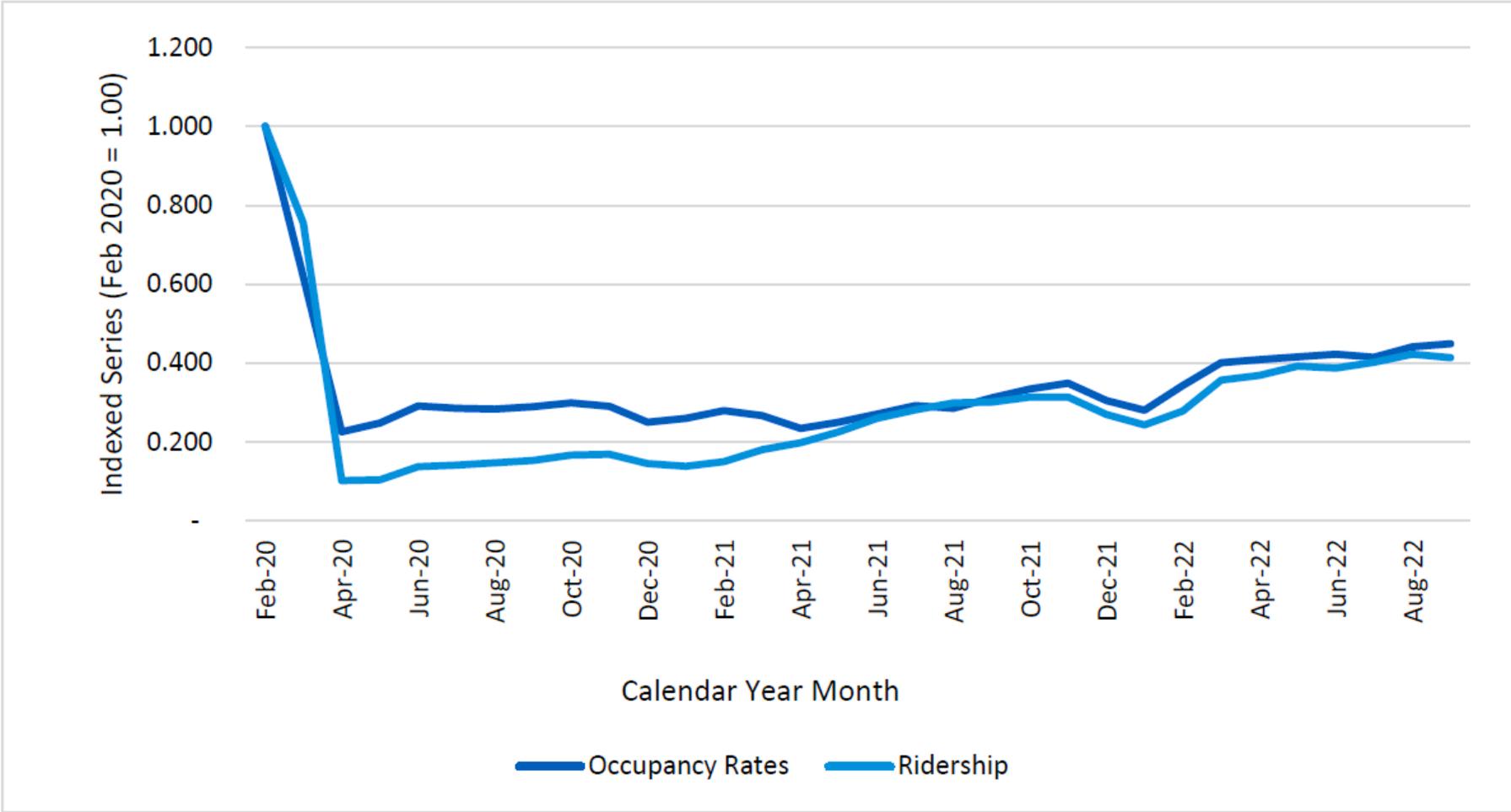
96

METROLINK

Ridership Trends

SCAG RTTAC Meeting

May 31, 2023

Metrolink has recovered 43% of pre-pandemic ridership

- At the start of the pandemic Metrolink ridership fell by 90%.

- Between April 2020 and April 2023 ridership has more than quadrupled.
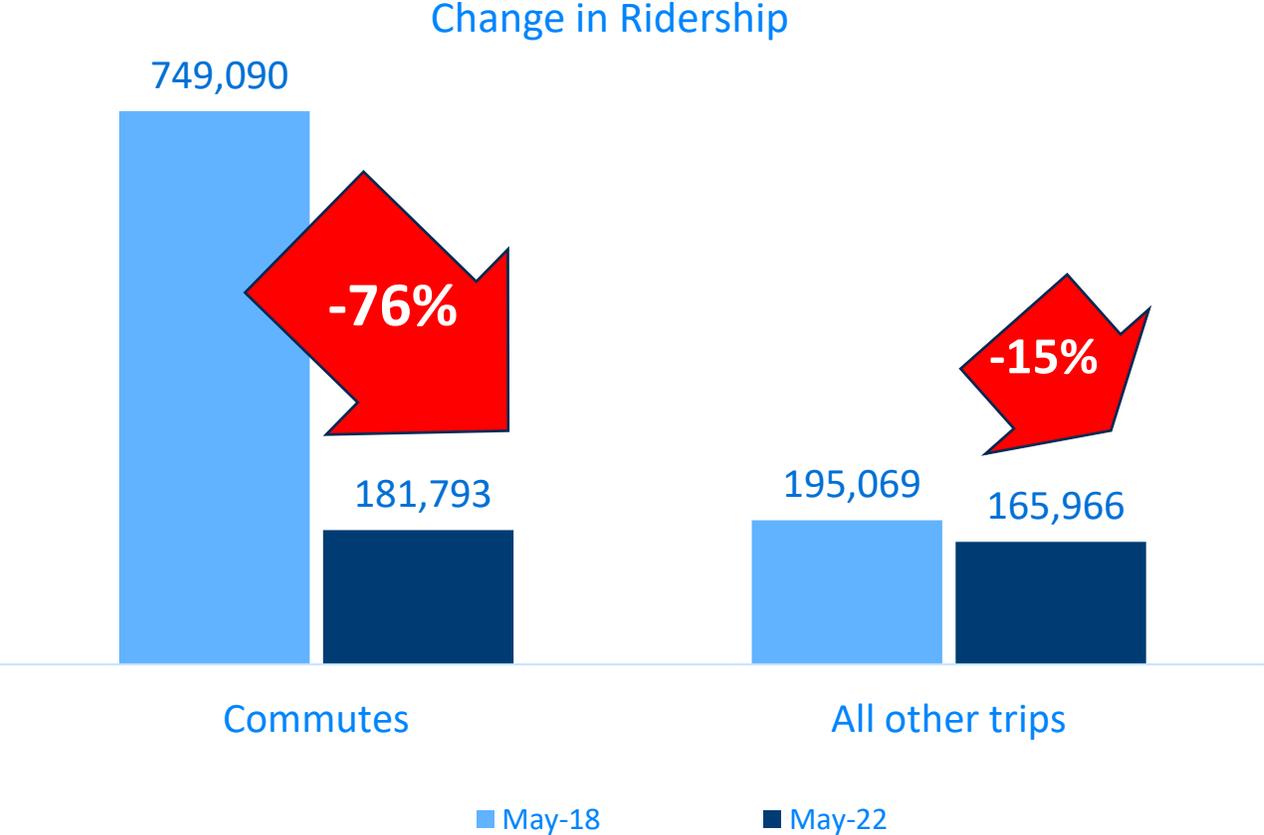

Ridership Recovery

METROLINK

Ridership Recovery is tracking office occupancy rates

Source: KPMG analysis

The loss of commuters accounts for 95% of ridership loss

Change in Ridership

749,090

181,793

-76%

195,069

165,966

-15%

Commutes

All other trips

■ May-18   ■ May-22

Source: 2022 Online Survey, Metrolink ticket sales

METROLINK

100

Commuters still account for most trips on Metrolink

Commuters still account for the majority of current Metrolink ridership (52%).

Nearly half of current riders take Metrolink for non-commute trips, such as visiting friends or family or for other leisure trips.

TRIP PURPOSE

Legend: 2018, 2022

	WORK/SCHOOL	SOCIAL VISIT	LEISURE	OTHER
2018	80%	7%	6%	8%
2022	52%	23%	19%	5%

METROLINK
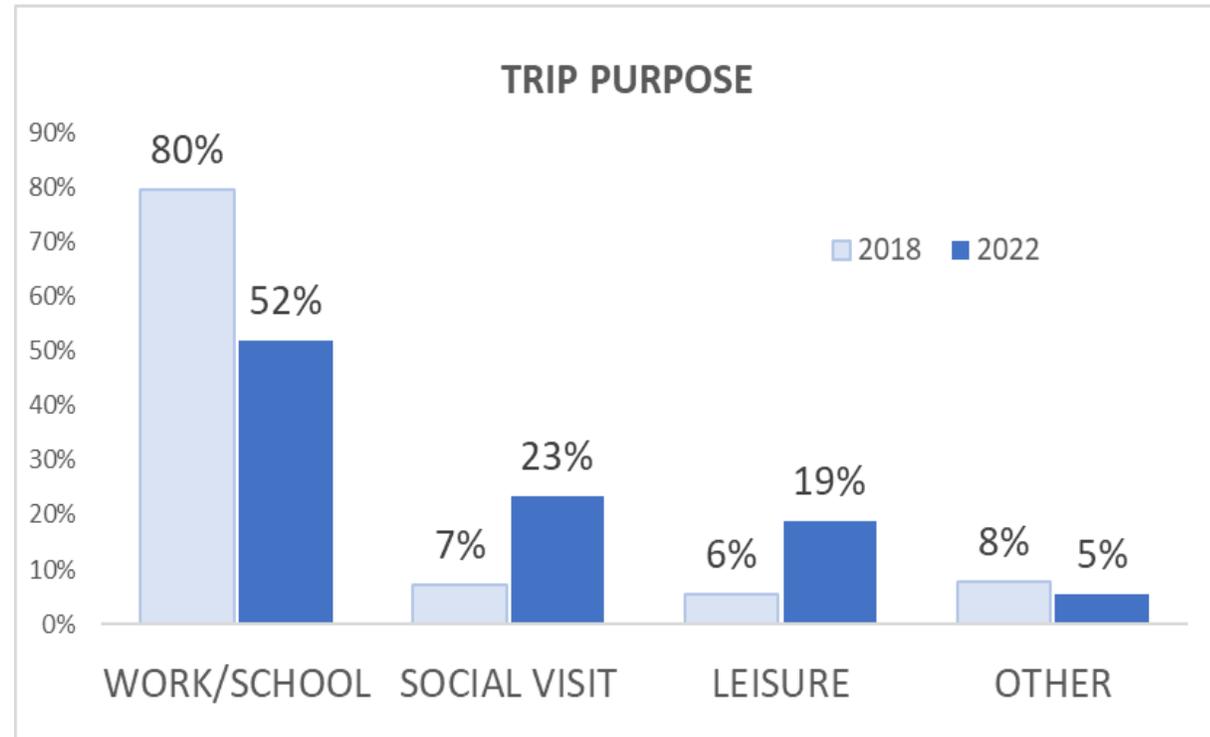
Lower fares and more trains are highest rider priorities
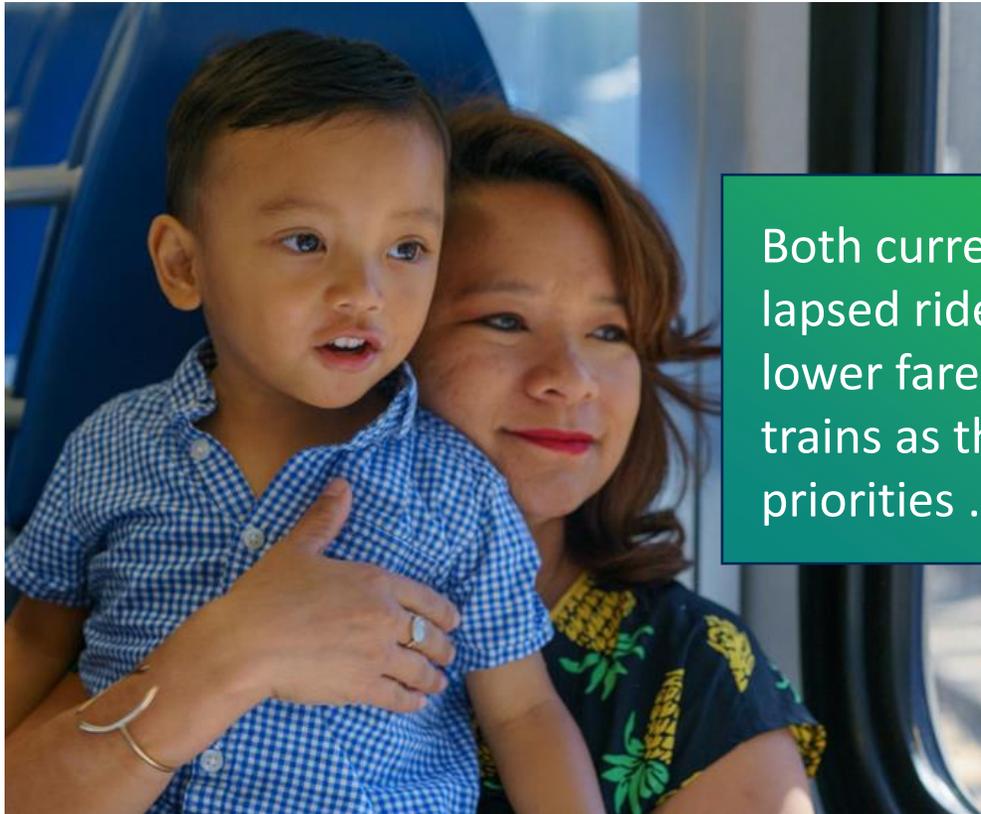
Both current and lapsed riders identify lower fares and more trains as their highest priorities .
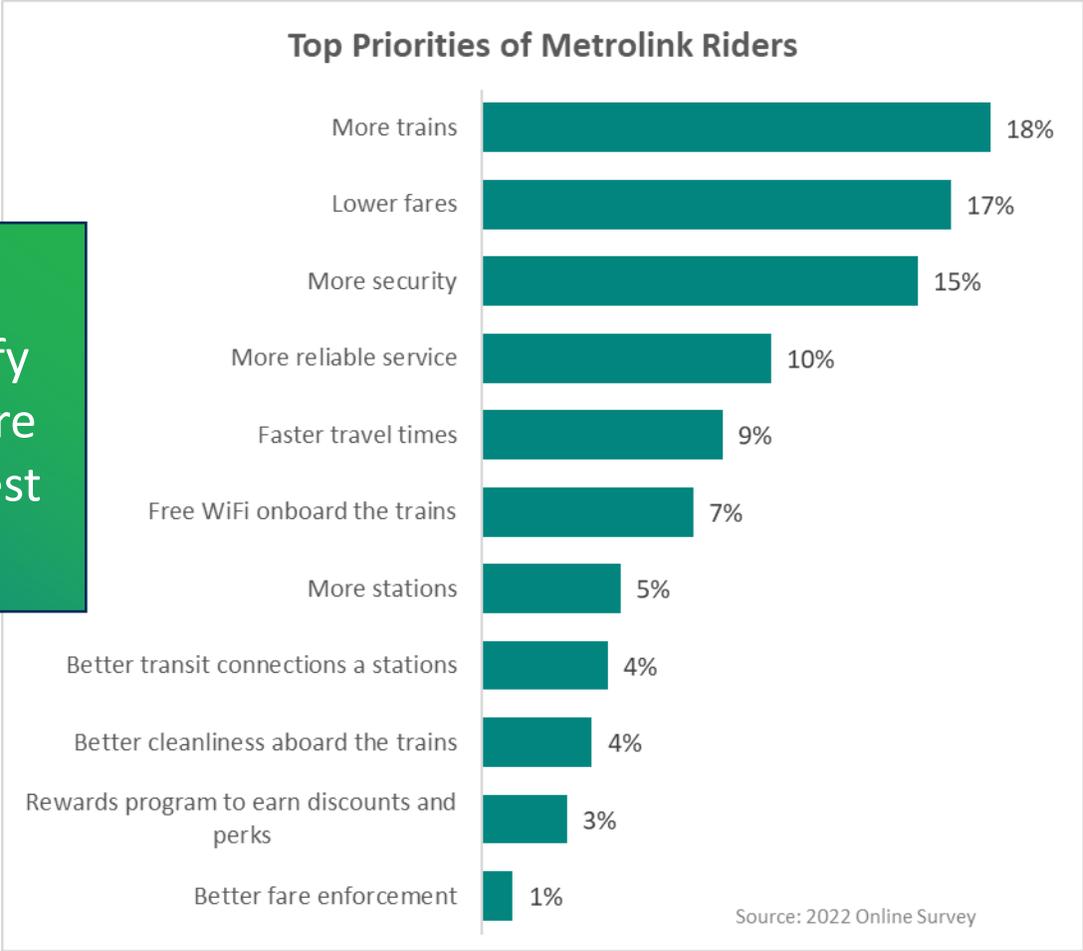
Top Priorities of Metrolink Riders

Priority	Percentage
More trains	18%
Lower fares	17%
More security	15%
More reliable service	10%
Faster travel times	9%
Free WiFi onboard the trains	7%
More stations	5%
Better transit connections a stations	4%
Better cleanliness aboard the trains	4%
Rewards program to earn discounts and perks	3%
Better fare enforcement	1%

Source: 2022 Online Survey

Single response only

METROLINK

Weekend ridership accounts for 1 in 3 Arrow boardings.

Arrow service
was launched in October 2022.

Arrow Ridership

METROLINK
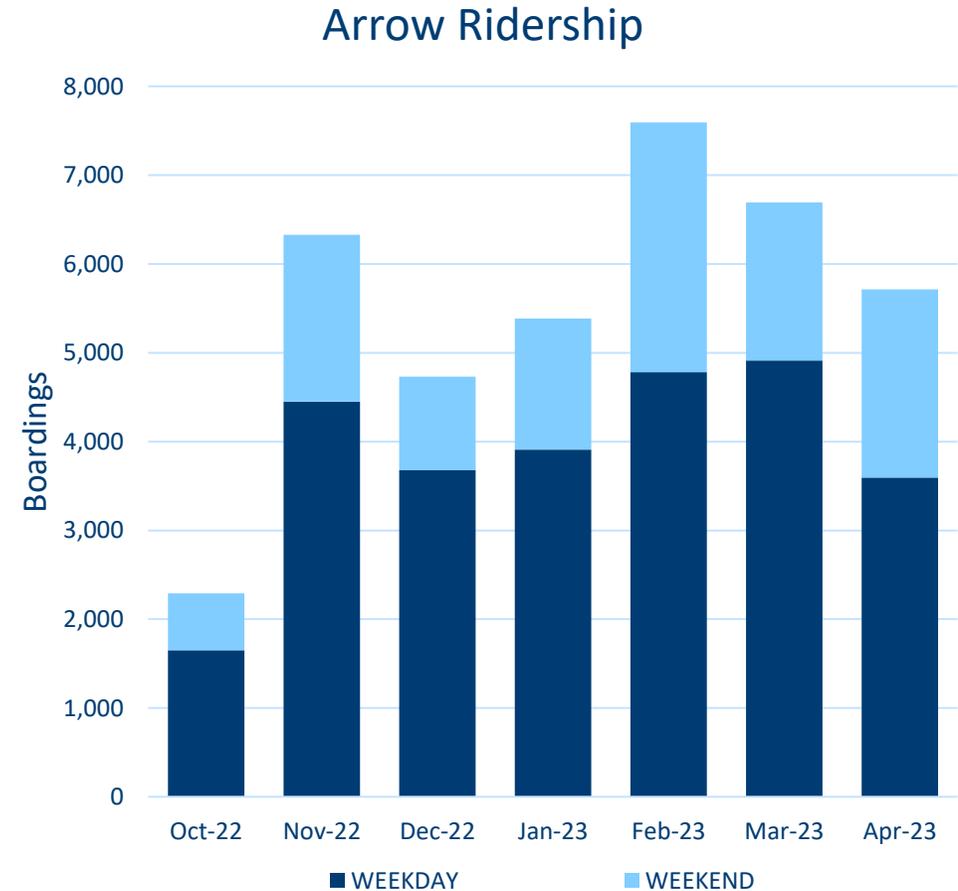
Most trips on Arrow are Local Trips

More than half of trips on Arrow do not leave the corridor.

The average length of a local trip on Arrow is 6.3 miles.

Arrow Ridership

Local only, 53%

To/from other lines, 47%
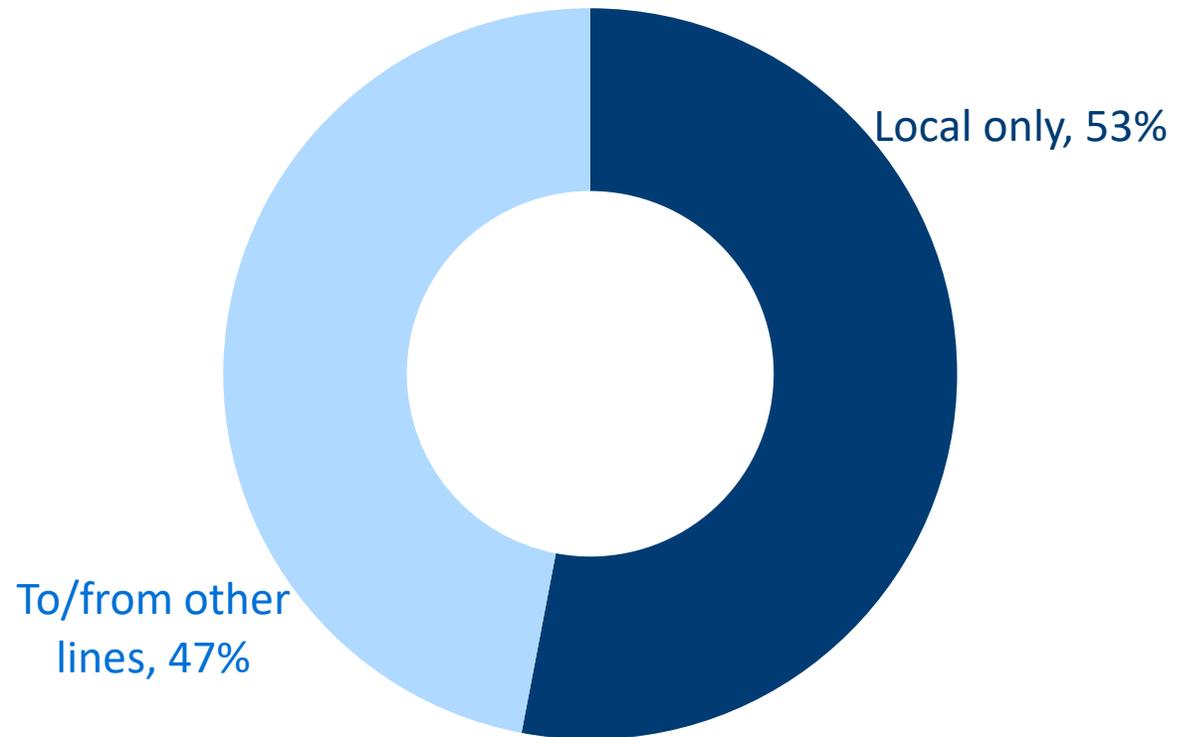
METROLINK

Earth Day **Ridership**

New pandemic record!

20,846

Boardings on
Earth Day!

METROLINK

Earth Day
Rider Interviews

WE INTERVIEWED OUR RIDERS
ON **EARTH DAY:**
HERE'S WHAT THEY HAD TO SAY

https://youtu.be/iLRy1SmJ3sM

METROLINK

METROLINK

Service Growth Development Plan
Market Findings

SCAG RTTAC Meeting
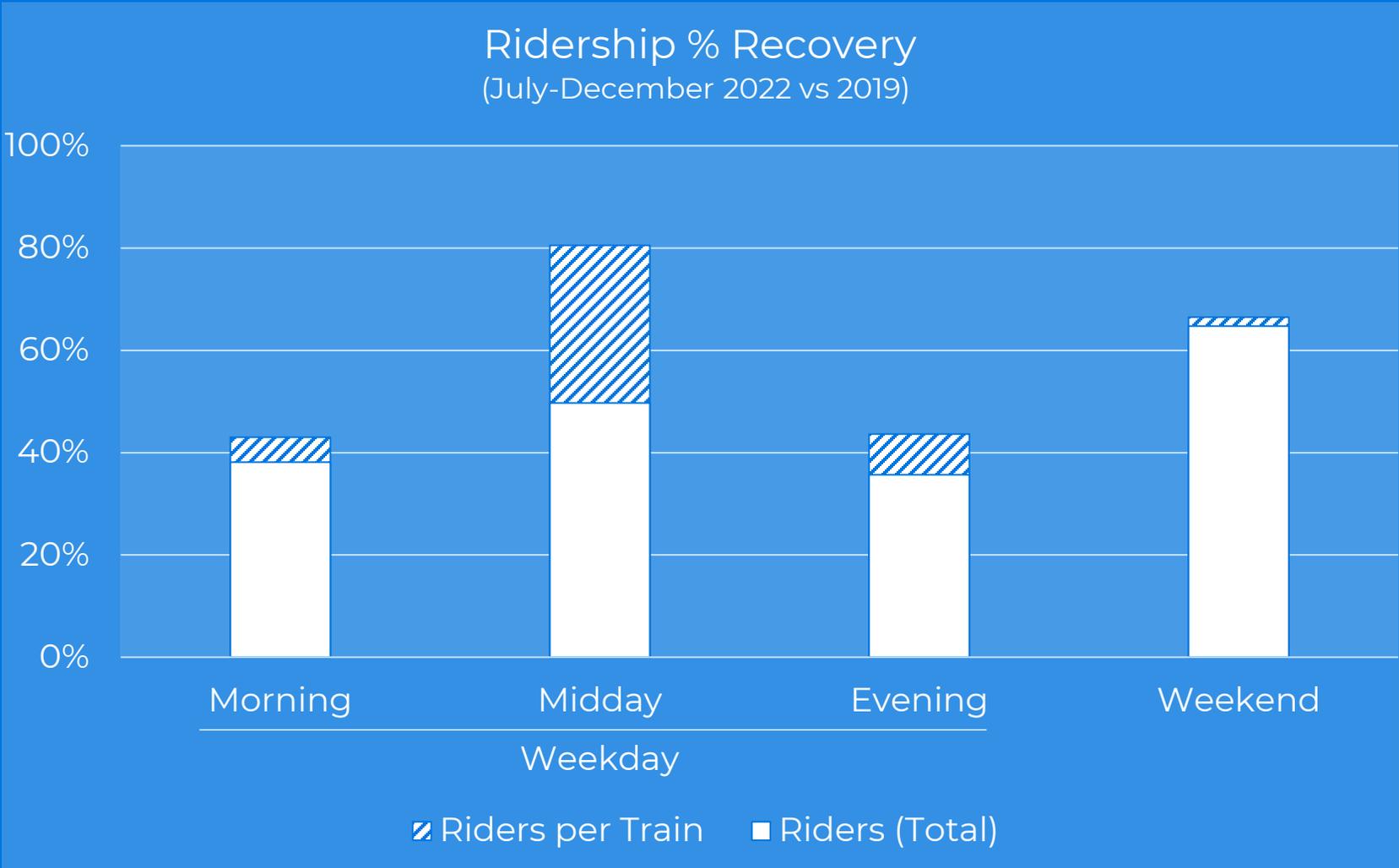*May 31, 2023*

Recovery is stronger in "off-peak"
(midday and weekend)

Ridership % Recovery
(July-December 2022 vs 2019)

Riders per Train   Riders (Total)

METROLINK

108

Recovery is stronger in "off-peak"
(midday and weekend)

Ridership % Recovery
(July-December 2022 vs 2019)

Total Ridership

Total midday ridership, on a % basis, has recovered better than traditional commuter periods.

This is consistent with significant changes in office commute patterns.

Riders per Train

Since fewer trains are operated than in 2019, ridership per train has recovered more (as a %) than total ridership.

An implication of this may be that a part of the decline in ridership may be due to the reduction in trains operated.

Also, some riders of suspended trains have likely shifted to remaining trains.

Midday

Weekday

METROLINK

There is significant demand in the midday

midday market demand is about 2/3 of peak

3:00 AM | 4:00 AM | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM

"Market Demand" = Streetlight all-purpose trips >10 miles between station pairs (2-mile catchment zones)
Spring 2022

110

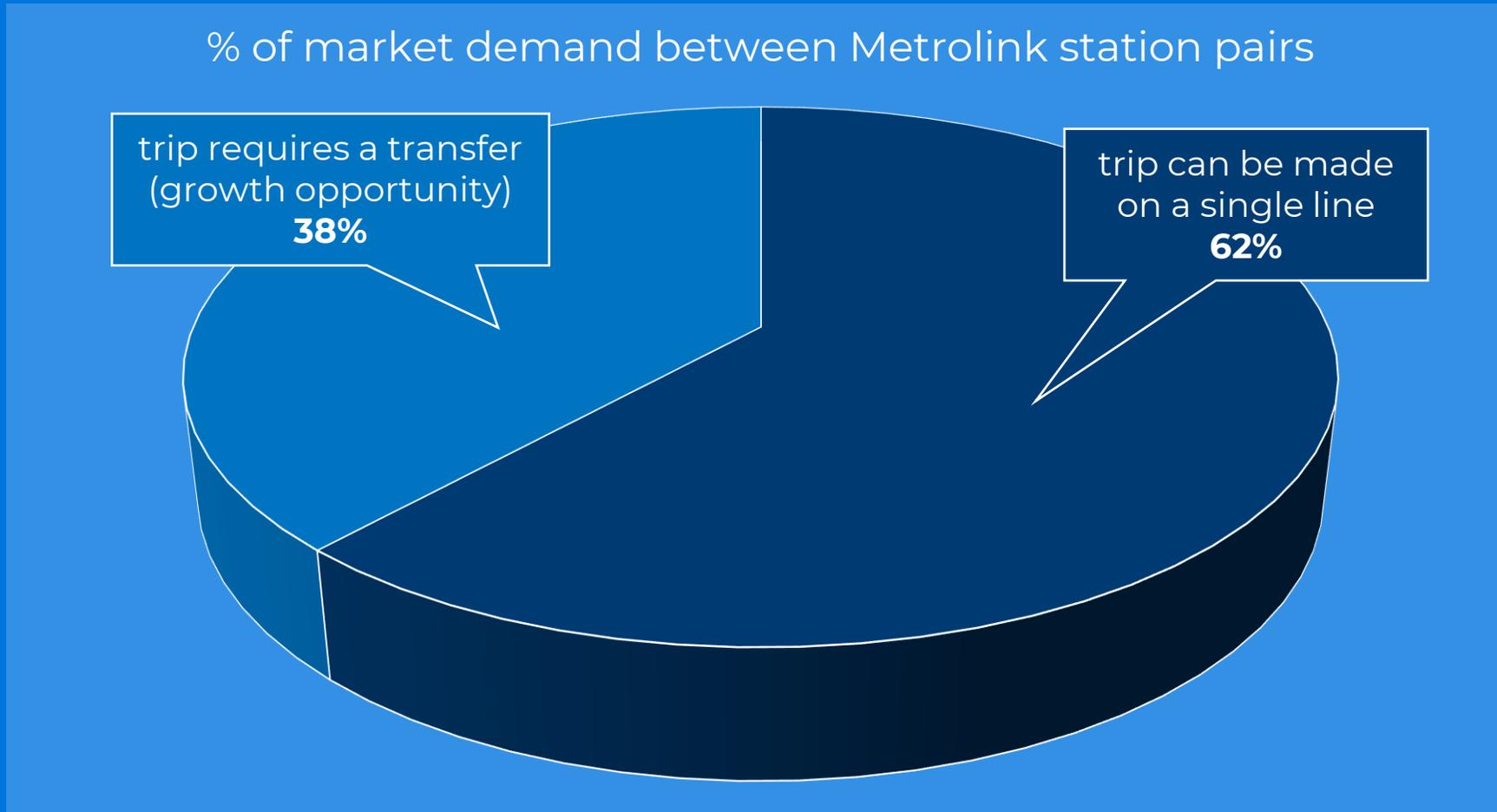# Metrolink has a gap in midday service
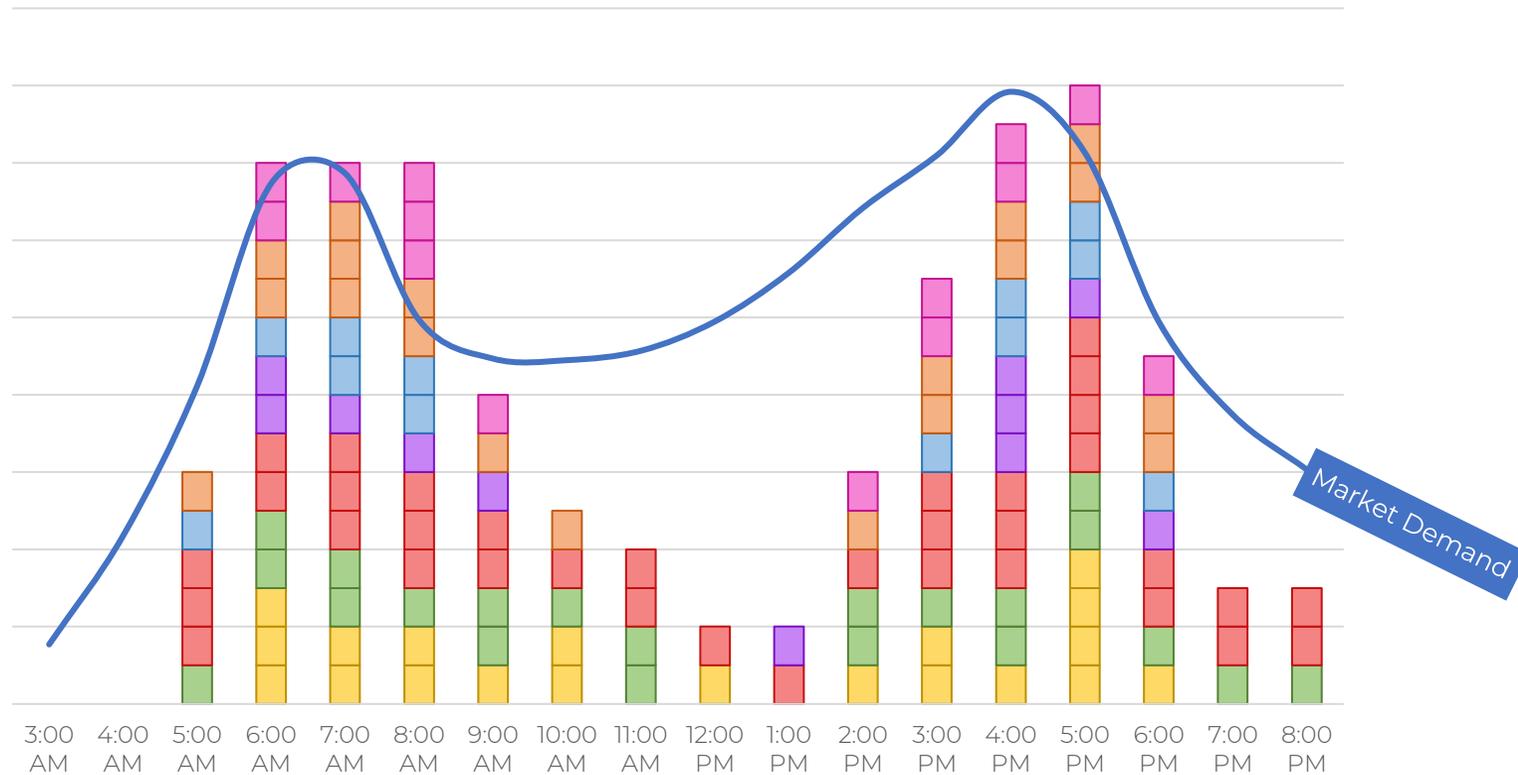
"Market Demand" = Streetlight all-purpose trips >10 miles between station pairs (2-mile catchment zones)

Each 'box' represents a single one-way train on the Metrolink schedule

111

Metrolink can serve more riders by timing transfers between lines

% of market demand between Metrolink station pairs

trip requires a transfer
(growth opportunity)
38%

trip can be made
on a single line
62%

"Market Demand" = Streetlight all-purpose trips >10 miles
between station pairs (2-mile catchment zones)
Spring 2022

METROLINK

METROLINK

Thank you

Questions or comments?

SCORE:
Elizabeth Lun, P.E. - LunE@scrra.net
Ridership Trends:
Henning Eichler – EichlerH@scrra.net
Service Growth Development Plan:
Rory Vaughn – VaughnR@scrra.net

Regional Mobility Hubs Strategy Update

Priscilla Freduah-Agyemang, Senior Regional Planner

Regional Transit Technical Advisory Committee (RTTAC)

May 31, 2023

WWW.SCAG.CA.GOV

What are Mobility Hubs?

- Locations with a range of transportation options that connect and interact with each other

- May include public transit, active transportation, and shared vehicles

- Should be equipped with infrastructure that grants internet

GoActiveLB Hub (Long Beach)

What are Mobility Hubs?

- Not typically considered independently of land use
  - Potential for nesting within existing concepts – Livable Corridors, Neighborhood Mobility Areas
- Differing naming conventions and definitions
- Differing typologies

Union Station (Los Angeles) – Mobility Hub

Why Mobility Hubs?

- Support safe and convenient transfer between transportation modes

- Improve experience by supplying dynamic, real-time travel and location-based info

- Provide travel options, esp. for those underserved by transit

- Promote mode shift

- Motivate GHG reductions

Willowbrook/Rosa Parks Station (Los Angeles)

Regional Mobility Hubs Strategy

- Identify mobility hubs across the region
- Identify data needed to develop the methodology to quantify the strategies included in the mobility hub strategy for Connect SoCal
- Establish a recommended baseline mobility hubs network
- Develop regional mobility hub guidelines, implementation guidance and recommended tools to advance mobility hubs (future work)

Consultant Support

Alta's Work

- Research to support updating the carshare methodology assumptions

- Completed research on strategies to quantify GHG benefits of microtransit with recommendations for SCAG

- Data for prioritizing mobility hubs – supports Cambridge's work
  - Assessing SPZ shapefiles for microtransit
  - Shapefiles carshare

GoActive Hub (Long Beach)

Cambridge Systematics' Work

- Completed identification of mobility hub elements – comparing MPO & local approaches

- Incorporating Alta's work – Task 2
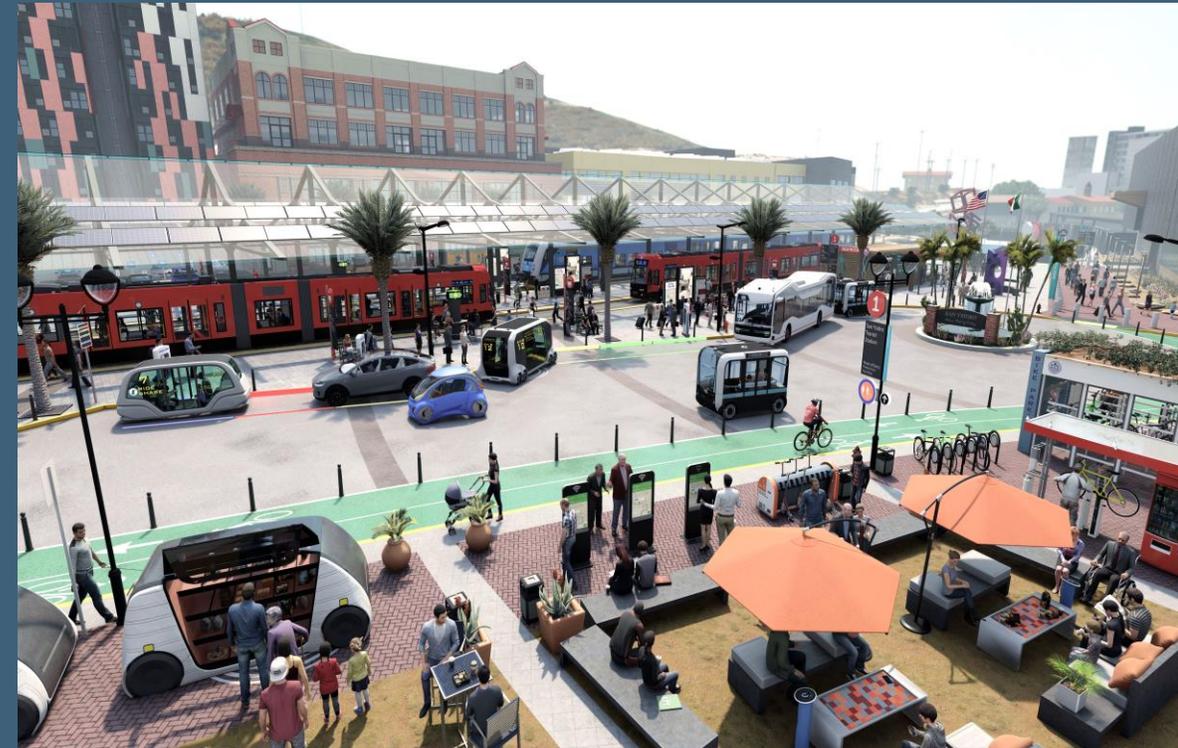
SANDAG Mobility Hub Concept

Next Steps

- Baseline mobility hubs network (end of May)

- Mobility hub typologies in the SCAG region (end of May)

- Prioritizing the mobility hubs based on Connect SoCal 2024 goals and potential impact (June)

- Incorporate into Connect SoCal 2024

- Continue to provide update for feedback

THANK YOU!

For more information, please visit: **https://scag.ca.gov/**

Transit Performance Monitoring and Target Setting
Regional Transit Technical Advisory Committee (RTTAC)

May 31, 2023

WWW.SCAG.CA.GOV

TAM TARGETS

Federally Required TAM Targets

| Category	Performance Target
Rolling Stock (Revenue Vehicles)	1) Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) *-One target for each vehicle type*
Infrastructure	2) Percentage of guideway track miles with performance restrictions by class *-One target for each rail mode*
Facility	3) Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale *-One target for each facility type (Maintenance/Administration, Passenger/Parking)*
Equipment (Service Vehicles)	4) Percentage of service vehicles that have met or exceeded their ULB *- One target for each vehicle type*

2022 Draft TAM Targets

Geography	2022 Draft Targets - Based on 3-Year Rolling Average (2020-2022)			
	Rolling Stock (Pct of revenue vehicles > ULB)	Equipment (Pct of non-revenue vehicles > ULB)	Facilities (Pct of facilities < TERM scale 3)	Infrastructure (Pct of track segments with restrictions)
Imperial	0.0%	n/a	n/a	n/a
Los Angeles	17.4%	35.5%	1.5%	2.11%
Orange	12.7%	18.4%	0.0%	n/a
Riverside	5.3%	19.8%	8.7%	n/a
San Bernardino	6.2%	19.7%	10.3%	n/a
Ventura	12.2%	21.3%	0.0%	n/a
Metrolink	0.4%	50.5%	20.0%	1.83%
SCAG Region	**14.9%**	**34.1%**	**2.8%**	**1.89%**

See extra slides for county by county 2020-2022 targets

Future TAM Scenarios

Baseline Scenario

20%
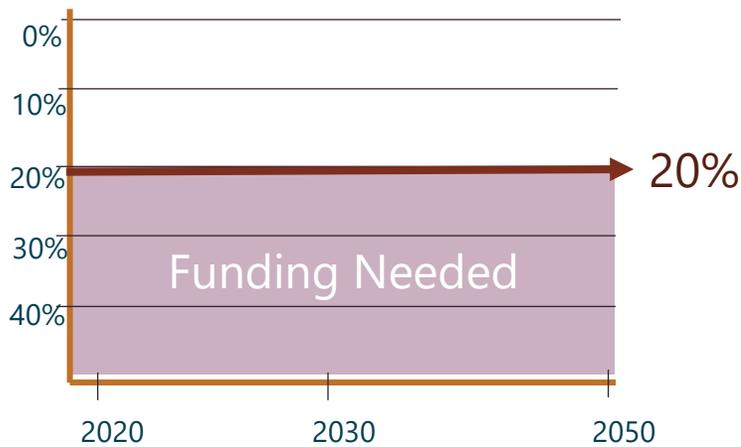
Funding Needed

To maintain current target, how much **funding** is needed?

Constrained Scenario

=X%?

Projected Funding
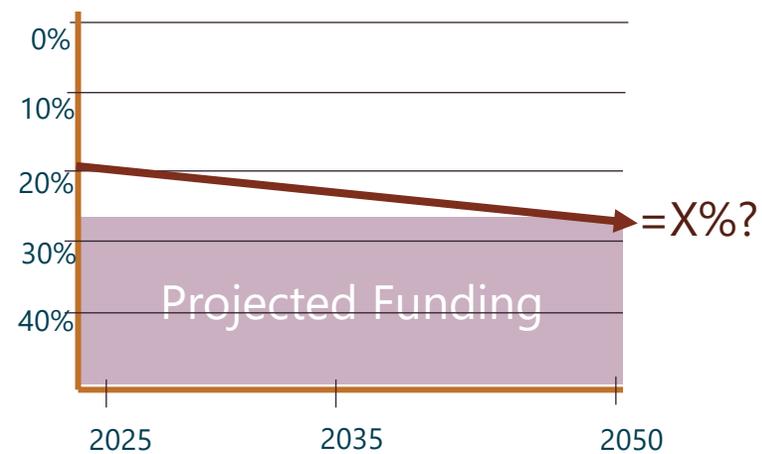
Based on anticipated funding, what **target** can we achieve?

Unconstrained Scenario

0%
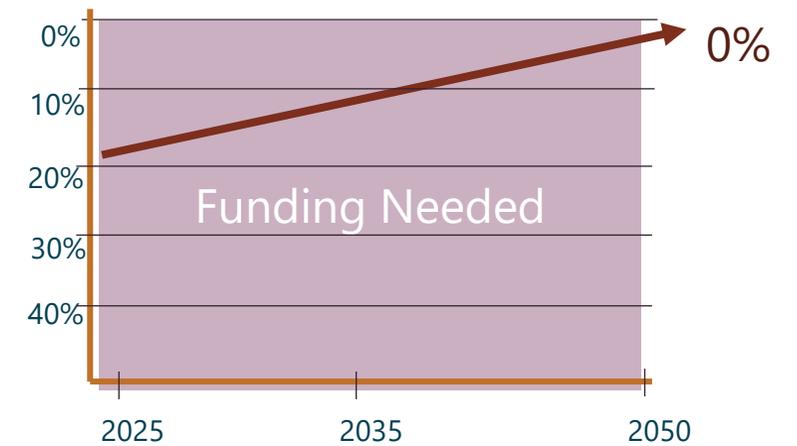
Funding Needed

What is the total **funding** needed to replace all assets past their useful life?

This process was used for 2020 Connect SoCal regional TAM targets

Scenario Results – Unconstrained and Baseline Funding Needs

Total from 2023-2050 in Year of Expenditure Dollars

Draft results – subject to change
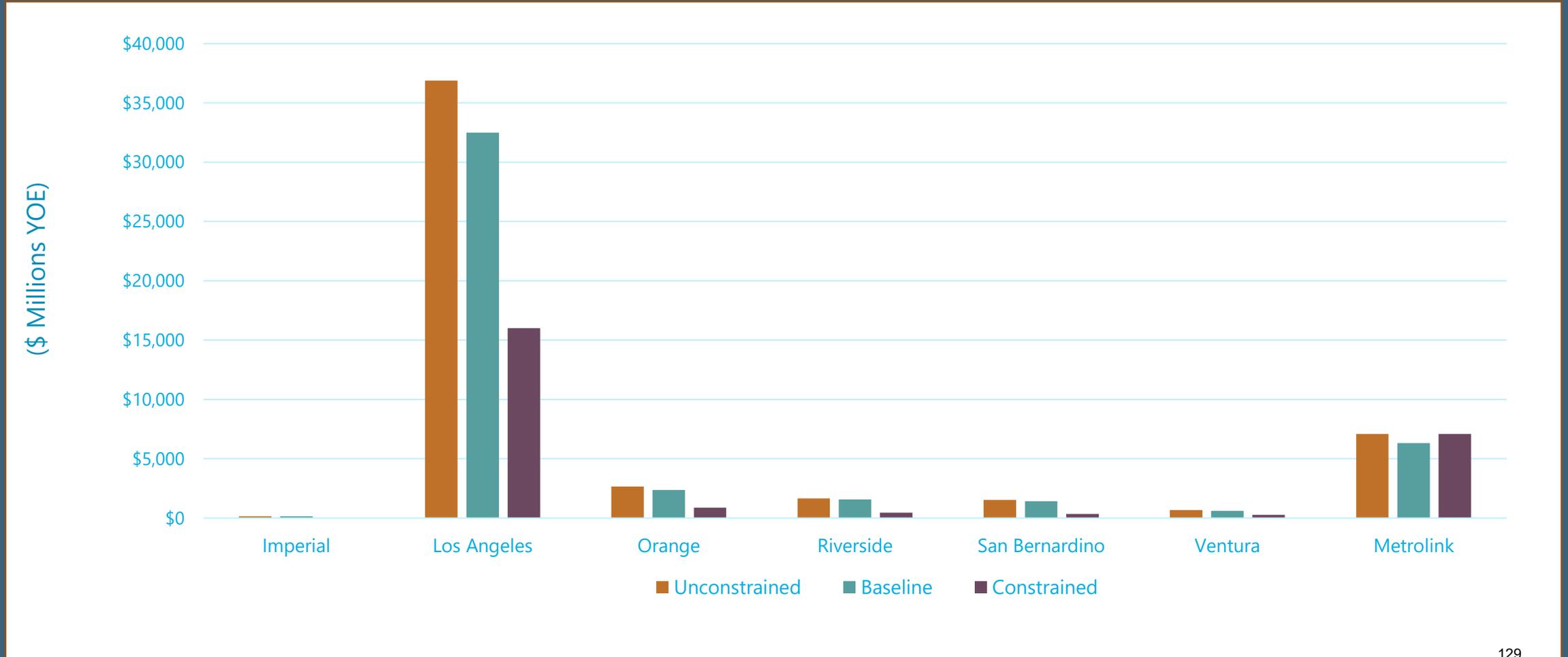
SCAG Potential Future Targets

Consistent with 2020 RTP, maintain current targets (baseline scenario):

Geography	2022 Draft Targets - Based on 3-Year Rolling Average (2020-2022)			
	Rolling Stock (Pct of revenue vehicles > ULB)	Equipment (Pct of non-revenue vehicles > ULB)	Facilities (Pct of facilities < TERM scale 3)	Infrastructure (Pct of track segments with restrictions)
Imperial	0.0%	n/a	n/a	n/a
Los Angeles	17.4%	35.5%	1.5%	2.11%
Orange	12.7%	18.4%	0.0%	n/a
Riverside	5.3%	19.8%	8.7%	n/a
San Bernardino	6.2%	19.7%	10.3%	n/a
Ventura	12.2%	21.3%	0.0%	n/a
Metrolink	0.4%	50.5%	20.0%	1.83%
SCAG Region	14.9%	34.1%	2.8%	1.89%

SAFETY TARGETS

Federally Required Safety Targets

Category	Performance Target
Fatalities	1) Total fatalities
	2) Fatality rate by mode (per vehicle revenue mile (VRM))
Injuries	3) Total injuries
	4) Injury rate by mode (per VRM)
Safety Events	5) Total safety events
	6) Safety event rate by mode (per VRM)
System Reliability	7) Major mechanical failure rate by mode (per VRM)

# 2022 Draft Safety Targets – SCAG Regional Targets

Regional Targets Weighted Based on the Operator Targets and Vehicle Revenue Miles (VRM)

Mode	Fatalities Target	Fatality Rate (per 100k VRM)	Injuries Target	Injuries Rate (per 100k VRM)	Safety Events Target	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	657	0.5	733	0.37	12,868
Demand Response	0	0	52	0.1	89	0.16	43,066
Rail	0	0	92	0.5	33	0.16	50,624

See extra slides for county by county targets

Potential Safety Target Scenarios

Aspirational Target

X?
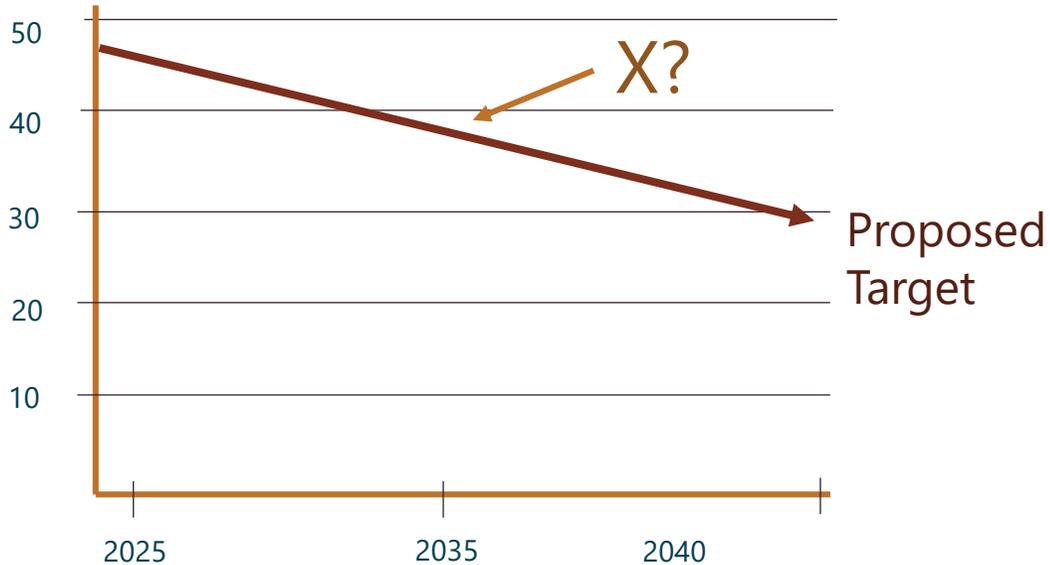
Proposed Target

What **change per year** is necessary to hit proposed aspirational target?

Incremental Change

Proposed incremental change

X?
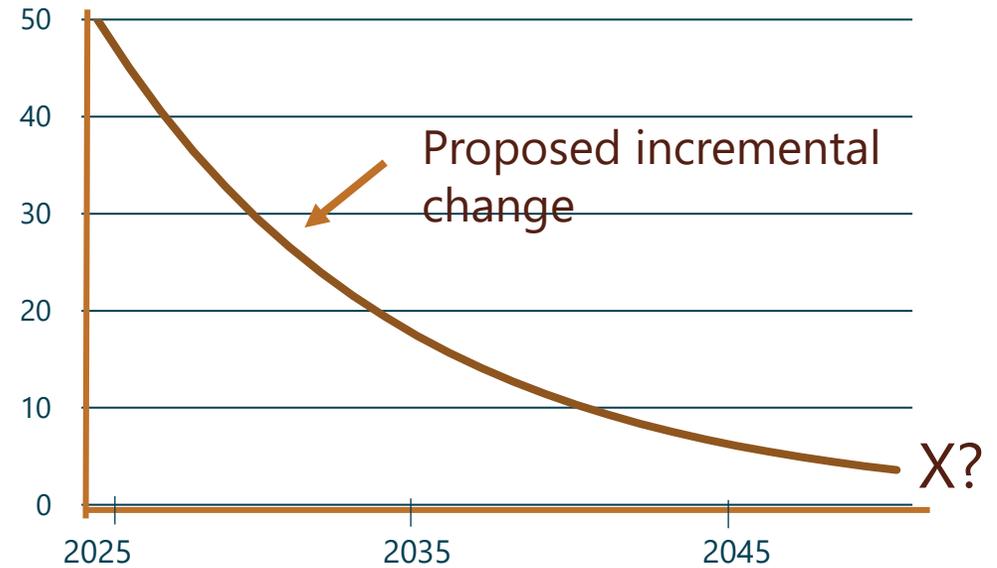
What **future target** would result from a consistent, incremental change?

This is a new approach and SCAG would like feedback

Agency Safety Target-Setting Approaches

- Averages of the last 3 years or 5 years of actual performance
- Averages (3-year or 5-year) plus a reduction rate
- Aspirational target of 0 (typical approach for fatalities)
- Qualitative reduction based on existing and new safety training programs

Recommended 2050 Safety Targets

Fatalities Target	Injuries Target	Safety Events Target	System Reliability (VRM/ failures)
Aspirational Target of 0	**Aspirational: 50%** reduction to the Injuries / VRM rate	**Aspirational: 50%** reduction to the Safety Event / VRM rate	**Incremental: 2% yearly** increase in miles between failure

SCAG Draft Safety Targets For *Fixed Route Bus*

SCAG Regional Targets Weighted Based on the Operator Targets and Vehicle Revenue Miles (VRM)

County	Fatalities Target	Fatality Rate (per 100k VRM)	Injuries Target	Injuries Rate (per 100k VRM)	Safety Events Target	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
SCAG 2022	0	0	663.09	0.5	732.5	0.37	12,868
2050 Targets	0	0	331.5 (if VRM remained the same as in 2022)	0.25	366.25 (if VRM remained the same as in 2022)	0.185	20,074 (increasing 2% yearly relative to 2022)

2050 Draft County Safety Targets For *Fixed Route Bus*

County	Fatality Rate (per 100k VRM)	Injuries Rate (per 100k VRM)	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
	Target of zero	*50% reduction*	*50% reduction*	*2% annual increase*
Imperial	0	0.0	0.12	160,474
Los Angeles	0	0.3	0.17	16,915
Orange	0	0.3	0.51	23,263
Riverside	0	0.1	0.115	25,238
San Bernardino	0	0.05	0.05	26,629
Ventura	0	0.1	0.085	37,510
SCAG	**0**	**0.25**	**0.185**	**20,074**

Next Steps

- Additional Operator Committee Meetings to provide updates and for feedback (if needed)

- Share target setting update with SCAG Transportation Committee

- Final Feedback from SCAG Finance and FTIP teams

- Finalize draft targets to include in draft Connect SoCal 2024

THANK YOU!