



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

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**Tim Sandoval, Pomona**

## MEETING OF THE

# REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

*Wednesday, May 29, 2024*  
*10:00 a.m. – 12:00 p.m.*

**\*\*\*ZOOM AND TELECONFERENCE ONLY\*\*\***

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**\*\*\*ZOOM AND TELECONFERENCE MEETING ONLY\*\*\***

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CONFERENCE NUMBER: +1 669 900 6833  
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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Priscilla Freduah-Agyemang at (213) 236-1973 or email [agyemang@scag.ca.gov](mailto: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 29, 2024**

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*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**

*(Jennifer Nguyen, Riverside Transit Agency, Regional Transit TAC Chair)*

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

**3.0 RECEIVE AND FILE**

**Time Page**

3.1	<u>Minutes of the March 27, 2024, RTTAC Meeting</u>	3
3.2	<u>Regional Transit Operators Forum</u> (Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)	9
3.3	<u>Transportation Trends Update</u> (Krista Yost, Assistant Regional Planner, SCAG)	11
3.4	<u>Federal Transit Administration (FTA) National Public Transportation Safety Plan Update</u> (Krista Yost, SCAG)	28
3.5	<u>Federal Transit Administration (FTA) Public Transportation Agency Safety Plans Update</u> (Krista Yost, SCAG)	29
3.6	<u>Transit and Intercity Rail Capital Program (TIRCP) Final Cycle 7 Guidelines and Call for Projects</u> (Krista Yost, SCAG)	30
3.7	<u>Federal Transit Administration Transit Asset Management (TAM) Peer Exchange Program Update</u> (Priscilla Freduah-Agyemang, SCAG)	31

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE  
AGENDA  
Wednesday, May 29, 2024**

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**4.0 INFORMATIONAL ITEMS**

4.1	<b><u>CalSTA Transit Transformation Task Force Update</u></b> (Lorelle Moe-Luna, Multimodal Services Director, RCTC)	20	33
4.2	<b><u>OC Transit Vision – A Transit Master Plan</u></b> (Charles Main, Principal Transportation Analyst, OCTA)	20	46
4.3	<b><u>Metro Mobility Wallet Pilot Update</u></b> (Avital Shavit, Senior Director, Metro)	20	69
4.4	<b><u>SCAG Highways to Boulevards Regional Study Update</u></b> (Hina Chanchlani, Associate Regional Planner, SCAG)	20	77
4.5	<b><u>Regional Transit Target Setting Update – Final Report</u></b> (Priscilla Freduah-Agyemang, SCAG)	20	100

**5.0 STAFF REPORT**

No staff updates.

**6.0 ADJOURNMENT**

*The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, July 31, 2024.*

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

March 27, 2024

**Minutes**

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**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, Jennifer Nguyen, Riverside Transit Agency.

**Members Participating:**

Jennifer Nguyen (Chair)	Riverside Transit Agency
Aubrey Smith (Vice Chair)	Ventura County Transportation Commission
Esteban Rodriguez	Antelope Valley Transit Authority
Geraldina Romo	Antelope Valley Transit Authority
Sudesh Paul	City of Corona
Alyssa Mendez	City of Commerce Transit
Claude McFerguson	City of Commerce Transit
Chun Leung	City of Los Angeles DOT
Diane Amaya	City of Redondo Beach/Beach Cities Transit
Socorro Gomez	City of Riverside
Corie Zamora	City of Santa Clarita Transit
Nick Echeverri	City of Santa Clarita Transit
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Ben Gonzalez	City of Simi Valley Transit
Grahame Watts	City of Thousand Oaks
Joe Raquel	Foothill Transit
Joyce Rooney	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Eduviges Piña	Long Beach Transit
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
David Huang	Metrolink
Rory Vaughn	Metrolink
Alfredo Machuca	Montebello Bus Lines
Elizabeth Garcia	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority

Regional Transit Technical Advisory Committee (RTTAC) – March 27, 2024

Derek Donnell	Norwalk Transit System
Jeremiah Bryant	Omnitrans
Charles Main	Orange County Transportation Authority
Greg Nord	Orange County Transportation Authority
Jorge Duran	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission
Sandra Salgado	Riverside County Transportation Commission
Nancy Strickert	San Bernardino County Transportation Authority
Mona Babauta	SunLine Transit Agency
Nick Redwine	Victor Valley Transit Authority
Bill Tsuei	Access Services
Diana Kotler	Anaheim Transportation Network
Lorelle Moe-Luna	Riverside County Transportation Commission

Natalia Perez-Bobadilla	Shared-Use Mobility Center
Hannah Wilson	Shared-Use Mobility Center

**SCAG Staff:**

Courtney Aguirre	Priscilla Freduah-Agyemang
Krista Yost	

**1.0 CALL TO ORDER**

Jennifer Nguyen, Riverside Transit Agency, Chair 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 RECOGNITION OF PAST CHAIR AND INTRODUCTION OF NEW VICE CHAIR**

Jennifer Nguyen, Riverside Transit Agency, Chair, recognized Joyce Rooney, Foothill Transit, for her contributions as Chair of SCAG’s Regional Transit Technical Advisory Committee from January 2021 to January 2024. Jennifer also introduced the new Vice Chair, Aubrey Smith from the Ventura County Transportation Commission.

**4.0 RECEIVE AND FILE**

- 4.1 Minutes of the January 31, 2024, RTTAC Meeting
- 4.2 Regional Transit Operators Forum
- 4.3 Connect SoCal 2024 Updates
- 4.4 Transit and Intercity Rail Capital Program (TIRCP) Draft Cycle 7 Guidelines

- 4.5 Federal Transit Administration (FTA) Integrating Transit Asset Management (TAM) Data into National Transit Database (NTD) Reporting Webinar
- 4.6 Federal Transit Administration (FTA) Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY 2024 Notice of Funding Opportunity

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 4.3 Connect SoCal 2024 Updates to inform the RTTAC of changes to the plan based on comments received. She also noted item 4.6 FTA Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY 2024 Notice of Funding Opportunity, which offers resources to support RTTAC members interested in applying for the grants.

## **5.0 INFORMATIONAL ITEMS**

### **5.1 CalSTA Transit Transformation Task Force Update**

Lorelle Moe-Luna, Multimodal Services Director at Riverside County Transportation Commission (RCTC), provided an update on the Transit Transformation Task Force. Ms. Moe-Luna outlined the purpose of the task force, which was created as a requirement under Senate Bill 125, aimed at increasing transit ridership, improving the transit experience, and addressing long-term operational needs. The task force, comprising 25 members from various regions and sectors of the transit industry, is expected to submit a report of findings and policy recommendations to the Legislature by October 2025. Ms. Moe-Luna noted the recent task force meeting where members discussed the strategy to achieve a transformative change in transit to meet California's carbon neutrality goal by 2045, focusing on reducing vehicle miles traveled through mode shift to transit. Members also discussed the key challenges to achieving this, including changes in customer needs, service enhancements, workforce issues, transition to zero-emission vehicles, capital programs, and funding.

Ms. Moe-Luna then led a discussion on customer experience best practices in the transit space, seeking input from the RTTAC members to help inform discussions at the next Task Force meeting. Nancy Strickert, San Bernardino County Transportation Authority (SBCTA), shared SBCTA's initiatives, including free fares for K-12 students and a countywide safety program.

Ms. Moe-Luna also discussed the goal-setting process for customer experience, asking the RTTAC members to consider their agency's focus areas and how performance metrics might differ by geography, mode, or trip type. Customer experience goals discussed were, cleanliness, security, accessibility, seamless fare payment, on-time performance, reliability, and ease of payment between systems.

Grahame Watts, City of Thousand Oaks, expressed interest in learning about how transit could benefit from Artificial Intelligence (AI) technologies. Alfredo Machuca, Montebello Bus Lines, shared that his agency uses an AI-based platform called Optibus for scheduling. Alyssa Mendez, City of Commerce, also shared that her agency recently started using Grammarly to assist with writing work emails and articles. Ms. Moe-Luna concluded her

presentation by opening the floor for feedback on national or international practices that could improve customer experience in transit.

## 5.2 Anaheim Transportation Network (ATN) Advancing Neighborhood Networks for All (ANNA) East/West Connection

Diana Kotler, CEO of Anaheim Transportation Network (ATN), presented the Advancing Neighborhood Networks for All (ANNA) project, aimed at building a high-capacity transit system to enhance east-west connectivity in the City of Anaheim. Ms. Kotler outlined the project's goals to improve transit services between the city's entertainment hubs and residential areas, leveraging development opportunities in the Anaheim Resort and the Platinum Triangle, which will host volleyball during the 2028 Olympic Games. She emphasized a multimodal approach that incorporates a Bus Rapid Transit (BRT) system, on-demand micro-transit services, and mobility hubs. The BRT service aims for five-to-eight-minute headways, with improved service expected between 2020 and 2045, noting the tight timeline for completion by the 2028 Olympics.

Ms. Kotler discussed ridership forecasts for the proposed BRT service with transit priority treatments, projecting significant increases as the service expands and new developments and high-speed rail come online. The system aims to serve both visitors and local employees, with initial funding requirements ranging from \$21 million to \$50 million, depending on infrastructure improvements. She also highlighted extensive stakeholder engagement efforts involving local businesses, residents, and political leaders. With initial studies and stakeholder engagement completed, the next phase involves detailed financial planning and consulting to secure the necessary funding.

Courtney Aguirre, SCAG staff, inquired about ATN's engagement with LA28, the organizing body for the 2028 Olympic Games. Ms. Kotler confirmed that they have been actively engaged with LA28, noting that ATN is part of LA Metro's advisory committee and has had multiple discussions with LA28. Additionally, a task force involving Anaheim businesses and venues has been formed to advance these conversations.

## 5.3 Access Services Bluetooth Beacon IoT Pilot Project

Bill Tsuei, Director of IT at Access Services, resented the Access Services Bluetooth Low Energy (BLE) Beacon Internet of Things (IoT) Pilot Project. This proposed multi-function BLE beacon system aims to assist riders with disabilities, including those with vision impairments, through both indoor and outdoor navigation. The project utilizes Lbeacons to enhance location accuracy. Mr. Tsuei discussed the installation of approximately 45 BLE beacons at the Rancho Los Amigos National Rehabilitation Center in the City of Downey, which provide turn-by-turn guidance for ADA riders using a mobile app. Additionally, the project features precision docking notifications for vehicles and automated mobile fare validation and deduction.

Mr. Tsuei emphasized the importance of beacon proximity coverage and user behavior in the system's functionality, along with the need for proper training for both users and staff. He noted the challenges of supporting older devices and the importance of route planning. Mr. Tsuei also noted that the project is included in his agency's Federal Highway Administration (FHWA) Advanced Transportation Technology and Innovation (ATTAIN) Grant submission, with plans to implement the IoT solution at the UCLA campus, the Metro EXPO Line Westwood Light Rail station, and on six accessible autonomous shuttles proposed for the 2028 Olympic and Paralympic Games.

Priscilla Freduah-Agyemang, SCAG staff, asked if the technology detects pavements or steps for riders and if it provides both visual and audio notifications. She also inquired whether the app can be downloaded and used by assistants of the riders, particularly for fare notifications. Mr. Tsuei responded that the technology provides turn-by-turn guidance through a user interface for sighted users and audio notifications for those with vision impairments. He explained that the navigation and fare payment portions are separate. Assistants can download the navigation software, but fare issues are handled after the ride, allowing riders to board first regardless of immediate payment status.

#### 5.4 Mobility Hubs for Women and Caregivers

Natalia Perez-Bobadilla, Shared-Use Mobility Center, presented a project focused on designing women-centered mobility hubs. Ms. Perez-Bobadilla stated that the project aims to address the lack of conceptual design or research focusing on mobility hubs for women and caregivers, suggesting that centering them can increase accessibility for other vulnerable users. The project seeks to develop a Conceptual Design Framework based on a deeper understanding of women's mobility needs through dialogues with users, with the aim of creating products for open-source publication.

She discussed target user groups or personas of different public transportation users, including unpaid caretakers, paid care workers, elderly people, women with disabilities, and members of the LGBTQ+ community. Conducted in collaboration with the Living Cities and Communities organization in Sweden, the project involves four stages: Literature Review, Dialogues with Stakeholders and Relevant Actors, Iterative Design Process, and Open-source Publication. Ms. Perez-Bobadilla outlined the research methodology, including semi-structured interviews, focus groups, ethnographic observations, and travel interviews. She also requested assistance with connecting to relevant community-based organizations in Southern California and facilitating interviews and focus groups.

#### 5.5 Montebello First/Last Mile (FLM) Plan

Krista Yost, SCAG staff, shared highlights from the City of Montebello's First/Last Mile (FLM) Plan. Ms. Yost stated that the primary objectives of the FLM Plan are to enhance connections to transit, improve active transportation infrastructure, and increase transit usage by creating appealing and safe routes for commuters. She provided an overview of the community engagement activities, which included workshops and surveys to gather



feedback on the plan. Ms. Yost presented existing conditions that were analyzed, including transit, pedestrian, and bicycle networks, and noted that the project team conducted walk and bike audits to identify areas for improvement. The plan includes recommendations such as the addition of bike lanes, benches, and bus shelters, as well as the widening of existing sidewalks. Five priority projects were selected through stakeholder input and the existing conditions analysis, each highlighting collision rates, ridership volumes, and proximity to key destinations.

## **6.0 STAFF REPORT**

### **6.1 Connect SoCal 2024 Updates**

Priscilla Freduah-Agyemang, SCAG staff, provided updates on Connect SoCal 2024, including feedback from public comments and adjustments proposed in response to those comments presented to the Joint Policy Committee. She highlighted notable changes such as updates to the mobility goal and transit and multimodal integration policies, as well as modifications to the project lists for Los Angeles and San Bernardino counties. She noted that the plan was forwarded to the Regional Council for approval and is set for final adoption on April 4<sup>th</sup>.

## **7.0 ADJOURNMENT**

Jennifer Nguyen, Chair, adjourned the meeting at 11:43 a.m.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.2  
**May 29, 2024**

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

**From:** Priscilla Freduah-Agyemang, Senior Regional Planner,  
213-236-1973, [agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)

**Subject:** Regional Transit Operators Forum

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**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](mailto: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.

SharePoint

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## Regional Transit Operators Forum

- Home
- About
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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.  
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[Seeking Applicants for the FY21 round of the INFRA Grant Program](#)

 The USDOT recently announced that it is seeking applicants for the FY21 r...

By Priscilla Freduah-Agyemang | In [Grants/Funding](#) | February 25

**Community tools**

- [Manage discussions](#)
- [Create categories](#)
- [Create badges](#)
- [Assign badges to members](#)
- [Reputation settings](#)
- [Review reported posts](#)
- [Community settings](#)

**What's happening**

14 members



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**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** Transportation Trends Update

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**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:**

*Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff plan to provide the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the course of the past year. Overall, the region's bus ridership is currently 17 percent below what it was pre-pandemic. For LA Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 11 percent vs. 46 percent, respectively, January 2019 vs. 2024), while Metrolink's rail ridership is currently 52 percent lower than it was pre-pandemic at this time. Vehicular travel has recovered at a more robust rate. For the last several years, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. However, in February 2024, overall VMT eclipsed the pre-pandemic baseline for the first time since the onset of the pandemic, and truck VMT showed a nearly full recovery towards its pre-pandemic baseline in February 2024. The staff report that follows provides a more detailed breakdown on these transportation trends.*

**BACKGROUND:**

The COVID-19 pandemic has had dramatic impacts on travel behavior across the country and in the SCAG region. Though we are now four years out from the pandemic's start, some transportation system impacts endure.

Data Sources

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For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD),<sup>1</sup> administered by the Federal Transit Administration (FTA). NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, like Caltrans Performance Measurement System (PeMS),<sup>2</sup> the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority's (LA Metro or Metro) Interactive Estimated Ridership Statistics dashboard,<sup>3</sup> which provides monthly ridership statistics, line level trends, and historical information for Metro's bus and rail systems. Staff specifically utilized Metro's monthly all bus (both directly operated and purchased transportation) and rail ridership data. Additionally, staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink) to evaluate trends in commuter rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the PeMS. PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the SHS. California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or malfunctioning PeMS roadside sensors. Essentially, PeMS provides a high-level accounting of SHS travel trends. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source that is available for this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

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<sup>1</sup> Federal Transit Administration (FTA). National Transit Database (NTD). <https://www.transit.dot.gov/ntd>

<sup>2</sup> California Performance Measurement System (PeMS). <https://pems.dot.ca.gov>

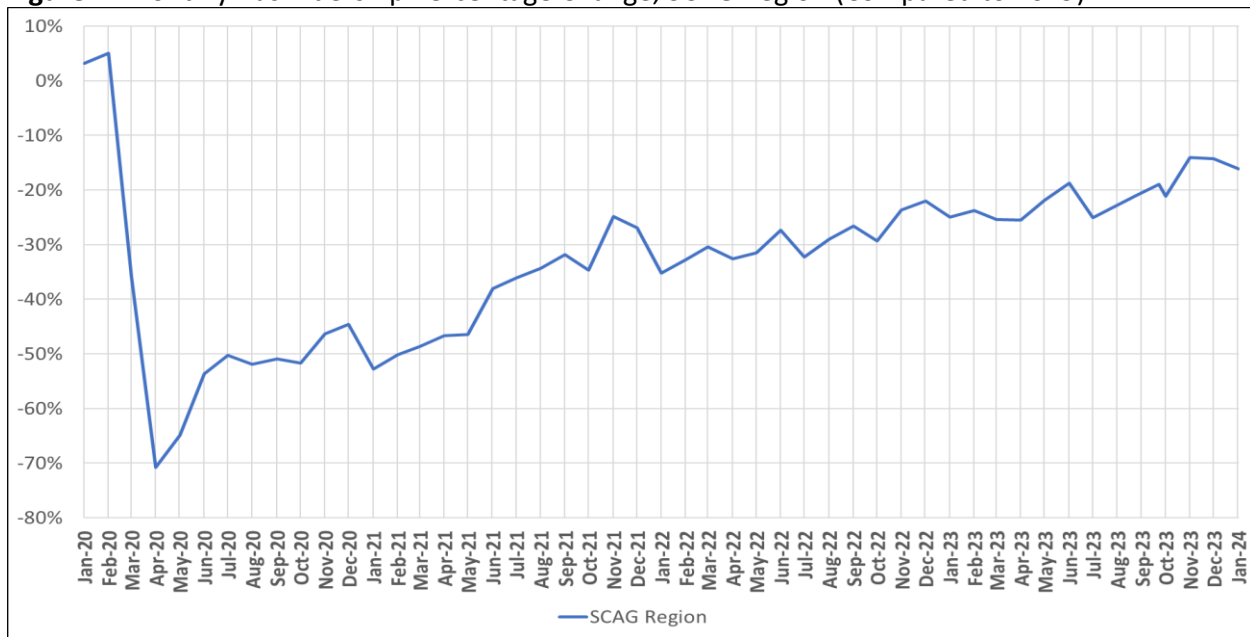
<sup>3</sup> Los Angeles County Metropolitan Transportation Authority (Metro). Interactive Estimated Ridership Stats. <https://isotp.metro.net/MetroRidership/YearOverYear.aspx>

For remote work trends, SCAG staff gathered and summarized data utilizing the Survey of Working Attitudes and Arrangements (SWAA),<sup>4</sup> administered by WFH Research. SWAA data is collected through monthly online surveys from individuals aged 20 to 64 across the nation. SWAA is a relatively new data source with inherent limitations, including potential under-sampling, the absence of data for Imperial County, and a focus on ensuring national representativeness by using reweighting techniques based on age, sex, education, and earnings. Additionally, the SWAA's establishment in May 2020 limits historical data availability, posing challenges in accurately estimating pre-pandemic levels. To address these limitations, SCAG staff will explore methods to potentially reweight the data.

Overall Transit/Rail Trends

**Figures 1 and 2** and **Table 1** below reflect NTD information. These graphics demonstrate that bus ridership levels have improved steadily over the course of the past year, though they are still below their pre-pandemic levels.

**Figure 1.** Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024.

<sup>4</sup> WFH Research. Survey of Working Attitudes and Arrangements (SWAA). [www.wfhresearch.com](http://www.wfhresearch.com)

**Table 1. Bus Ridership Change by Operator (Compared to 2019)**

Bus Operator	FY23 Qtr3 Jan-Mar	FY23 Qtr4 Apr-Jun	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Jan*
Anaheim Transportation Network	-10%	-8%	-7%	-0.3%
Antelope Valley Transit Authority	-46%	-43%	-41%	-28%
Beach Cities Transit (City of Redondo Beach)	-29%	-36%	-33%	-29%
City of Commerce Municipal Buslines	11%	14%	23%	26%
City of Glendale	-46%	-46%	-43%	-44%
City of Los Angeles Department of Transportation	-20%	-18%	-16%	-8%
City of Pasadena	-26%	-30%	-26%	-27%
Culver City Municipal Bus Lines	-41%	-40%	-39%	-34%
Foothill Transit	-34%	-30%	-28%	-20%
Gold Coast Transit	-11%	-7%	-7%	-1%
City of Gardena Transportation Department	-30%	-31%	-39%	-31%
Imperial County Transportation Commission	-12%	-14%	2%	25%
Long Beach Transit	-33%	-29%	-13%	-21%
Los Angeles County Metro	-22%	-20%	-21%	-15%
Montebello Bus Lines	-53%	-54%	-49%	-47%
Norwalk Transit System	-26%	-28%	-24%	-23%
Omnitrans	-43%	-41%	-41%	-37%
Orange County Transportation Authority	-15%	-13%	-9%	-7%
Riverside Transit Agency	-38%	-36%	-32%	-36%
Santa Clarita Transit	-14%	-6%	-4%	-23%
Santa Monica's Big Blue Bus	-37%	-36%	-37%	-31%
SunLine Transit Agency	-36%	-36%	-38%	-38%
Torrance Transit System	-50%	-50%	-51%	-50%
Ventura Intercity Service Transit Authority	-44%	-38%	-35%	-38%
Victor Valley Transit Authority	-49%	-53%	-46%	-32%
<b>TOTAL</b>	-25%	-22%	-22%	-17%

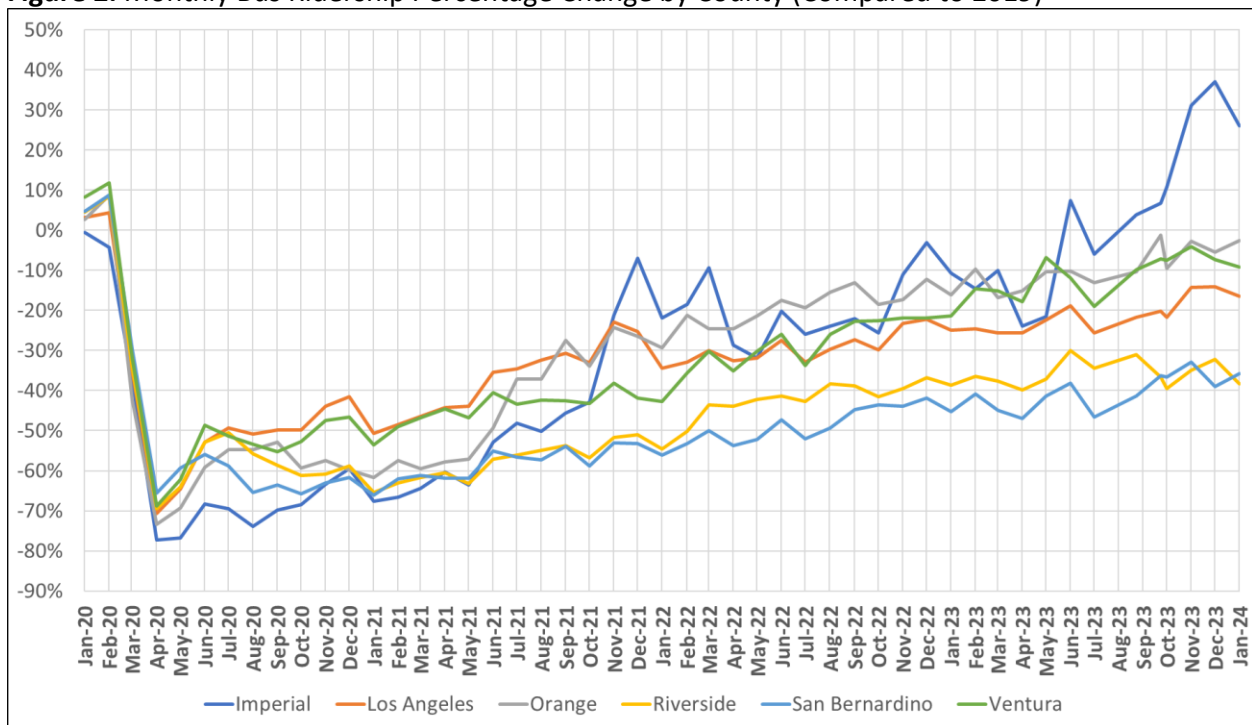
Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024. \*This data reflects bus ridership change compared to 2019 for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial, Ventura, and San Bernardino Counties experiencing the most significant increases. For example, when comparing January 2023 to January 2024, Imperial County shows a 40 percent increase in bus ridership, Ventura County reflects a 25 percent increase, and San

Bernardino reflects a 23 percent increase. Additionally, Orange and Los Angeles Counties show more modest gains of 19 percent and 15 percent, respectively, over the same period. Meanwhile, Riverside County has only experienced a gain of five percent when comparing January 2023 to January 2024. Overall regional bus ridership increased 15 percent during this time period. It is worth noting that the January increases across the board exceed preceding months. For example, bus ridership overall increased 12 percent each when comparing October 2022 to October 2023 and November 2022 to November 2023, and 10 percent when comparing December 2022 to December 2023.

Overall, these trends are better than where the region was in January 2021 when overall transit ridership was down by 53 percent. However, bus ridership remains below pre-pandemic levels for all counties except Imperial County as reflected in **Figure 2** below. In Imperial County, bus ridership is 26 percent above what it was pre-pandemic for the most recent month of data available, January, which is an improvement from preceding months (e.g., Imperial County bus ridership was 11 above pre-pandemic levels in July). As noted earlier, the region’s bus ridership levels are currently 17 percent below what they were pre-pandemic.

**Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)**

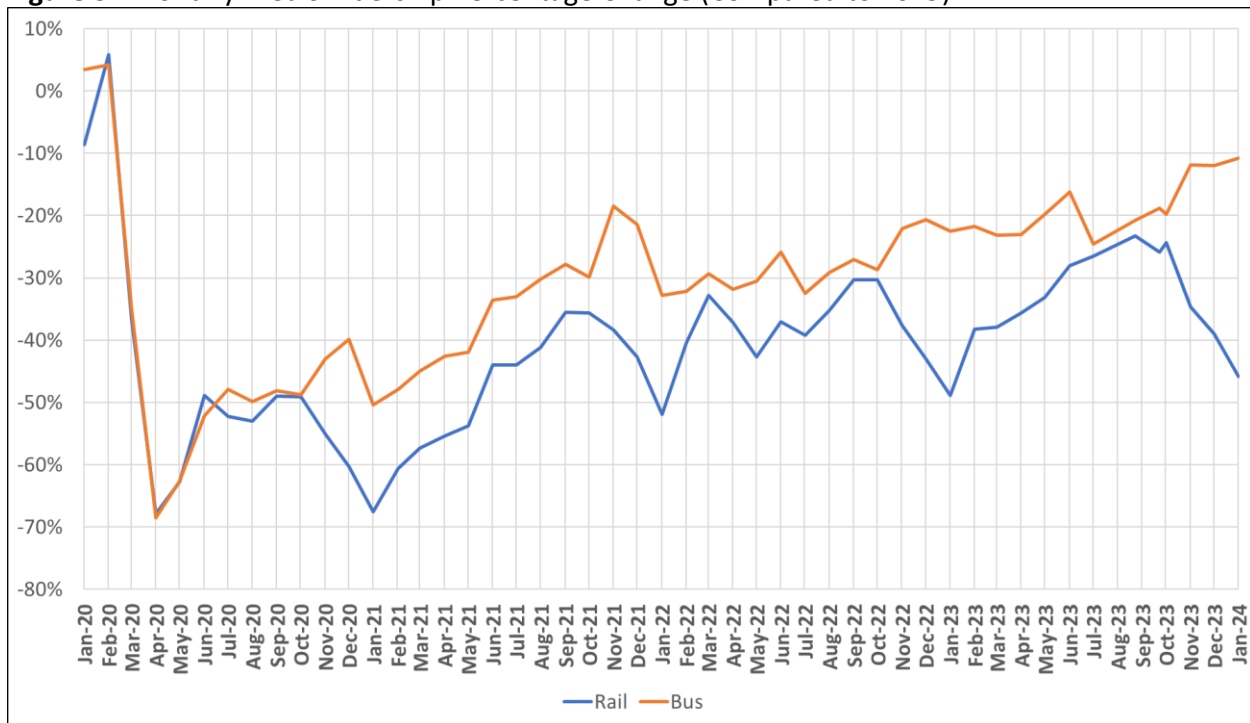


Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024.



Data reported by Metro for its bus and rail systems through January 2024 is reflected in **Figure 3** below. Metro bus ridership is up by nearly 15 percent in January 2024 compared to January 2023, marking the fourteenth consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by six percent for the same time period. While these trends are better than where the region was in January 2021, they are still below pre-pandemic levels. For example, when comparing January 2019 to January 2024, bus ridership was down 11 percent and rail ridership was down 46 percent.

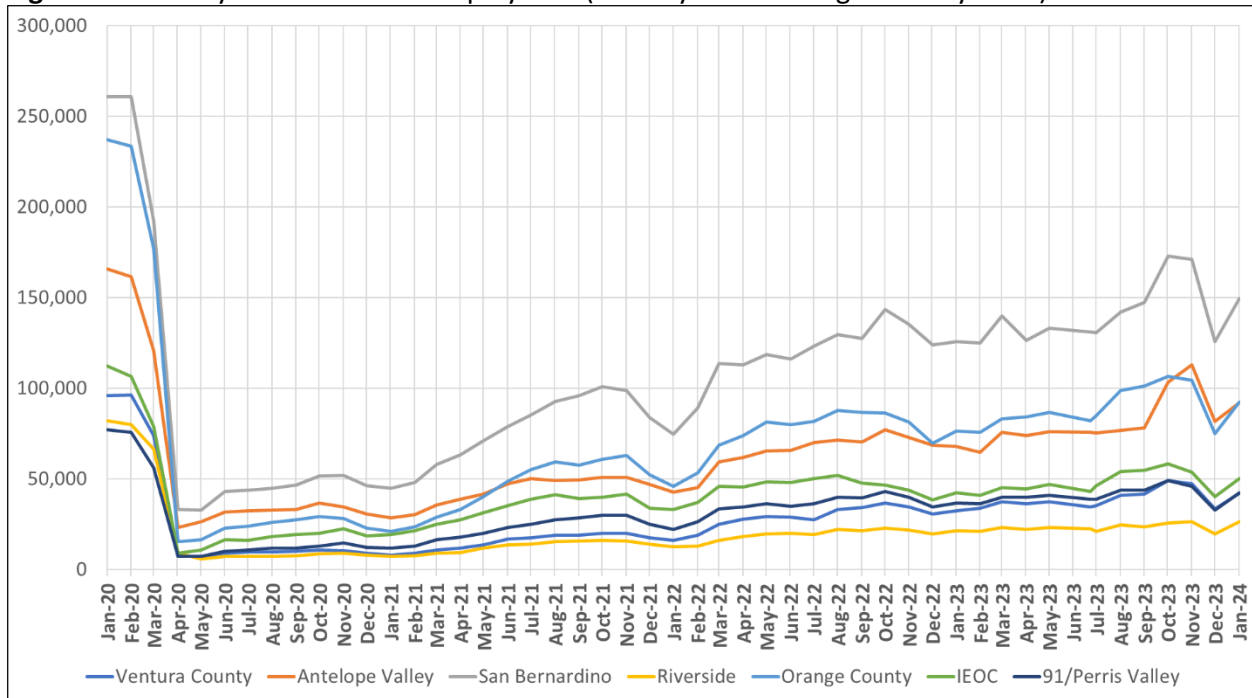
**Figure 3. Monthly Metro Ridership Percentage Change (Compared to 2019)**



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of January 2024.

**Figure 4** below reflects total monthly ridership data reported by Metrolink by line through January 2024. Overall, Metrolink commuter rail ridership is up by approximately 23 percent in January 2024 compared to January 2023, with the Antelope Valley and Ventura County Lines experiencing the most significant increases (36 percent and 31 percent, respectively), and the Riverside (23 percent), Orange County (21 percent), San Bernardino (19 percent), Inland Empire-Orange County (IEOC, 19 percent), and 91/Perris Valley (14 percent) lines reflecting modest to low ridership increases. It is important to note that the January increases for all lines are consistent with the trends observed in preceding months.

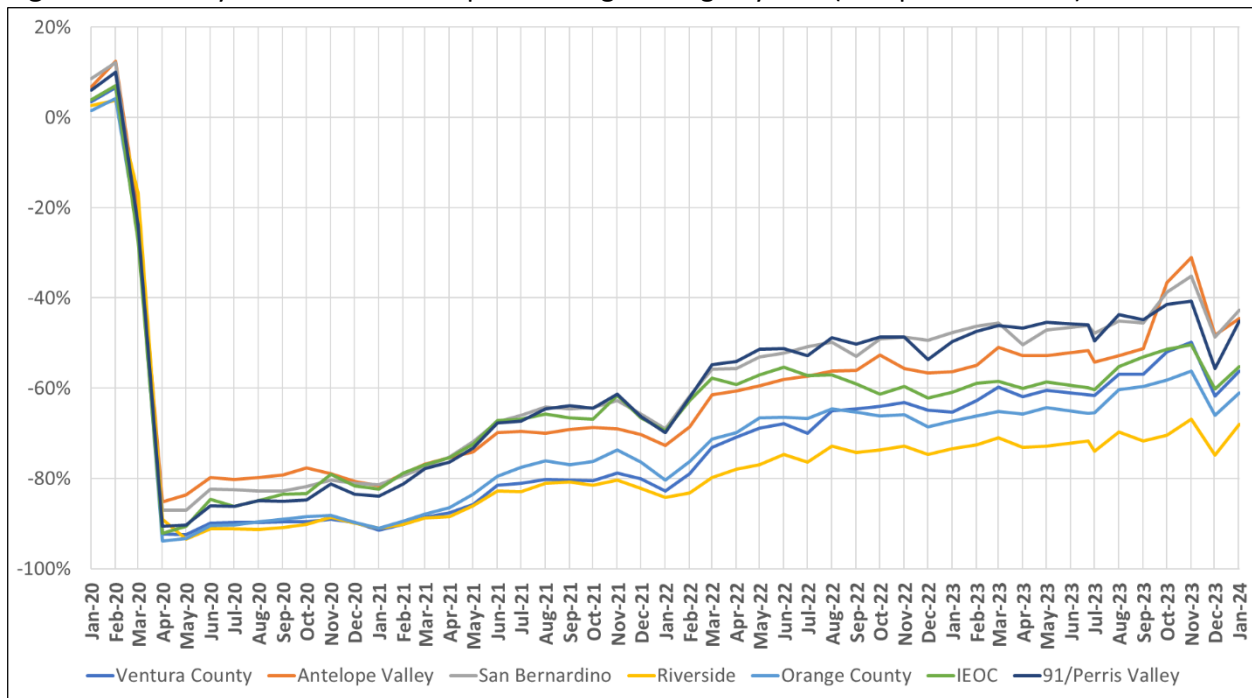
**Figure 4. Monthly Metrolink Ridership by Line (January 2020 through January 2024)**



Source: Southern California Regional Rail Authority, as of January 2024.

However, total Metrolink ridership is still 52 percent lower than it was pre-pandemic at this time (January 2024 compared to January 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink is working to evolve from a primarily commuter-oriented service to one that also serves local travel over much of the day to address pandemic-induced travel behavior changes. **Figure 5**, below, shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

**Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Compared to 2019)**

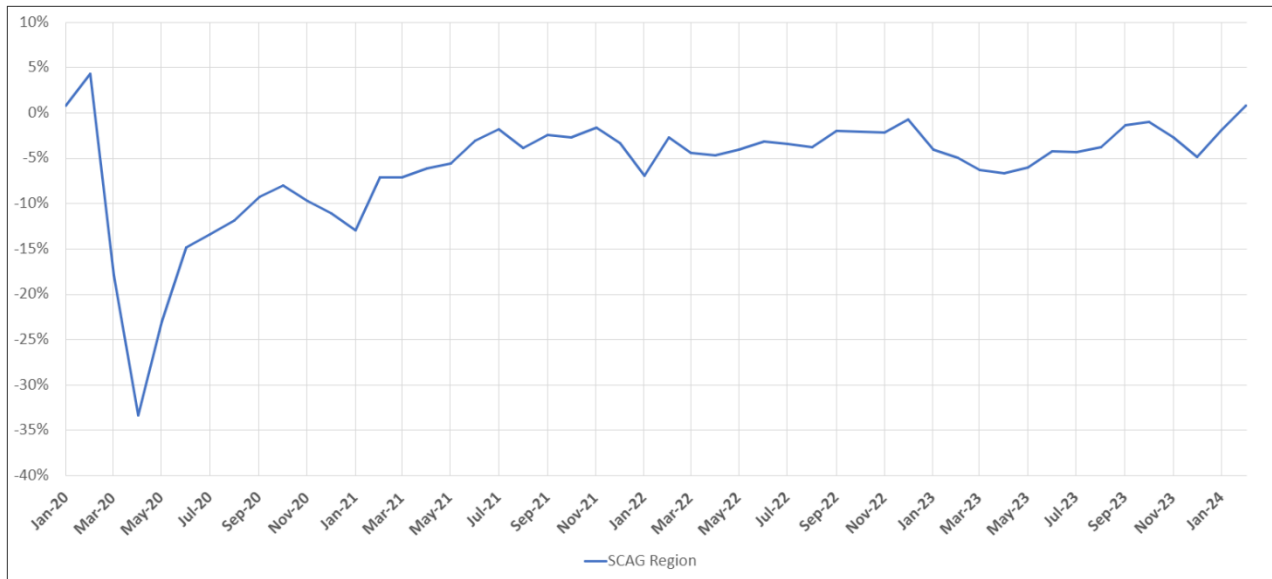


Source: Southern California Regional Rail Authority, as of January 2024.

Overall Vehicular Travel Trends

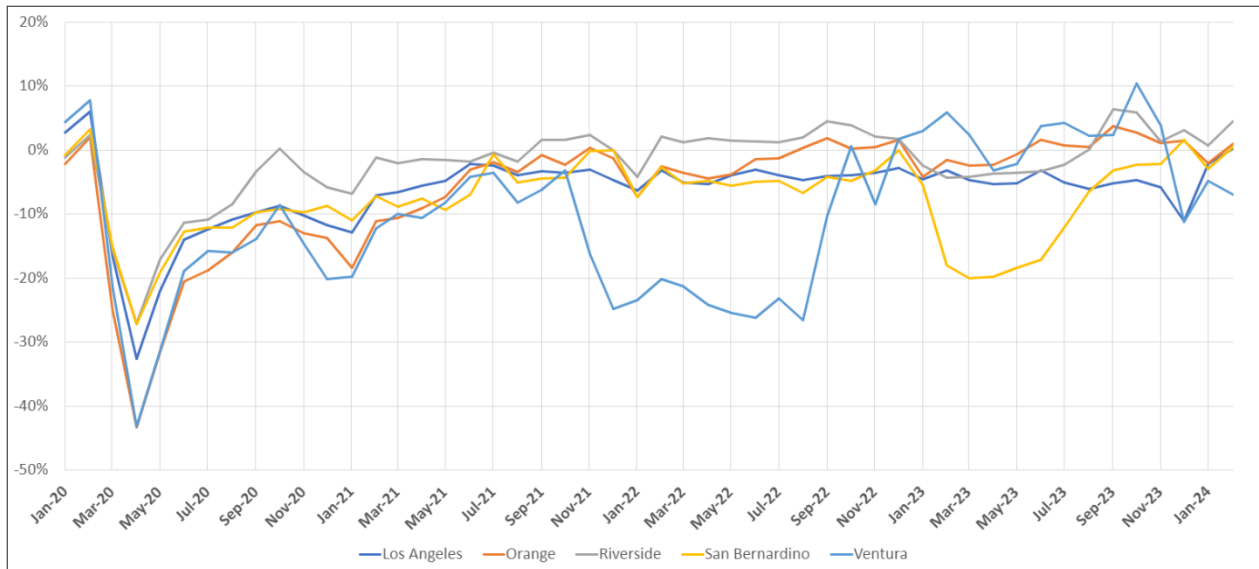
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed the pre-pandemic baseline for the first time. **Figures 6 and 7** show monthly VMT totals at the SCAG-region and county-level, respectively, shown as percentage changes from PeMS-reported monthly VMT totals for the same months in 2019.

**Figure 6. Monthly VMT Percentage Change, SCAG Region (Compared to 2019)**



Source: California Performance Measurement System (PeMS), as of March 2024.

**Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)**



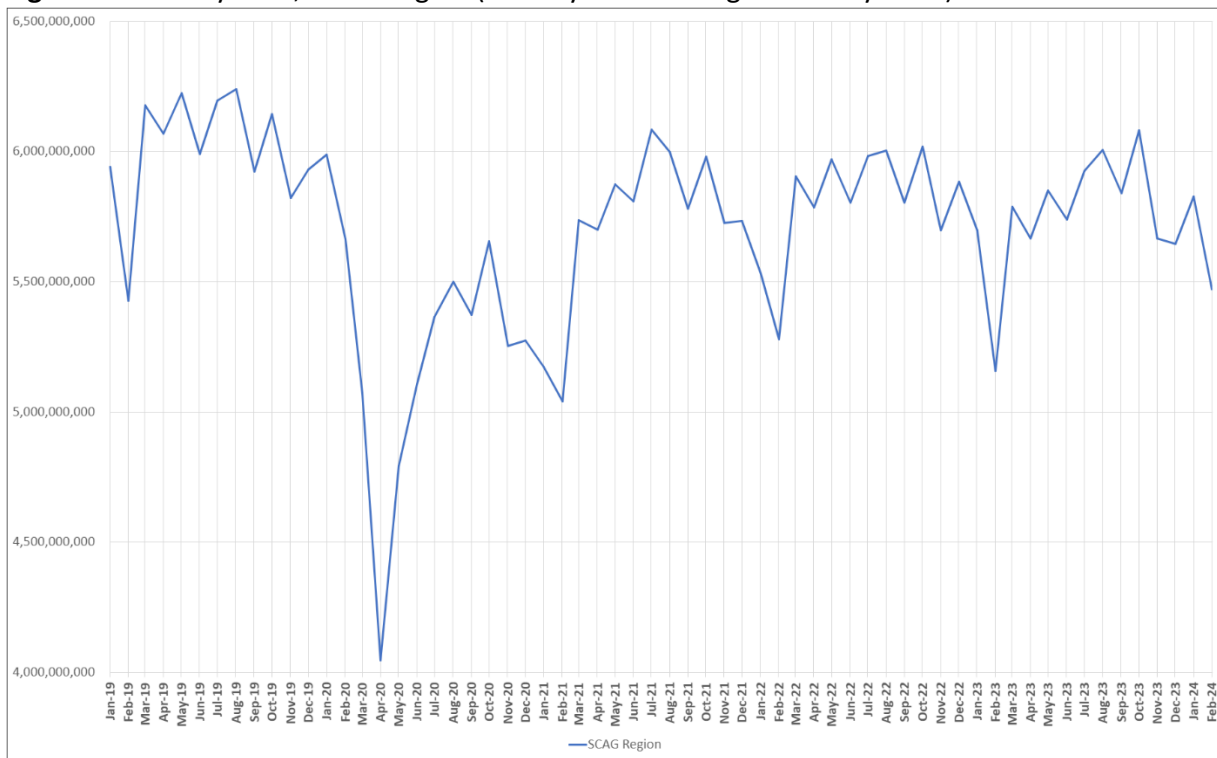
Source: California Performance Measurement System (PeMS), as of March 2024.

As noted in the previous update to the Transportation Committee, county-level VMT trends have varied. Los Angeles, Orange, and Riverside Counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino Counties appear to have experienced

temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, as was also noted in prior updates to the Transportation Committee, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors rather than actual VMT declines. Staff are continuing to review county-level data given these apparent anomalies.

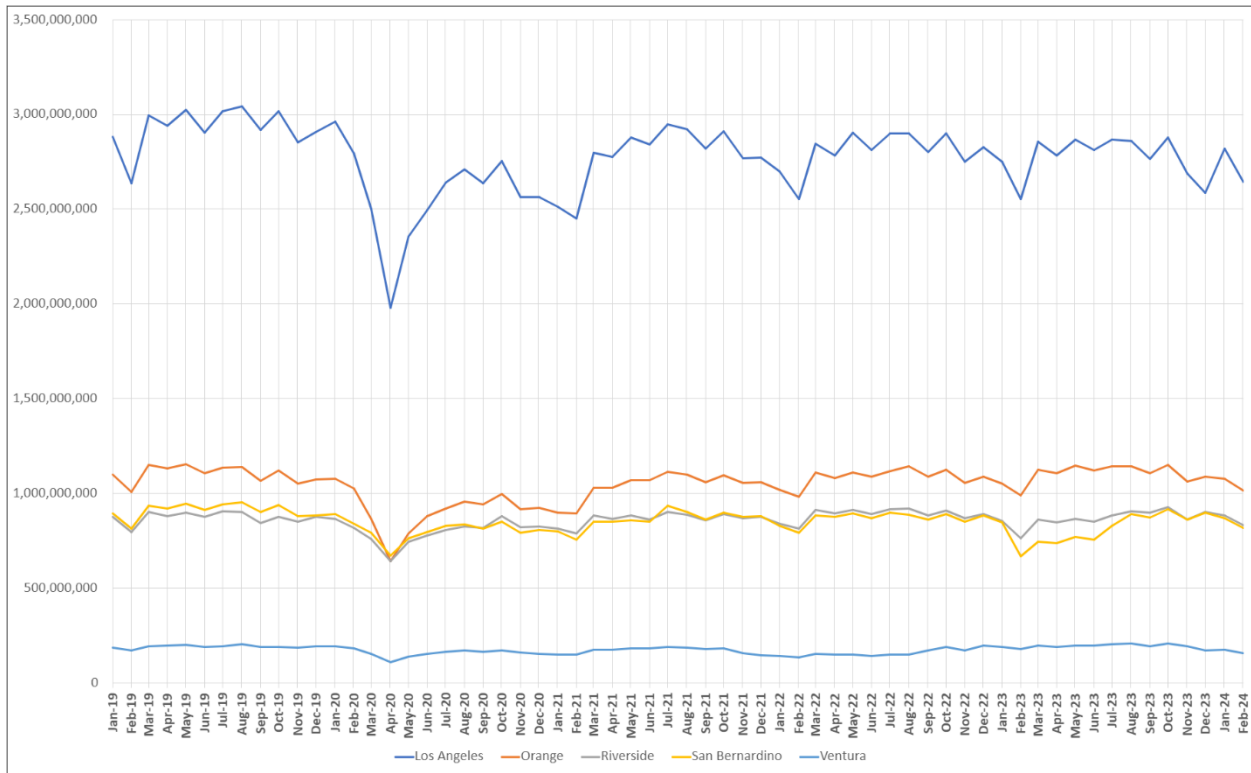
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through February 2024)



Source: California Performance Measurement System (PeMS), as of March 2024.

**Figure 9. Monthly VMT by County (January 2019 through February 2024)**

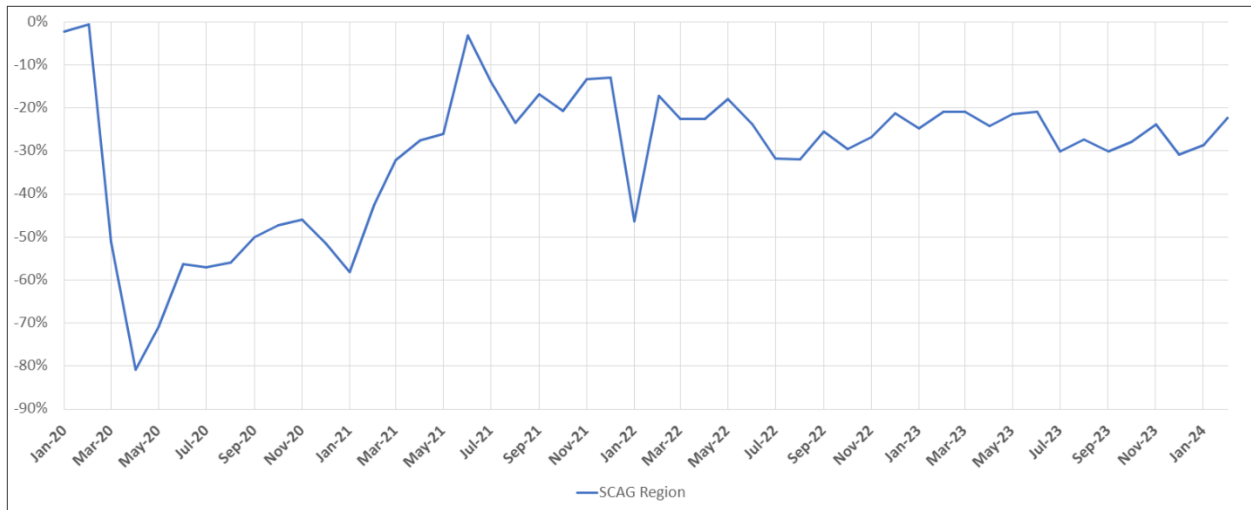


Source: California Performance Measurement System (PeMS), as of March 2024.

According to data collected and reported through PeMS, VHD levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, but have continued to approach pre-pandemic baseline levels in the three months since the January 2024 update to the Transportation Committee (which reported on PeMS-sourced VMT and vehicle delay data that covered through November 2023) – and particularly so during the month of February 2024, which featured a notable uptick in vehicle delay.

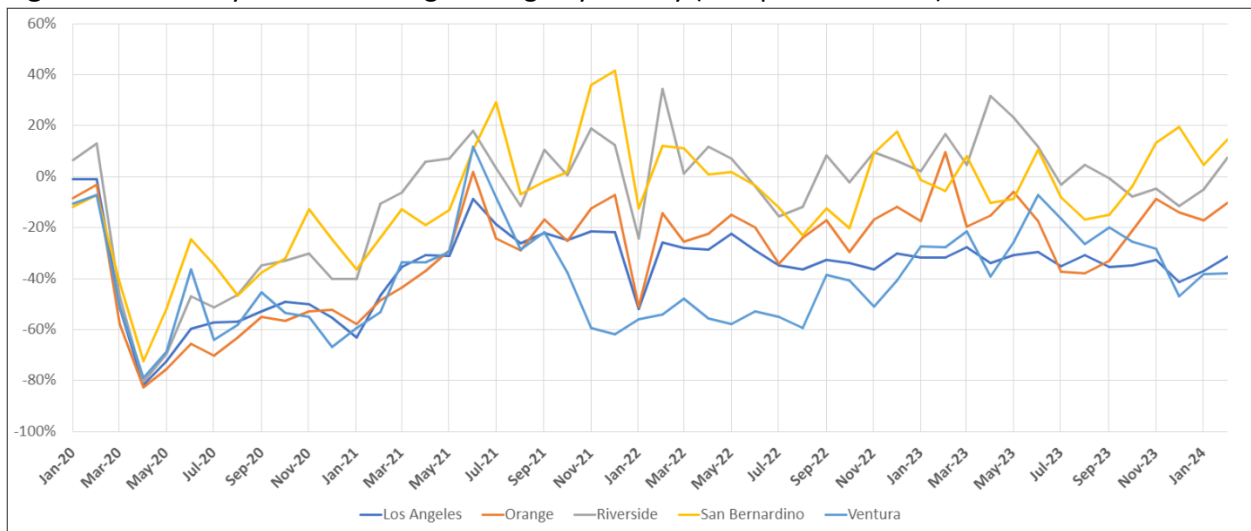
**Figures 10 and 11** show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

**Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)**



Source: California Performance Measurement System (PeMS), as of March 2024.

**Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)**



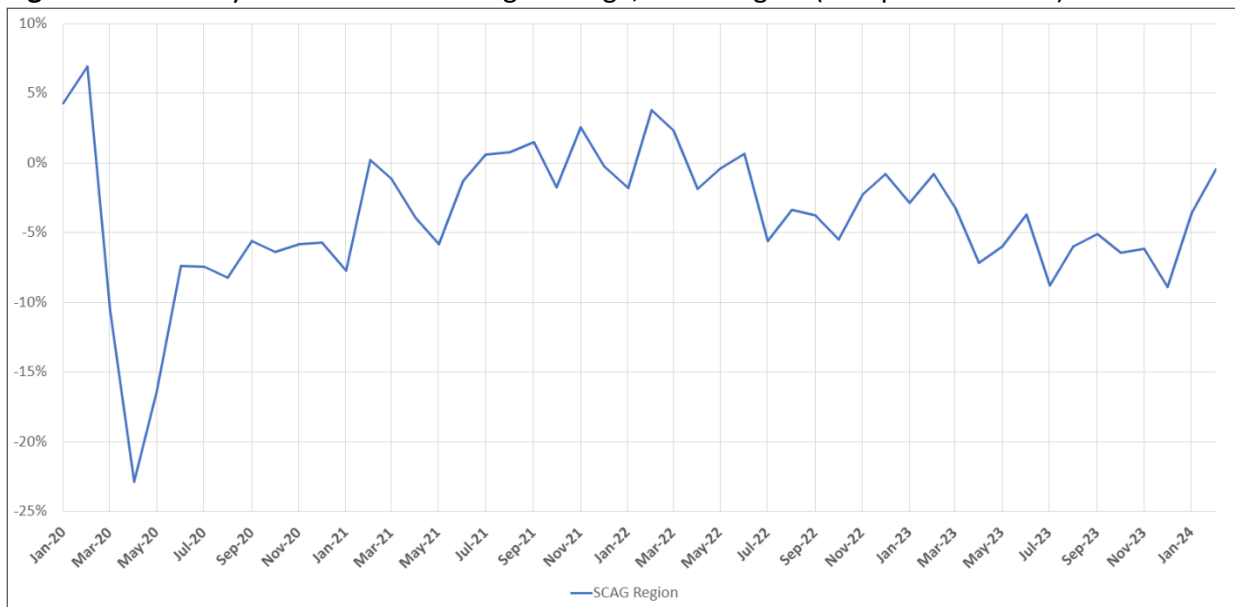
Source: California Performance Measurement System (PeMS), as of March 2024.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino Counties eclipsing the pre-pandemic baseline in February 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024. In general, the regionwide trend in truck VMT since the middle of 2022 seems to be continued regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels, before achieving near-parity with pre-pandemic levels in February 2024.

**Figures 12 and 13** show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019.

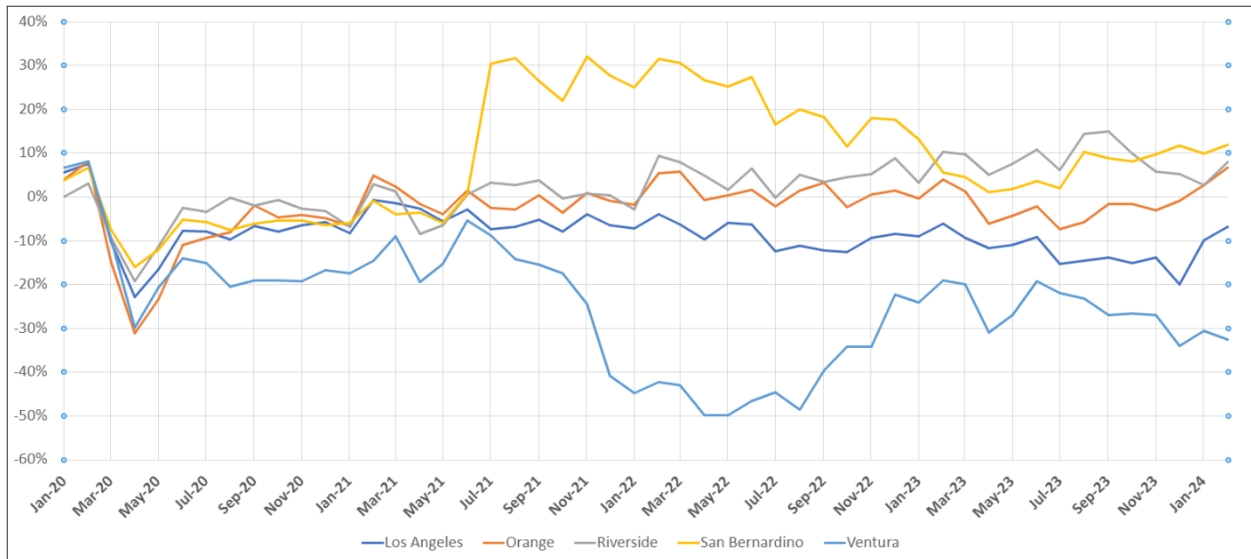
**Figure 12.** Monthly Truck VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of March 2024.



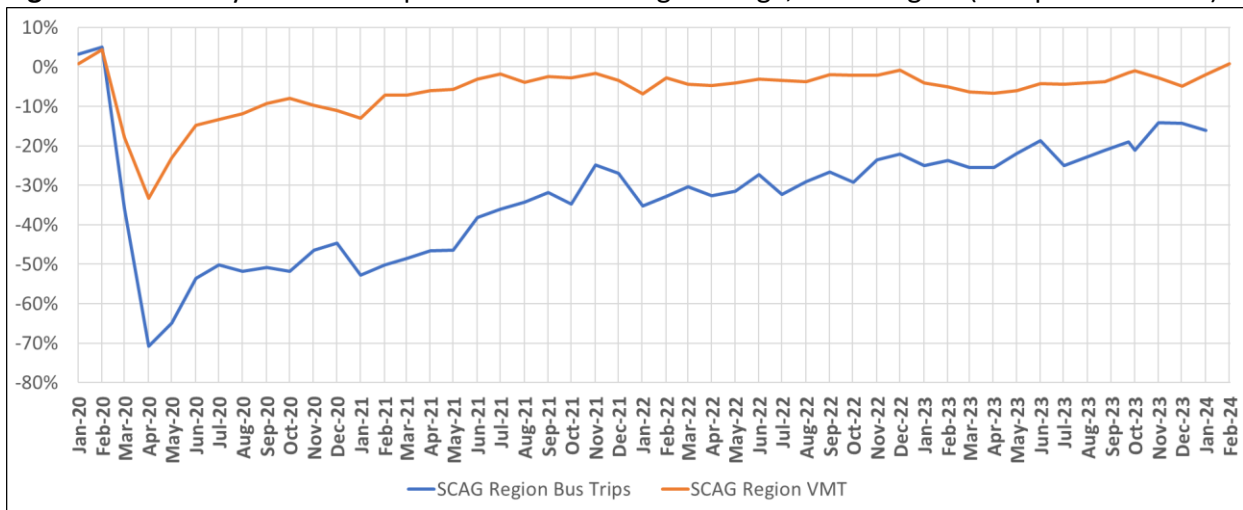
**Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)**



Source: California Performance Measurement System (PeMS), as of March 2024.

**Figure 14**, below, shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month’s totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at 16 percent below its pre-pandemic baseline level, is greater than the deficit in VMT. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic.

**Figure 14. Monthly Bus Ridership and VMT Percentage Change, SCAG Region (Compared to 2019)**



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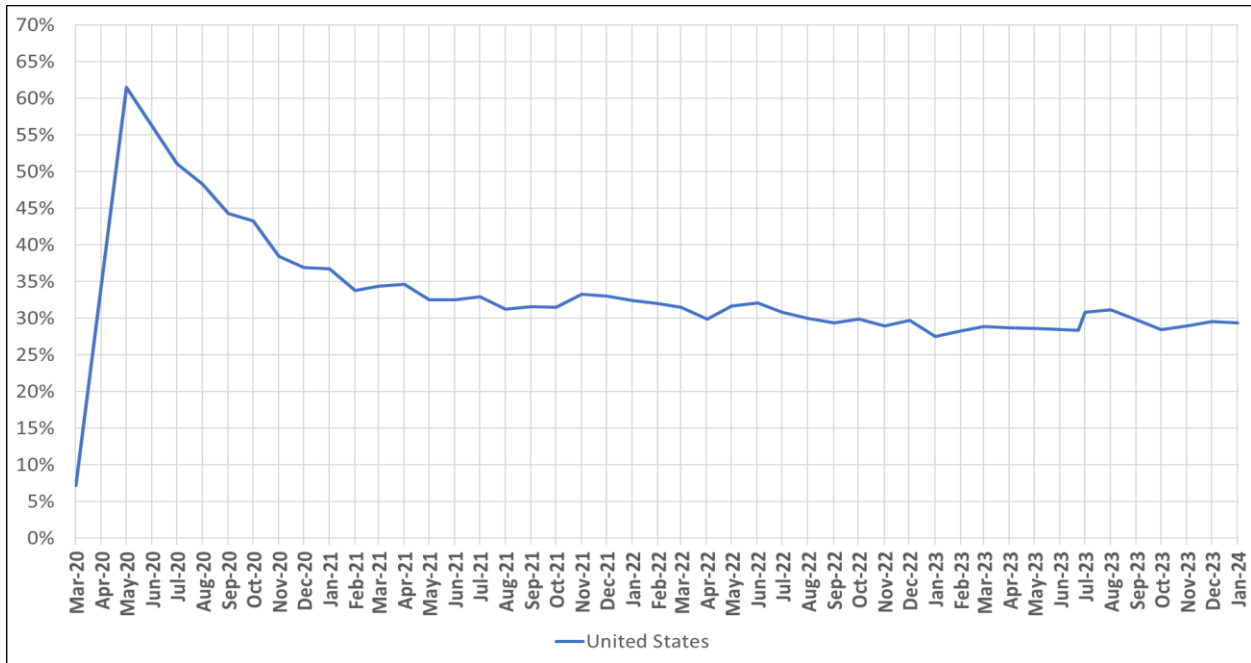
Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024, and California Performance Measurement System (PeMS), as of March 2024.

#### Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote work days, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home reported by U.S. workers aged 20 to 64 through the SWAA. Work-from-home days in the United States peaked in May 2020 at 61 percent, then declined to 32 percent in May 2021, and have since remained consistent around 30 percent. As of January 2024, the current rate stands at 29 percent. This sustained trend suggests that remote and hybrid work arrangements are likely to endure in the future.

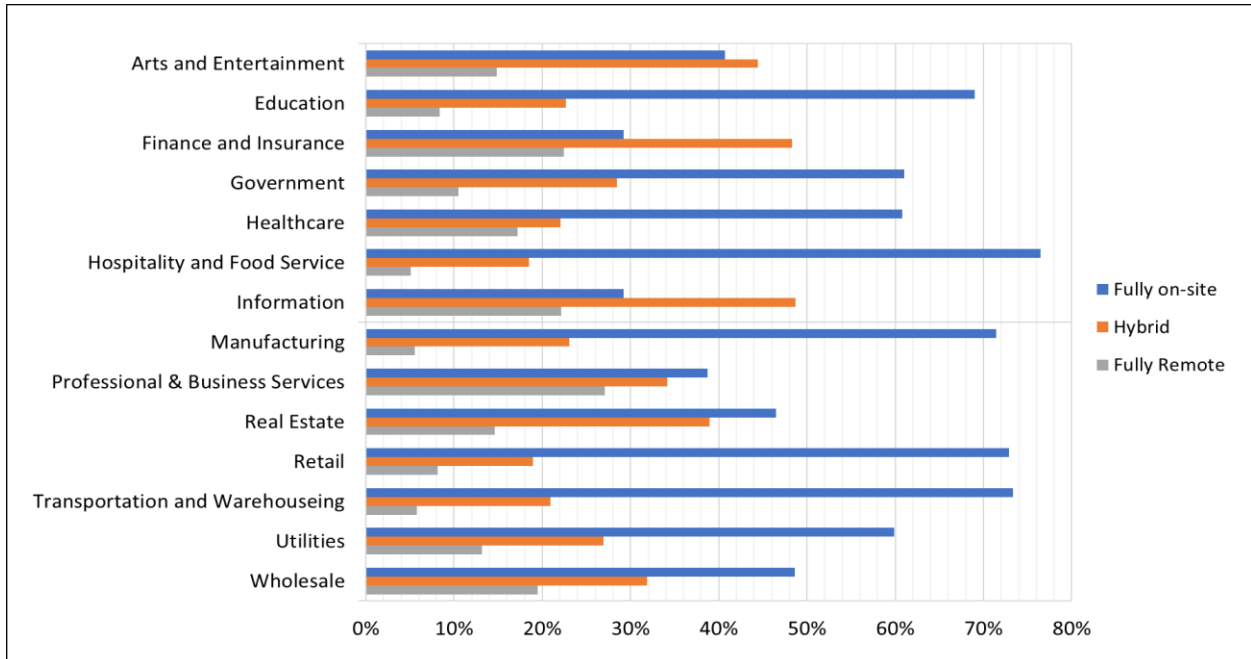
**Figure 16**, below, depicts the percentage of U.S. full-time workers in various industries engaged in full remote, hybrid, or fully on-site working arrangements for the month of January 2024. Based on the January data, the professional/business services and finance/insurance sectors emerge as the top industries for both remote work and hybrid work. While these work-from-home arrangements can offer significant time savings and lifestyle benefits, they are more prevalent in higher-paying industries and occupations, highlighting equity considerations.

**Figure 15. Monthly Percentage of Full, Paid Working Days at Home, United States**



Source: Survey of Working Attitudes and Arrangements, [www.wfhresearch.com](http://www.wfhresearch.com), as of January 2024.

**Figure 16. Work Arrangements by Industry, United States (January 2024)**



Source: Survey of Working Attitudes and Arrangements, [www.wfhresearch.com](http://www.wfhresearch.com), as of January 2024.

**NEXT STEPS:**

Staff will continue to provide quarterly updates to the Transportation Committee on regional transportation and work from home trends using monthly PeMS, NTD, and SWAA data as the data becomes available.

**FISCAL IMPACT:**

None.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.4  
May 29, 2024

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

**From:** Krista Yost, Assistant Regional Planner,  
213-630-1503, [yost@scag.ca.gov](mailto:yost@scag.ca.gov)

**Subject:** Federal Transit Administration (FTA) National Public  
Transportation Safety Plan Update

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**SUMMARY:**

From: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-04/National-Safety-Plan-04-05-2024.pdf>

On April 9, 2024, the Federal Transit Administration (FTA) published an updated version of the National Public Transportation Safety Plan. This plan serves as FTA's primary guidance document to improve transit safety performance. FTA updated the National Safety Plan to address new requirements in the Bipartisan Infrastructure Law to continue to promote FTA's national safety program and advance transit safety throughout the industry. The updated plan includes the following changes:

- The National Safety Plan identifies seven new safety performance measures for all transit providers subject to the Public Transportation Agency Safety Plans regulation, doubling the number of required safety performance targets for these agencies.
- As directed by the Bipartisan Infrastructure Law, the National Safety Plan includes performance measures for a safety risk reduction program, featuring eight required measures. Transit agencies receiving urban formula (Section 5307) funds and serving a population of 200,000 or more must set targets for these measures based on a three-year rolling average of data the agency has reported to the National Transit Database.
- The National Safety Plan includes an updated listing of voluntary minimum safety performance standards for public transportation vehicles used in revenue operations and voluntary minimum safety standards to ensure the safe operation of public transportation systems. It also includes recommended practices that may support the transit industry in assessing and mitigating safety risk and improving safety performance. The National Safety Plan organizes standards and recommended practices into 11 categories.

Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.5  
May 29, 2024

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

**From:** Krista Yost, Assistant Regional Planner,  
213-630-1503, [yost@scag.ca.gov](mailto:yost@scag.ca.gov)

**Subject:** Federal Transit Administration (FTA) Public Transportation  
Agency Safety Plans Update

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**SUMMARY:**

From: <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-673>

On April 9, 2024, the Federal Transit Administration (FTA) published the first major update to the Public Transportation Agency Safety Plans (PTASP) regulation. PTASP is the first rule finalized by FTA under the Bipartisan Infrastructure Law requirements to make transit safer for both transit workers and passengers. The updated PTASP regulation includes the following changes:

- FTA is increasing frontline transit worker involvement in safety, strengthening communication between frontline transit workers and transit agency management, and requiring the industry to use data to identify and manage safety risk. These changes apply to more than 700 transit agencies nationwide, including requirements for transit agencies serving areas with a population of 200,000 or more that largely coincide with the most significant increases in reported assaults on transit workers.
- The updated regulation includes specific requirements for safety committee membership, procedures, and responsibilities to provide frontline workers more input into safety decision-making. A safety committee can recommend safety improvement strategies based on the agency's safety risk reduction program. If approved as part of the larger agency safety plan, transit agencies are required to implement the safety risk mitigations. This includes preventing assaults on transit workers and vehicle-pedestrian collisions.
- The new rule requires safety performance targets be set by agencies.
- All applicable transit agencies are required to incorporate de-escalation training for frontline transit workers and minimize exposure to infectious diseases, consistent with guidance from the Centers for Disease Control and Prevention or a state health authority.
- The updated regulation also incorporates the Bipartisan Infrastructure Law requirement that transit agencies serving areas with a population of less than 200,000 develop their safety plans in cooperation with frontline transit worker representatives.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.6  
**May 29, 2024**

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

**From:** Krista Yost, Assistant Regional Planner,  
213-630-1503, [yost@scag.ca.gov](mailto:yost@scag.ca.gov)

**Subject:** Transit and Intercity Rail Capital Program (TIRCP) Final Cycle 7  
Guidelines and Call for Projects

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**SUMMARY:**

From: [https://calsta.ca.gov/-/media/calsta-media/documents/tircp\\_cycle\\_7\\_final-guidelines\\_20240426\\_a11y.pdf](https://calsta.ca.gov/-/media/calsta-media/documents/tircp_cycle_7_final-guidelines_20240426_a11y.pdf)

The California State Transportation Agency (CalSTA) has released the final program guidelines and a call for projects for Award Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP). The 2024 TIRCP grant cycle will program projects starting with the 2024-25 fiscal year and ending with the 2028-29 fiscal year. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the 2023-24 fiscal year, and projects selected with the 2024 cycle. Applicants can assume a total fund estimate of at least \$900 million available for award in Cycle 7. Applications are due Tuesday, July 23, 2024, and CalSTA expects to announce project awards on Wednesday, October 23, 2024. Additional information on the 2024 schedule is available on the CalSTA website.

Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.7  
May 29, 2024

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

**From:** Priscilla Freduah-Agyemang, Senior Regional Planner,  
(213) 236-1973, [agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)

**Subject:** Federal Transit Administration (FTA) Transit Asset Management  
(TAM) Peer Exchange Program Update

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#### SUMMARY:

On February 28 and April 17, 2024, SCAG staff participated in the FTA TAM Peer Exchange Program. Along with SCAG, the Program featured Houston Metro, Charlotte Area Transit System (ATS) and Maryland Department of Transportation (DOT).

SCAG shared the target setting coordination efforts and how we incorporate the TAM targets into the Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) and monitor performance through the Federal Transportation Improvement Program (FTIP). Houston Metro shared how the agency prepares for National Transit Database (NTD) reporting, how they integrate TAM with transit safety processes and conduct comprehensive agency reviews. Charlotte ATS shared how the agency is planning to develop a TAM program (for the first time) and seeking guidance to better manage the program. Maryland DOT shared their TAM data collection process, and how they have worked with agencies over the years to properly capture and track assets in the system.

Key challenges discussed include:

- Limited guidance from FTA on how to better integrate TAM and transit safety.
- No guidance on how to incorporate zero emission deployments into asset management and target setting process, No specific guidance in the TAM Final rule.
- FTA to regulate updates with planning cycles for Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs) and transit agencies.
- FTA to provide more templates associated with updates to final rules and other regulations.

Below are additional resources FTA shared following the program:

- [FTA Guidebook for Deploying Battery Electric Buses](#)
- [FTA Procuring and Maintaining Battery Electric Buses and Charging Systems – Best Practices](#)
- [Guidance - Asset Management - Federal Highway Administration \(dot.gov\)](#)
- [FTA Planning Resource Library](#)
- [FHWA Model Long-Range Transportation Plans – A Guide for Incorporating Performance Based Planning](#)



- [FHWA Transportation Planning Process - Briefing Book](#)
- [FTA Transit Asset Management Performance Tool](#)

FTA also plans to work with MPOs, RTPAs, and transit agencies to continue to streamline the reporting processes. In that regard, registration is still open for those interested in participating in this year's TAM Roundtable which will be held in person in Chicago from July 30<sup>th</sup> – 31<sup>st</sup>. Request to attend using this [link](#).



# Transit Transformation Task Force Update

Regional Transit Technical Advisory  
Committee (RTTAC)

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May 29, 2024



[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Transit Transformation Task Force (SB 125)

- December 2023 – CalSTA held first meeting of Task Force (formed under SB 125)
- Meets on bimonthly basis through April 2025
- Includes 25 members, including SCAG, RCTC, LA Metro, Move LA, and UCLA ITS
- Focused on developing policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs

CA.GOV Rebuilding C

 CALIFORNIA STATE TRANSPORTATION AGENCY

 About CalSTA  Subject Areas

[Home](#) | [Subject Areas](#) | SB 125 Transit Program

## SB 125 Transit Program

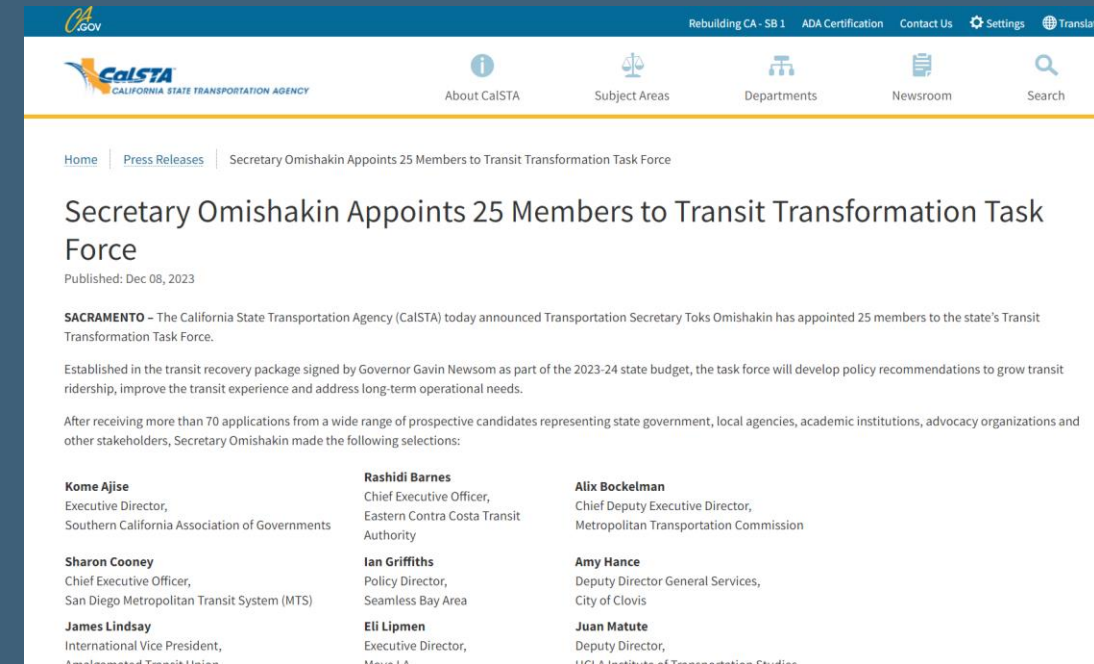
### Overview

SB 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the [Transit and Intercity Rail Capital Program](#) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB 125 includes an accountability program to govern the distribution of these funds, on which there is more detail below.

In addition, SB 125 establishes a Transit Transformation Task Force led by the California State Transportation Agency to develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

# Transit Transformation Task Force (SB 125)

- Work will result in a report of findings and policy recommendations
- Will be shared with policy and fiscal committees of the Legislature on or before October 31, 2025
- Updates on the Task Force's progress will be shared at Regional Council meetings and RTTAC
- More information regarding the Task Force is available on the [CalSTA website](https://www.calsta.gov)



# April 15<sup>th</sup> Task Force Meeting Debrief

- Reviewed transit availability by geography and trip purpose
- Reviewed how customer experience needs to change to meet the state's goals including:
  - Aligning the set of prioritized customer goals and metrics
  - Developing a list of issues and policies, both directly and indirectly related to transit, that impact California's ability to meet those goals and metrics

Today we will discuss how to align on specific aspirations that enable analytics

## Overview

- As the TTTF progresses from diagnostic to design phase, it will begin to **translate customer experience expectations** into specific goals and ranges
- Determining quantitative ranges will allow the TTTF to analyze **what it will take to deliver the service** that customers expect (e.g., OpEx, CapEx, funding) and understand **costs and tradeoffs**
- Aligning on specific goals and metrics now will also help **inform the recommendations and prioritizations** in the future TTTF report

## Objectives of Meeting #3

1. Preliminary **definition of "availability"** and range of performance thresholds
2. Prioritized **goals and specific quantifiable ranges** across customer considerations (e.g., reliability, speed, safety)
3. Prioritized list of **topics to investigate** (i.e., improvement opportunities)



For customers to choose transit, it must first be available to them

How am I going to get there?



## Objectives of this section

1. Discuss the state of transit availability in California today
2. Review components of availability and example targets defined by TWG
3. Align on what transit availability needs to be in California by 2045 to achieve a transformational increase in ridership, and how this may vary across California

# A pre-requisite to achieving a transformational ridership increase is increasing availability of transit



## Current state

Today, transit is not an option for many Californians, because **transit is not available to them**



## Key elements of availability

- Connects origins of where people start their journeys
- Goes where people want to go (e.g., work and non-work centers of activity)
- Has connections from origins and destinations to transit
- Connects multiple services to form a network
- Provides a span of service that allows trips when customers want to take them
- Allows all users to use the service (e.g., with disabilities, non-English speakers)



## Customer considerations

For customers to take transit, transit must first be **available to them**

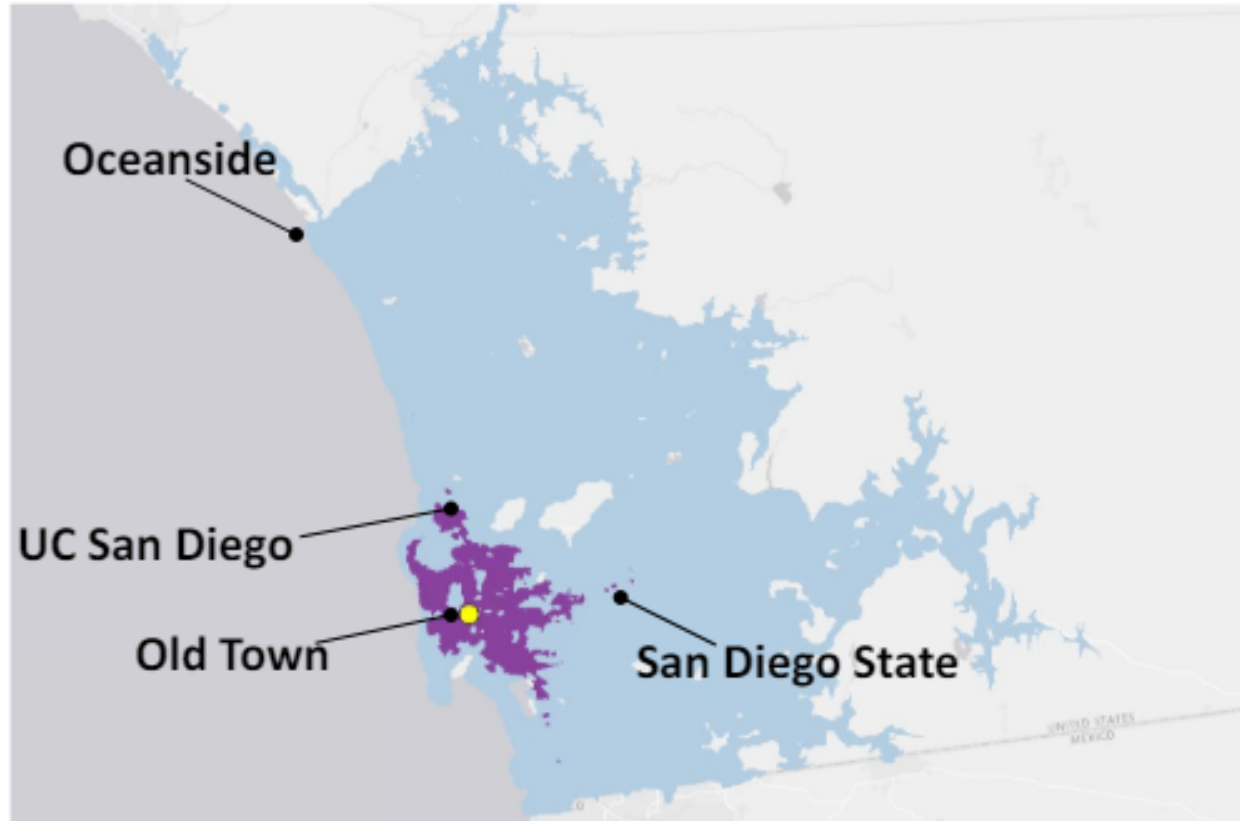
Once customers have access to an **available network**, other factors (e.g., reliability, speed, safety, affordability, experience) **impact whether customers choose transit over other options** (e.g., cars)

Source: [Trains, Buses, People \(2021\)](#), by Christof Speiler



## Even where transit is available, it may not be an attractive mode, as cars access more destinations in the same time

● Caltrans District 11 office   ■ Transit travel shed<sup>2</sup>: 60 minutes   ■ Car travel shed<sup>2</sup>: 60 minutes



Accessible destinations from Caltrans District 11 office in Old Town, within 60 minutes by transit and car<sup>1</sup>

Old Town San Diego is served by numerous transit options, including

- San Diego Trolley
- North County Transit District's COASTER trains
- Numerous bus lines

Despite the availability of transit, fewer destinations are accessible by transit than by car in the same time

1. Includes residents in other counties (e.g., Orange County); excludes residents in Mexico  
2. The shaded areas represent destinations residents can access from a central point of interest by transit and by car

Source: 2021 US Census LEHD Origin-Destination Employment Statistics (LODES) worker and job data; Conveyal Software analysis, performed March 8-20, 2024



## **April 15<sup>th</sup> Task Force Meeting Debrief**

### Challenges to transit availability and attractiveness:

- Accessibility (ability to access more destinations at the same time or better than transit)
- Equity
- Frequency of service and affordability
- Transit improvements including first/last connections to transit
- Prioritization of customer goals depends on several other factors and will require and depend on transit agency's unique context
- Speed and safety
- Flexibility and load factors

## **April 15<sup>th</sup> Task Force Meeting Debrief**

Additional transformative changes indirectly related to transit are equally necessary to drive significant changes:

- Workforce development
- Address process improvements
- Address governance and policy issues
- Clarity on planning purposes, and
- Sustainable, predictable and stable transit funding

# Discussion

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What would need to change, both directly and indirectly related to transit, for California to achieve dramatic increases in transit ridership? (top 2-3)

## Discussion

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What do we envision as the level of service necessary/required to meet these outcomes/goals?  
Consider reliability, speed, affordability, etc.

# Forecasted Meeting Schedule

	Meeting theme	Potential dates	Potential locations	Duration
1	<b>Introduction</b>	Dec 19, 2023	Virtual	2 hours
2	<b>What outcomes does transit need to achieve, to achieve State mandates?</b>	Feb 29, 2024	Sacramento, CA	2 hours
3	<b>How would the customer experience need to change to meet the State’s goals?</b>	Apr 15, 2024	San Diego, CA	4 hours
4	<b>What level/types of service do these outcomes require?</b>	June 17, 2024	San Francisco, CA	4 hours
5	<b>What does this level of service imply for OpEx spend, workforce development, and employee engagement?</b>	Aug 29, 2024	Los Angeles, CA	4 hours
6	<b>What does this level of service imply for CapEx spend?</b>	Mid-Oct 2024	Salinas / Monterey, CA	4 hours
7	<b>How can this level of OpEx and CapEx be funded?</b>	Dec 10, 2024	Clovis (Fresno), CA	4 hours
8	<b>What prioritized topics and draft decisions should be included in the report?</b>	Early Feb 2025	Riverside, CA	4 hours
9	<b>Draft report review<sup>1</sup></b>	April 2025	Sacramento, CA	4 hours
10	<b>Final report briefing before submission<sup>1</sup></b>	Sept 2025	San Francisco, CA (TBD)	4 hours

1. Final report due to legislature October 31, 2025  
 Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Mar. 2024





# THANK YOU!

---

For more information, please visit:

<https://calsta.ca.gov/subject-areas/sb125-transit-program>



# OC Transit VISION

**2024 OC Transit Vision**

**SCAG Regional Transit Technical Advisory Committee**

**May 29, 2024**



# Project Overview

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The OC Transit Vision is a 30-year plan to improve transit services in the county

## WHAT ARE OUR GOALS FOR TRANSIT?



ENHANCE



CONNECT



SIMPLIFY



COLLABORATE



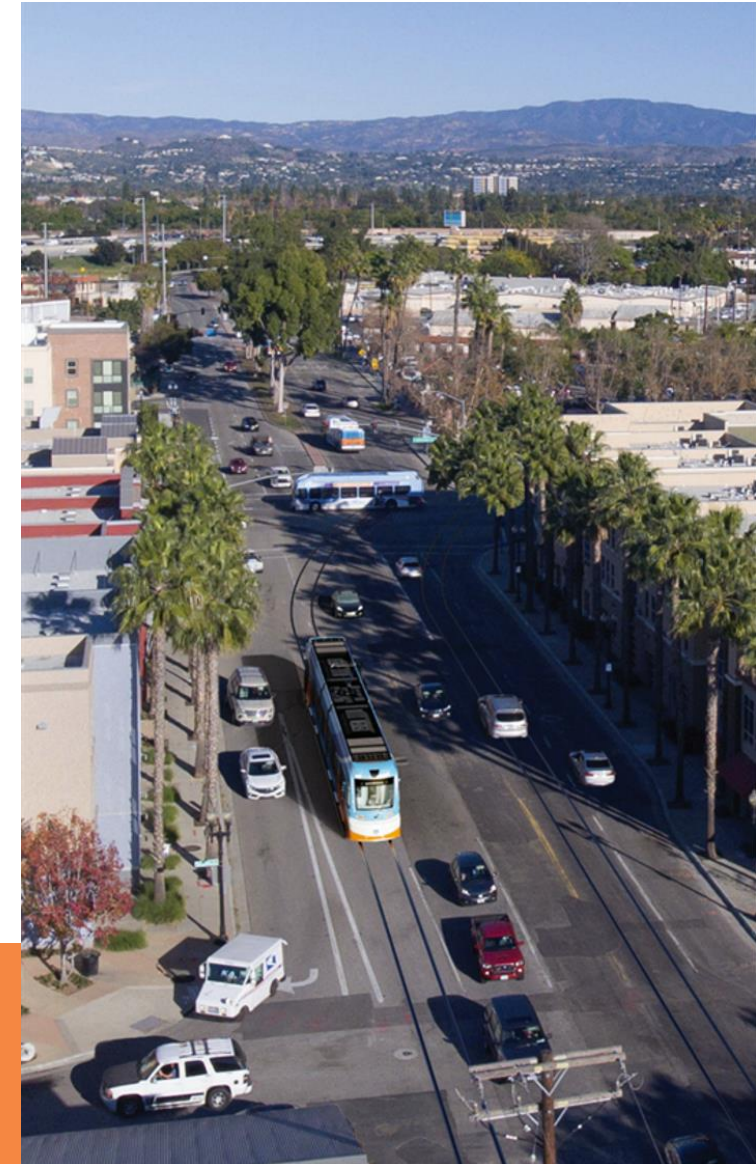
SUSTAIN

- Analyzes existing conditions in Orange County
- Identifies corridors for investment in high-quality transit
- Other transit-related recommendations and policy guidance
- Informs the OCTA Long Range Transportation Plan



# Project Overview

- Notable completed projects from the 2018 Transit Vision
  - OC Flex (Pilot) – 2018
  - Beach Blvd Bravo! (transitioned to OC Bus Rapid) Launch - 2019
  - Main Street Bravo! (transitioned to OC Bus Rapid) Launch – 2022
  - Making Better Connections Study – 2022
- Upcoming project
  - OC Streetcar - Bus Interface Plan Update



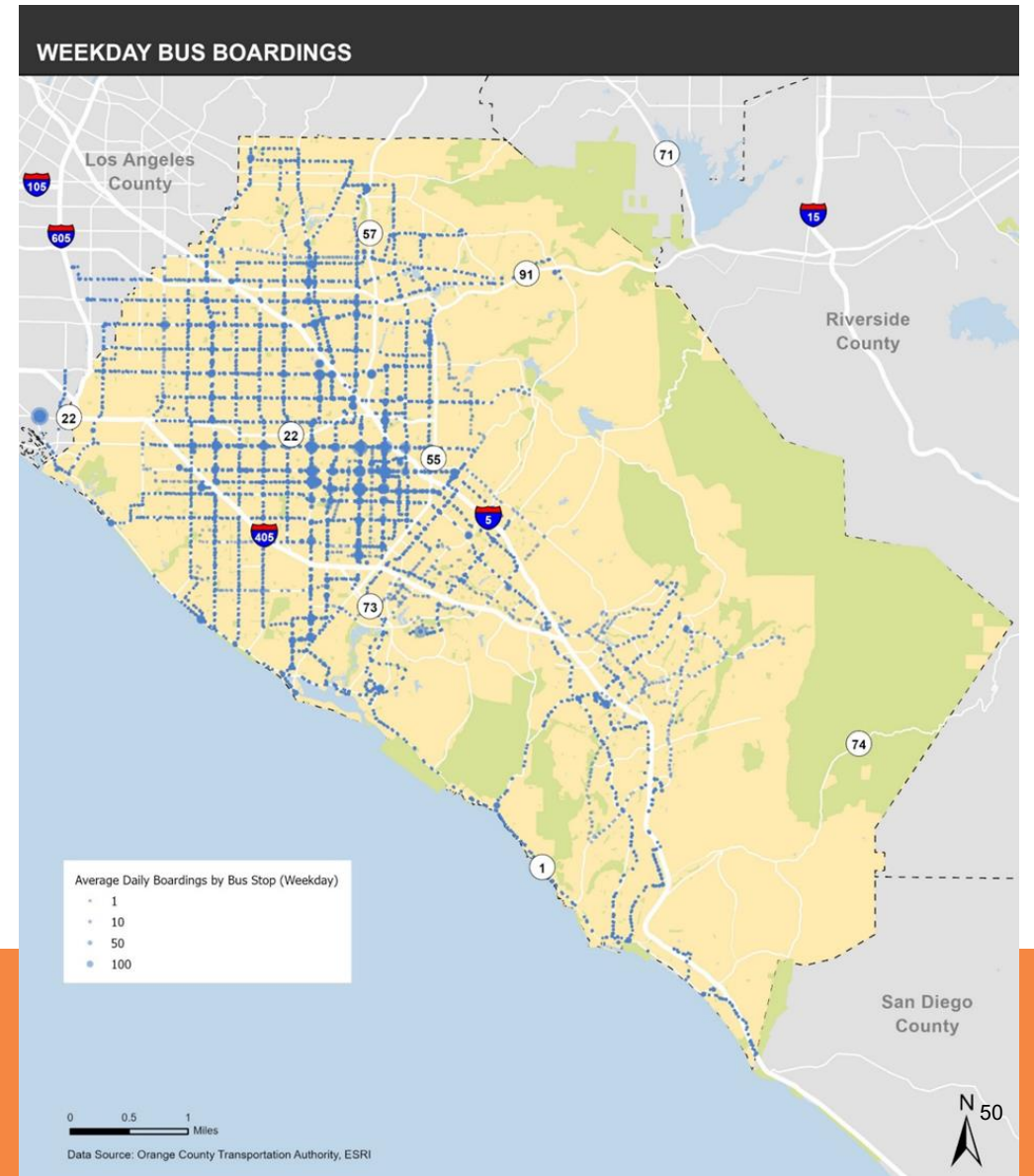
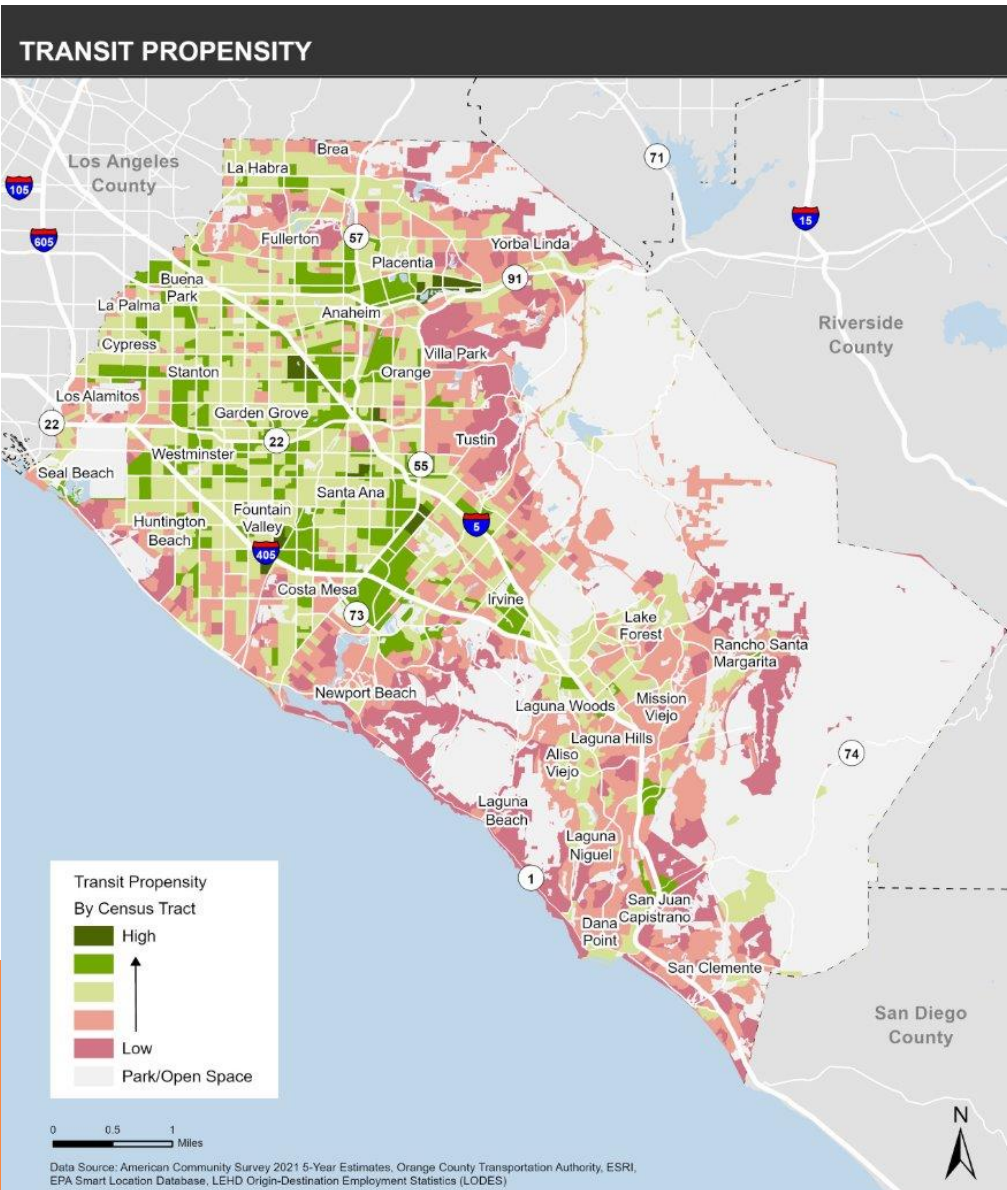
OC TransitVISION

# Project Schedule - Summary

Activity/Task	Completion Date
Goals and Objectives	Fall 2023
Public Outreach (Phase I)	Fall 2023
Transit Opportunity Corridor Recommendations	Early 2024
Public Outreach (Phase II)	Spring 2024
Other Countywide Transit Strategies	Spring 2024
Transit Supportive Design/Policies Recs	Spring 2024
Final Report	Fall/Winter 2024

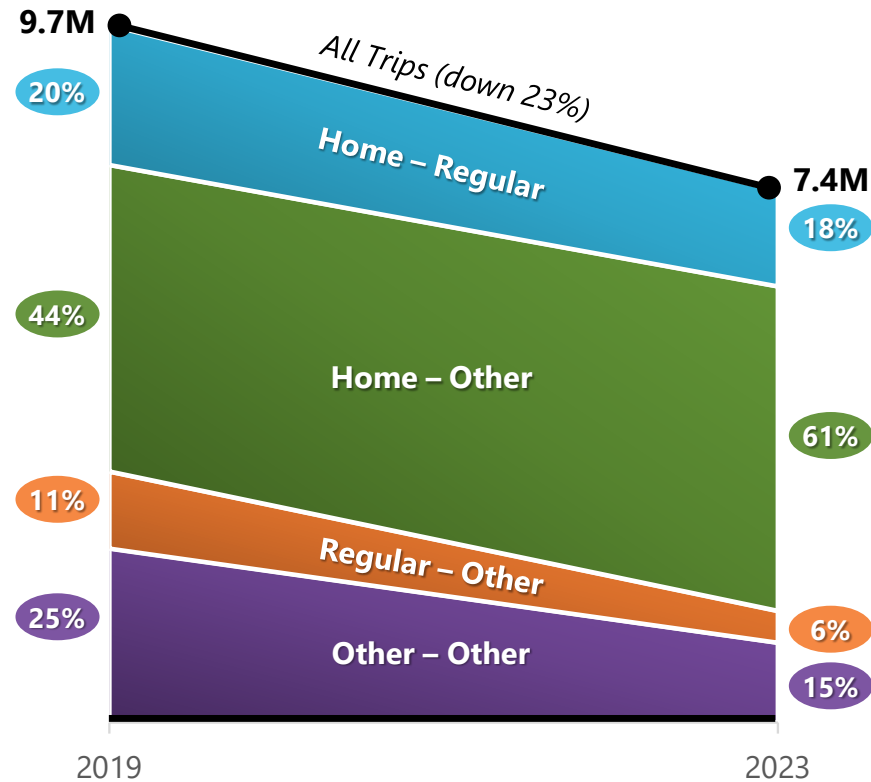


# State of OC Transit



# State of OC Transit

## Total Trips (All Modes) by Purpose 2019-2023



**TRIP PURPOSE TYPES:**

- Home-Regular** Near-daily trips between home and work/school.
- Home-Other** Irregular trips between home and locations such as shopping, community, and recreational facilities. Largest increase.
- Regular-Other** Irregular trips between a non-home, regular destination (like work) and another non-home location; e.g, shopping on the way home from work. Largest decrease.
- Other-Other** Travel between non-home and non-regular locations.



# Public Outreach – Phase 1

- Collected 1,416 surveys
- 15 Presentations
- Engaged 1,400+ community members at 12 events
- Reached 88,000 readers through Spanish and Vietnamese Newspapers
- 31,000 social media views
- 2,100+ web hits

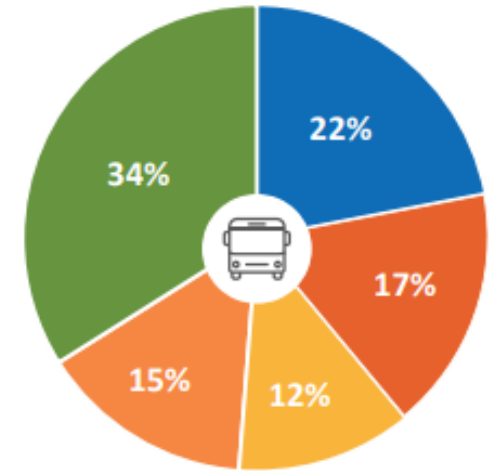
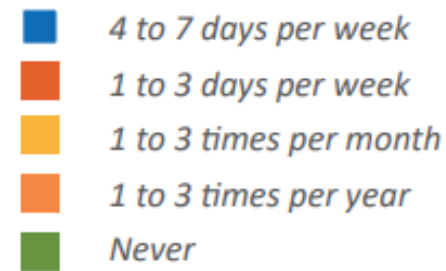


# Phase 1 Survey Results

## 1: What is your primary method of travel?

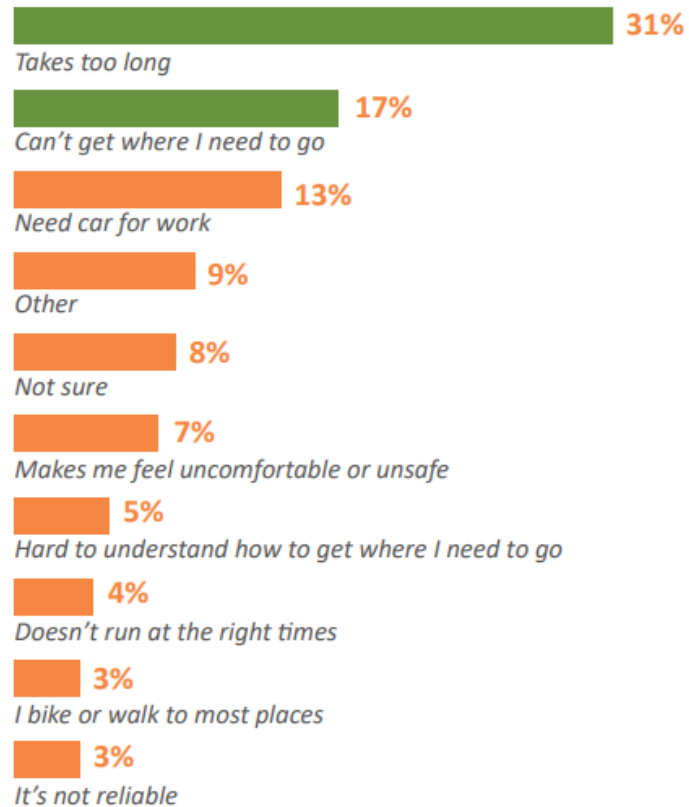


## 2: How often do you ride on an OCTA bus?



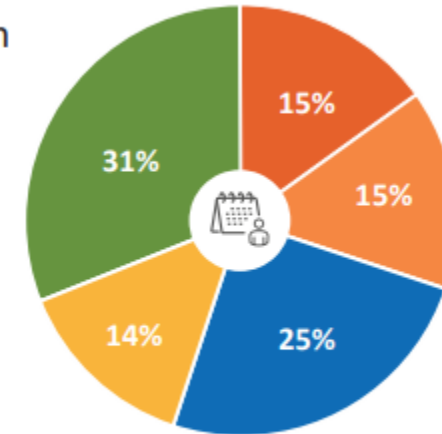
# Phase 1 Survey Results

2a: If selected *never*, why do you not ride the bus?



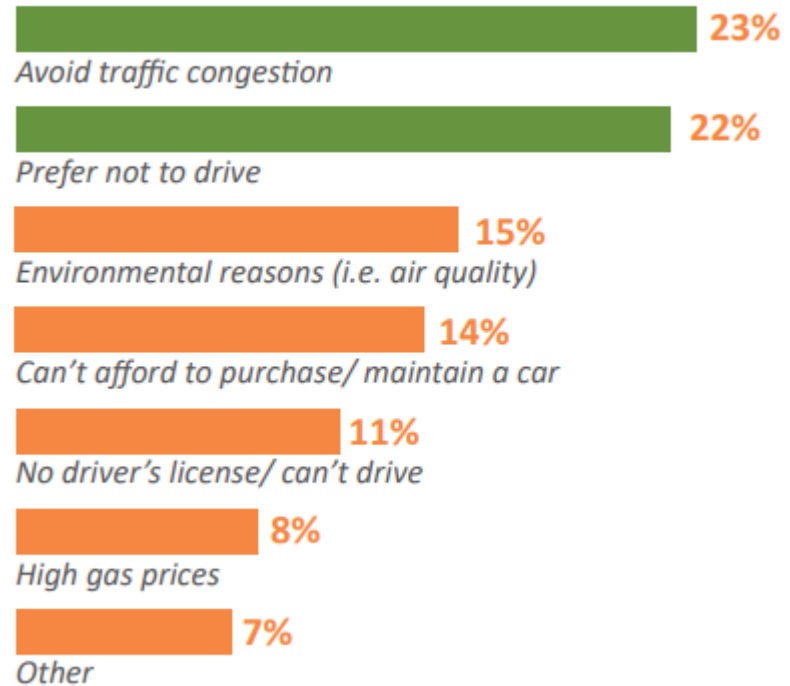
3: How long have you been riding OC Bus?

- Less than 6 months
- 6 months to 1 year
- 1 to 4 years
- 5 to 7 years
- 8 or more years



# Phase 1 Survey Results

## 4: Why do you ride the bus?



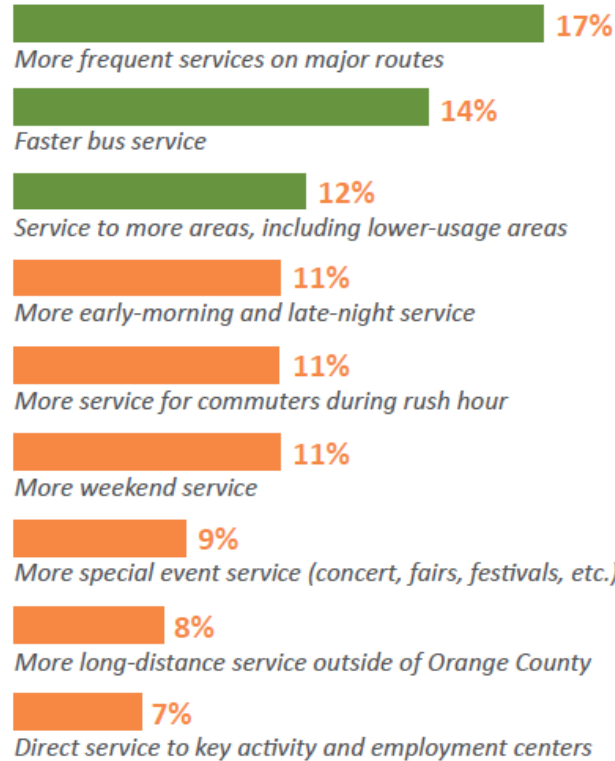
## 5: What is your primary purpose for riding the bus?



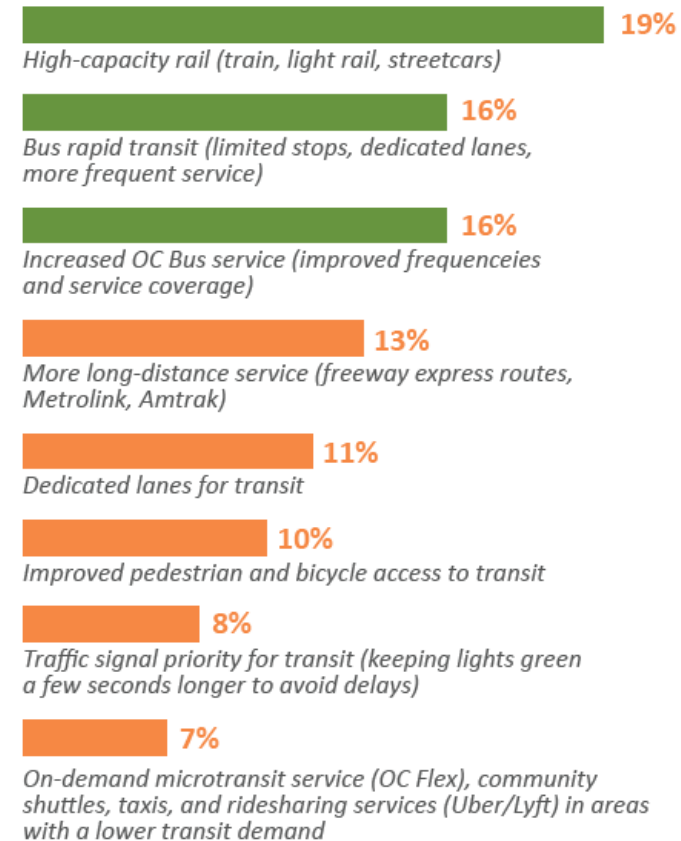


# Phase 1 Survey Results

6: If you could increase transit service in Orange County, what would be the most important to you? (Select Top Three)



7: What kind of transit improvements would you like to see more of? (Select up to three)



# Transit Opportunity Corridors

- Identified 24 preliminary corridors for potential investments in high-capacity transit
- Reviewing and ranking the top 12 corridors
- Gather public feedback on the preferred five corridors
- Analyze service levels, multimodal connections, ridership and cost estimates for the top 10

## Evaluation Criteria

Overall Travel Demand (all modes)

Existing Bus Ridership

Transit Mode Share

Equity/Transit Propensity

Key Destinations

Right of Way Availability\*

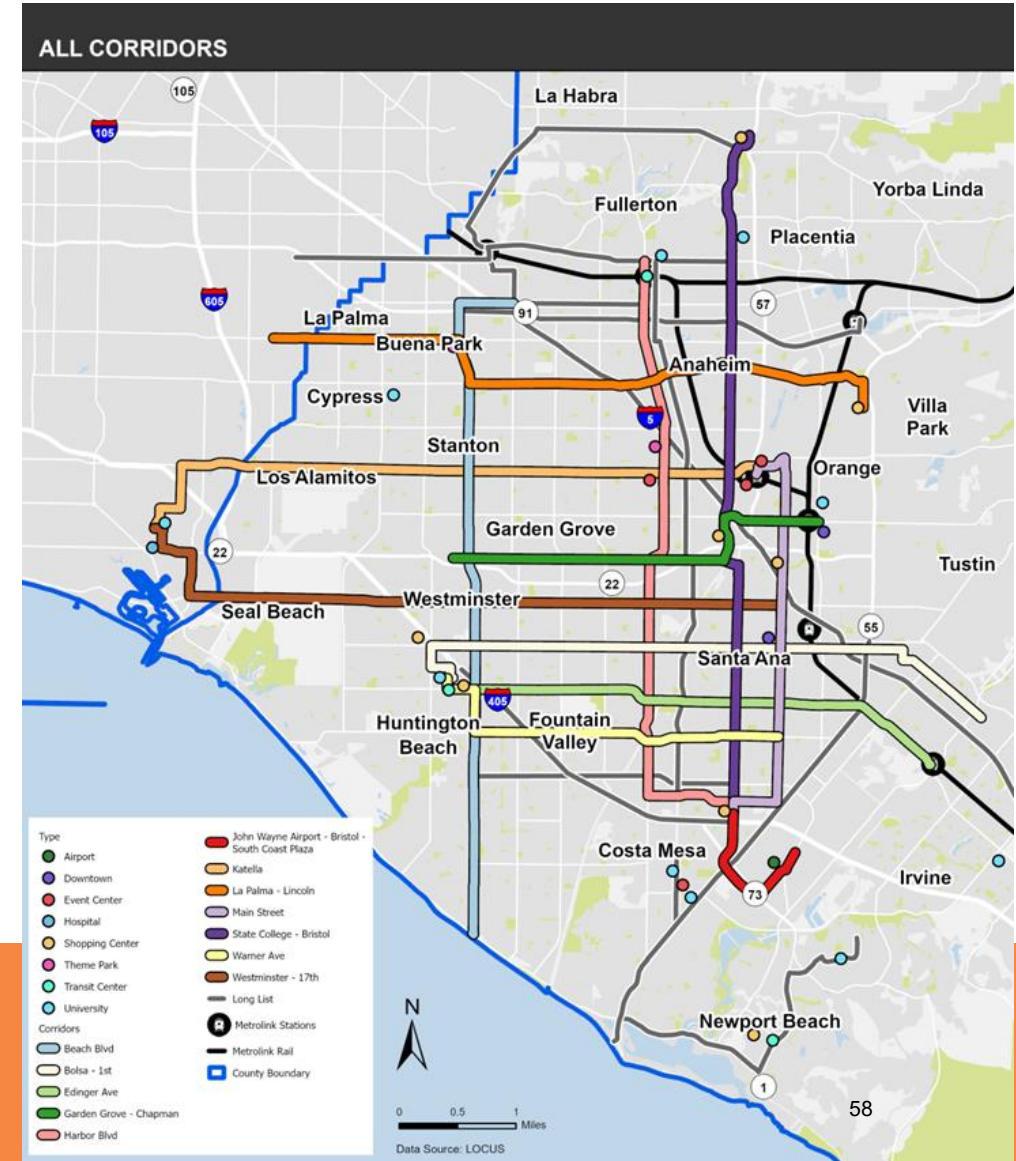
\*Will be applied later in the evaluation process



OC TransitVISION

# Transit Opportunity Corridors

- Beach Blvd
- Bolsa Ave and First St
- Bristol St and State College Blvd to South Coast Plaza
- Bristol St and State College Blvd to John Wayne Airport
- Edinger Ave
- Garden Grove Blvd and Chapman Ave
- Harbor Blvd
- Katella Ave
- La Palma Ave and Lincoln Ave
- Main St
- Warner Ave
- Westminster Blvd and 17<sup>th</sup> St



# Countywide Transit Strategies

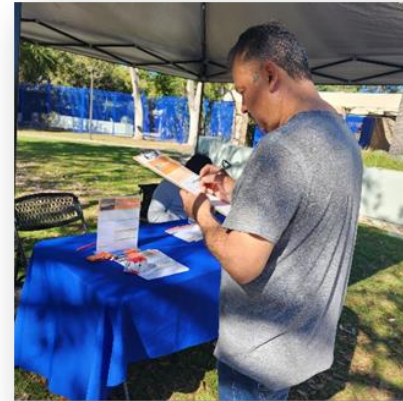
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- South Orange County Multimodal Transportation Study
  - Strategies include high frequency transit, Project V circulators, mobility hubs, microtransit, expanded bike network, Transportation Demand Management strategies
- Metrolink SCORE Program
  - Long-term plan to increase passenger rail frequencies
  - Consider increasing OC Bus service to connect with additional rail trips
- Transit Oriented Development Opportunities
  - Fullerton Park & Ride, OC Vibe, OC River Walk, Doheny Village/Dana Point
- Mobility Hubs Strategy
  - Potential hubs identified to improve connectivity and convenience
- Monitor high-growth areas for potential new/increased OC Bus service
  - Disneyland Forward plan, Irvine, Rancho Mission Viejo

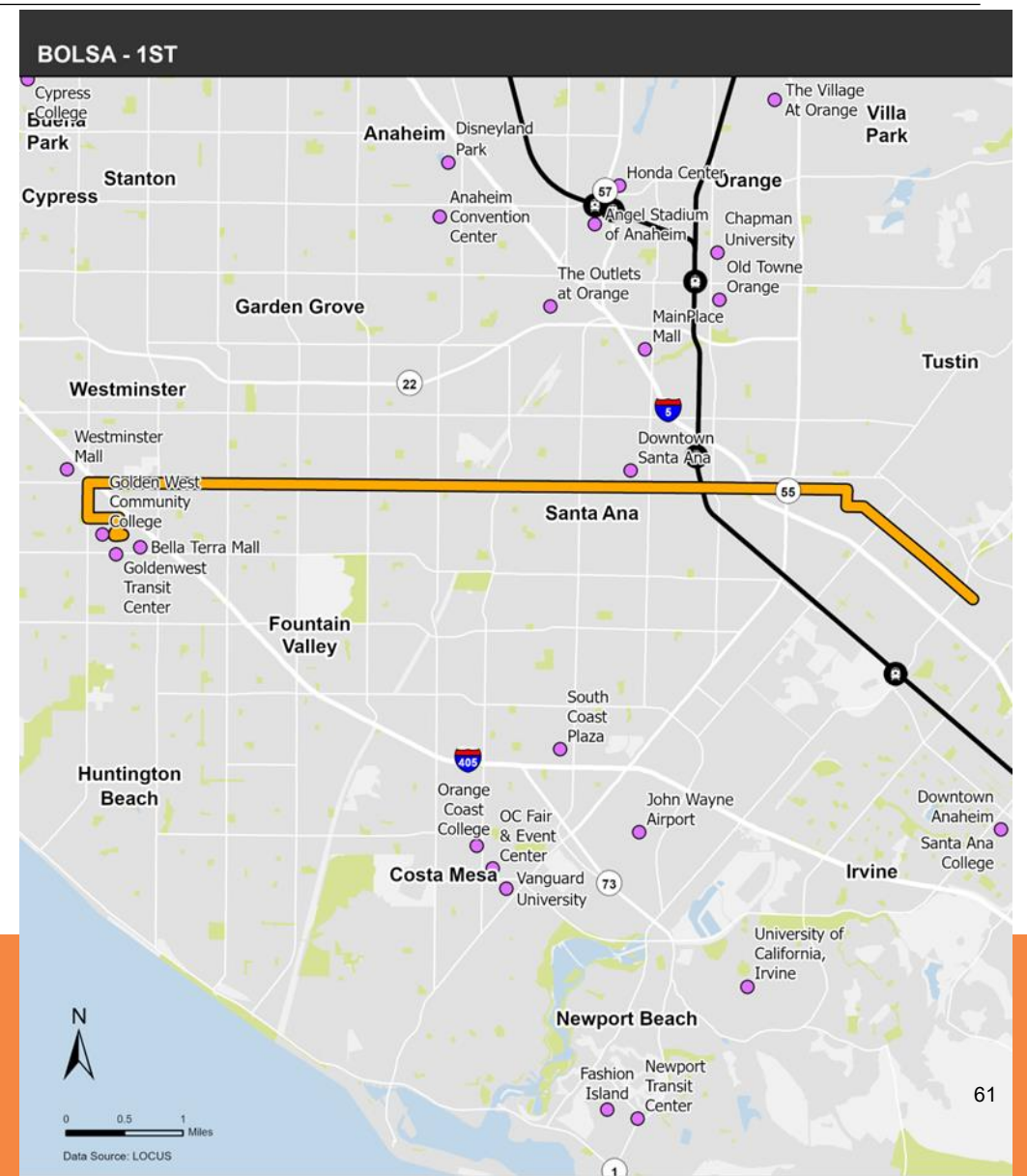
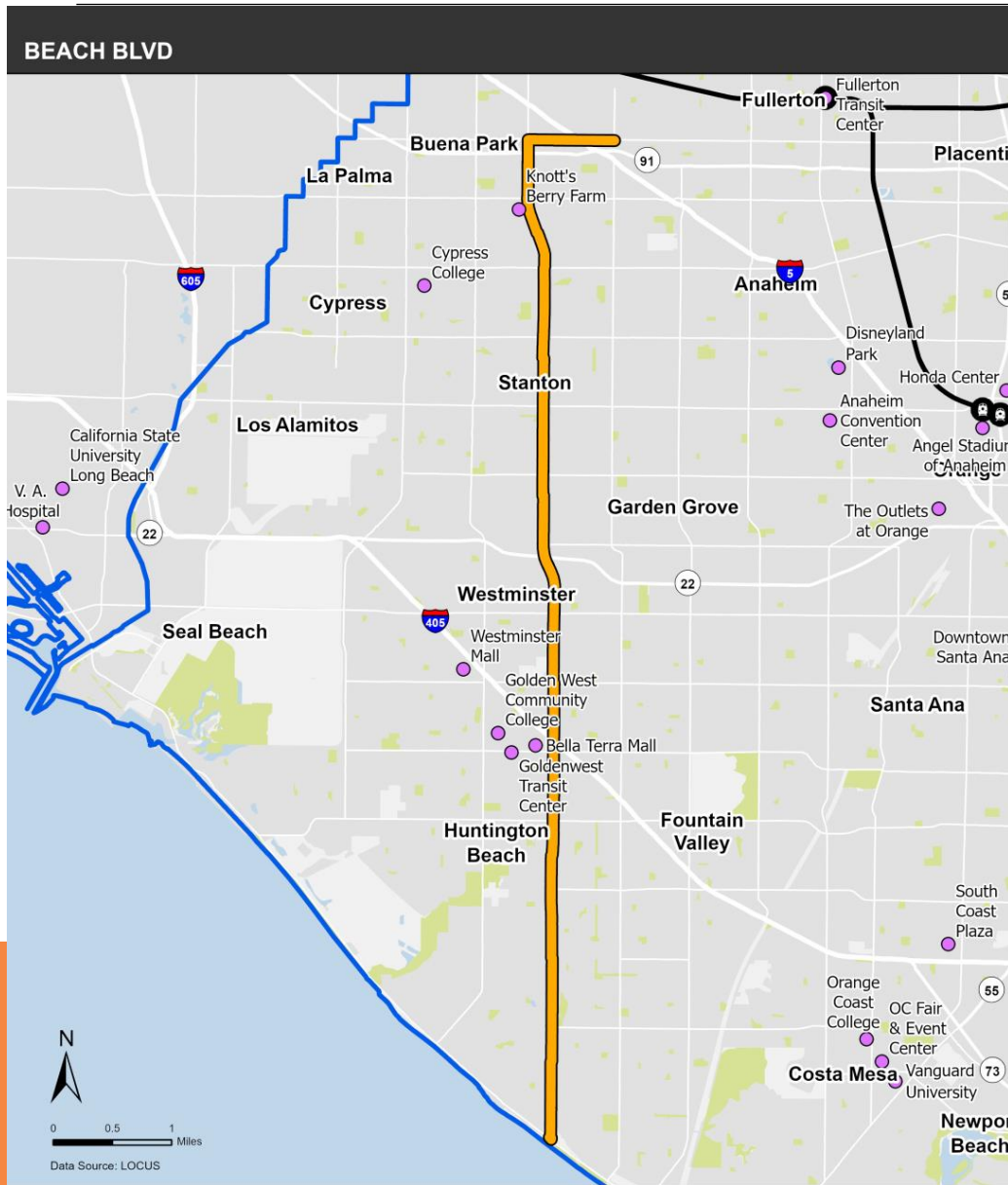


# Public Outreach

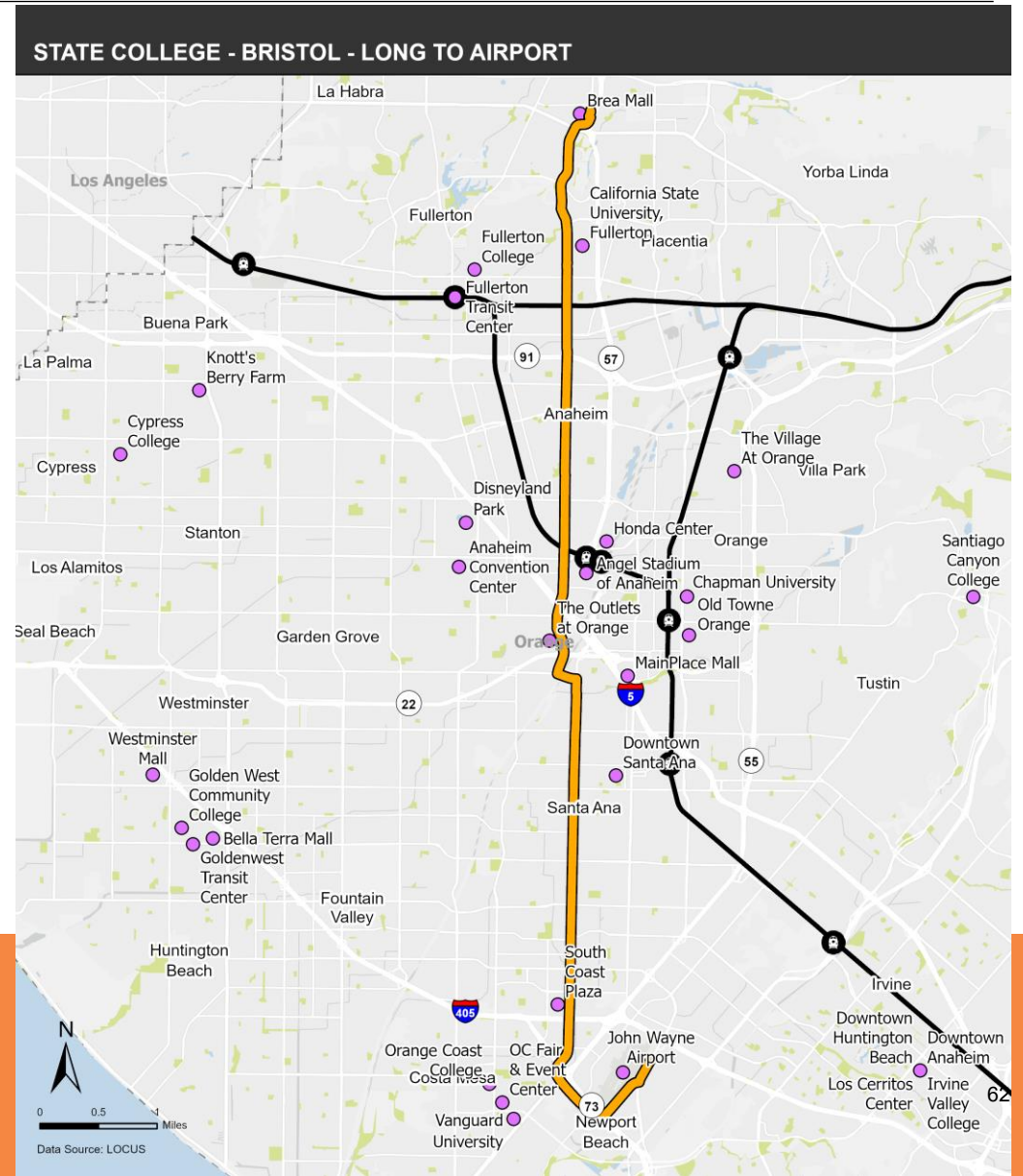
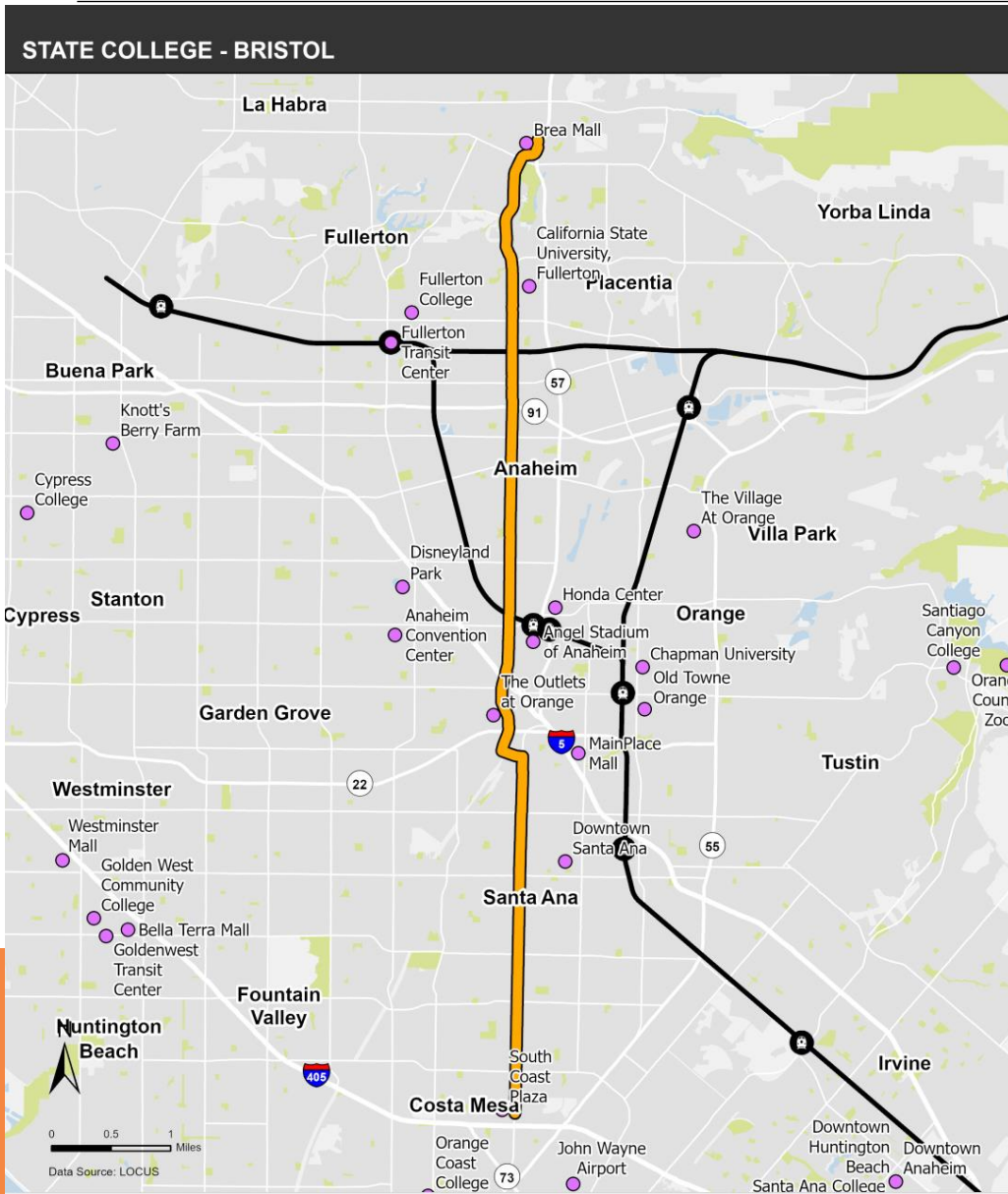
- Feedback on transit corridors (May-July)
- Roundtables: city staff/elected officials/CBOs/stakeholders
- Multilingual survey
- Webinar
- Pop-ups
- Digital media



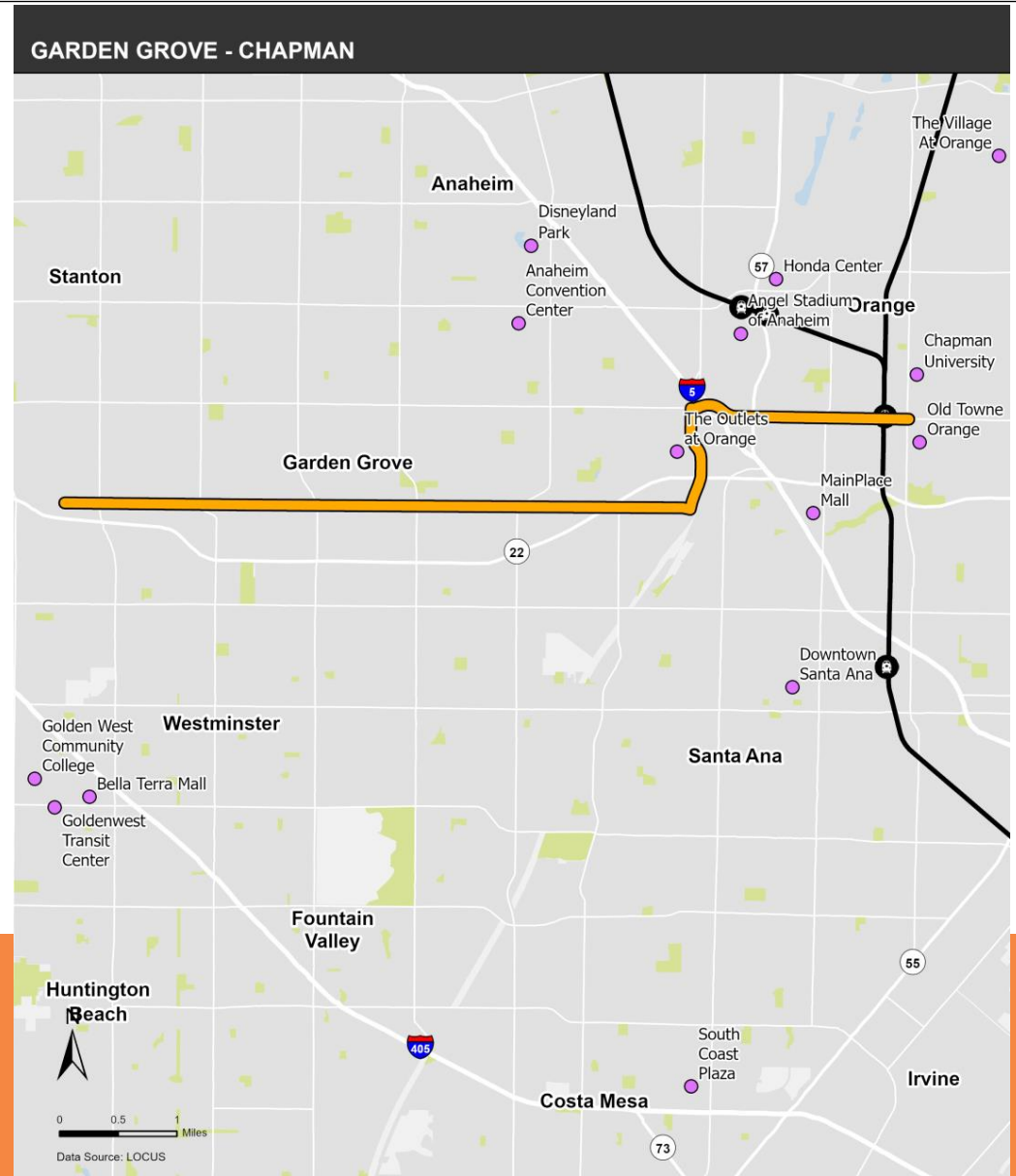
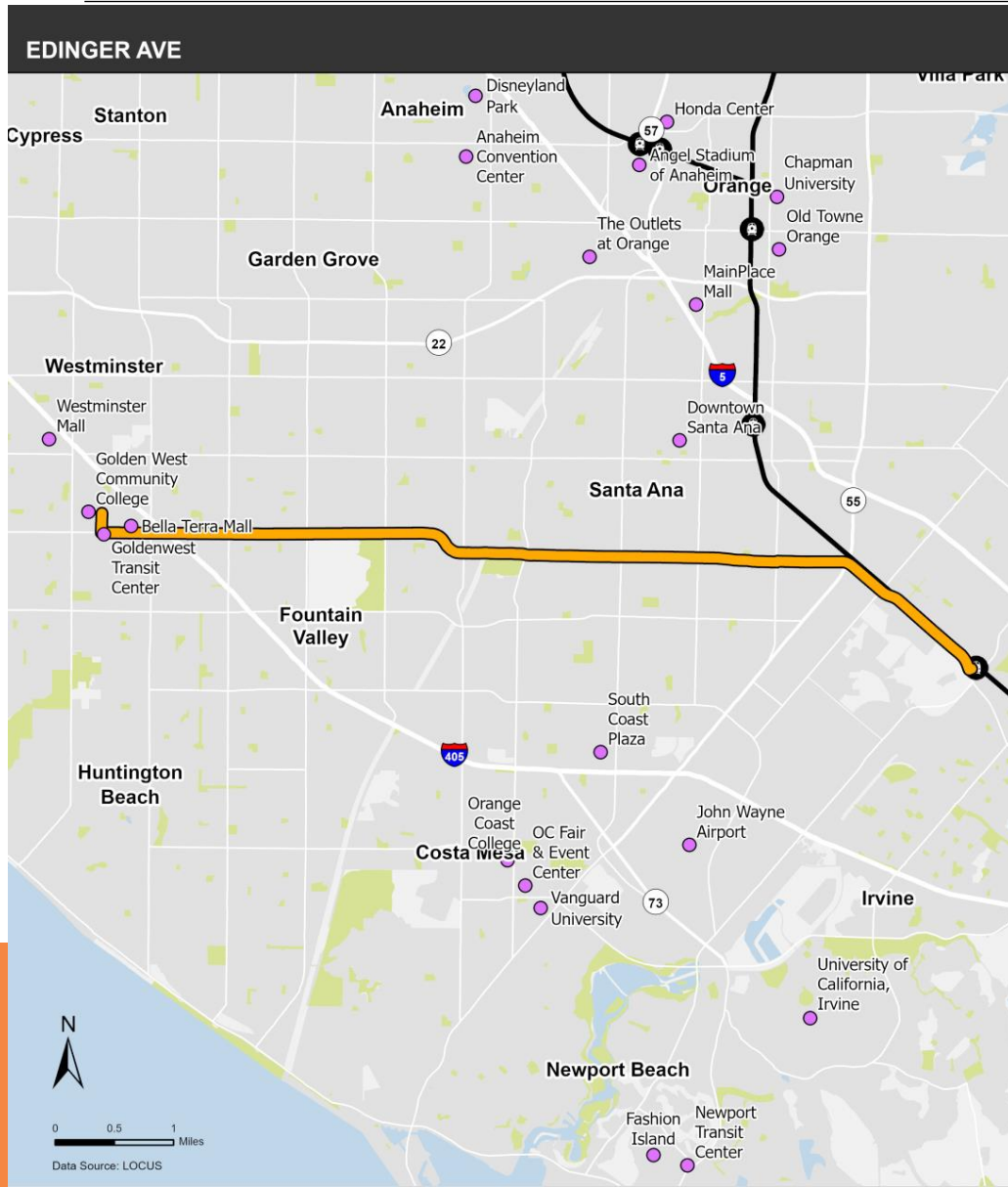
# Transit Opportunity Corridors



# Transit Opportunity Corridors

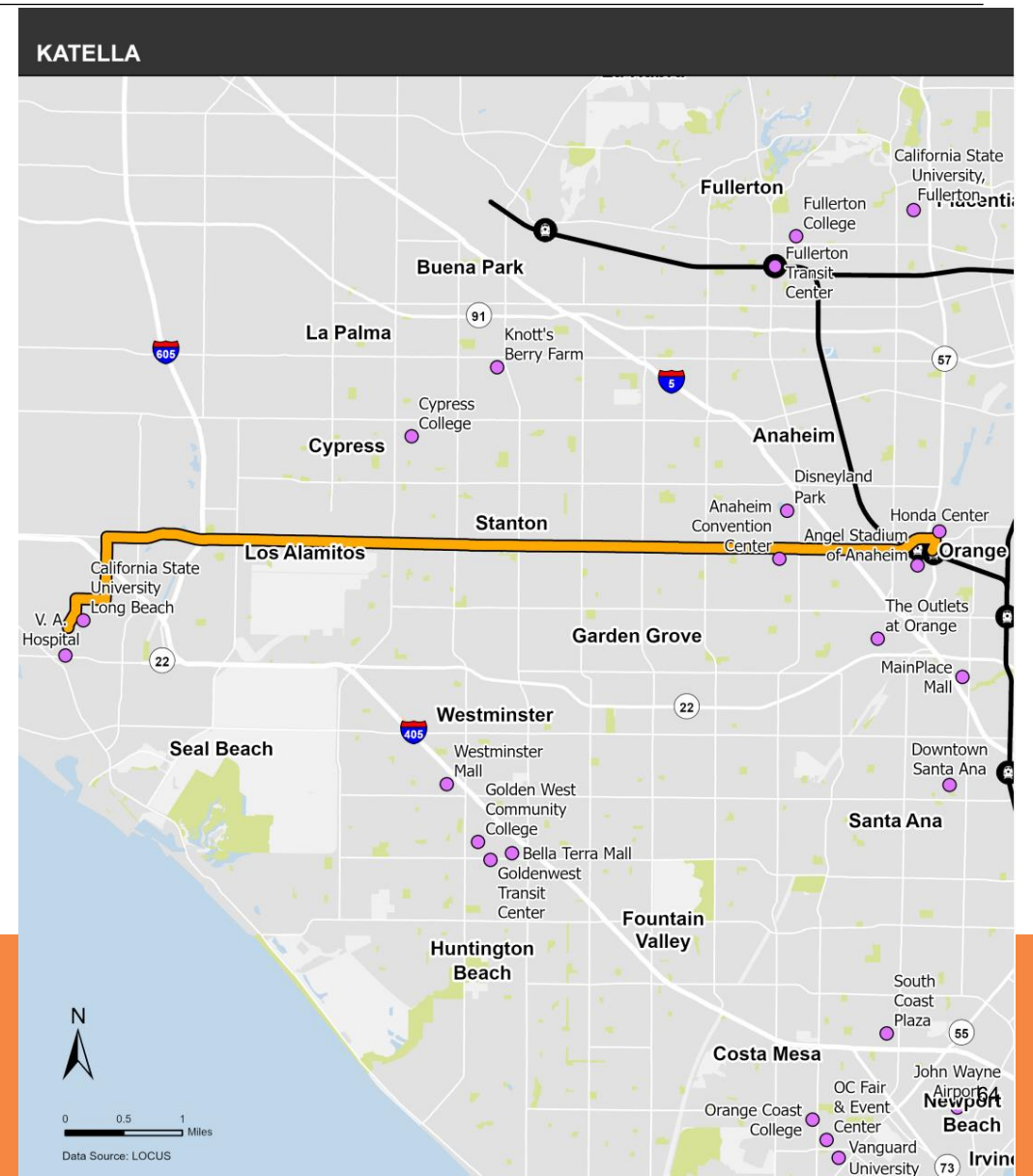
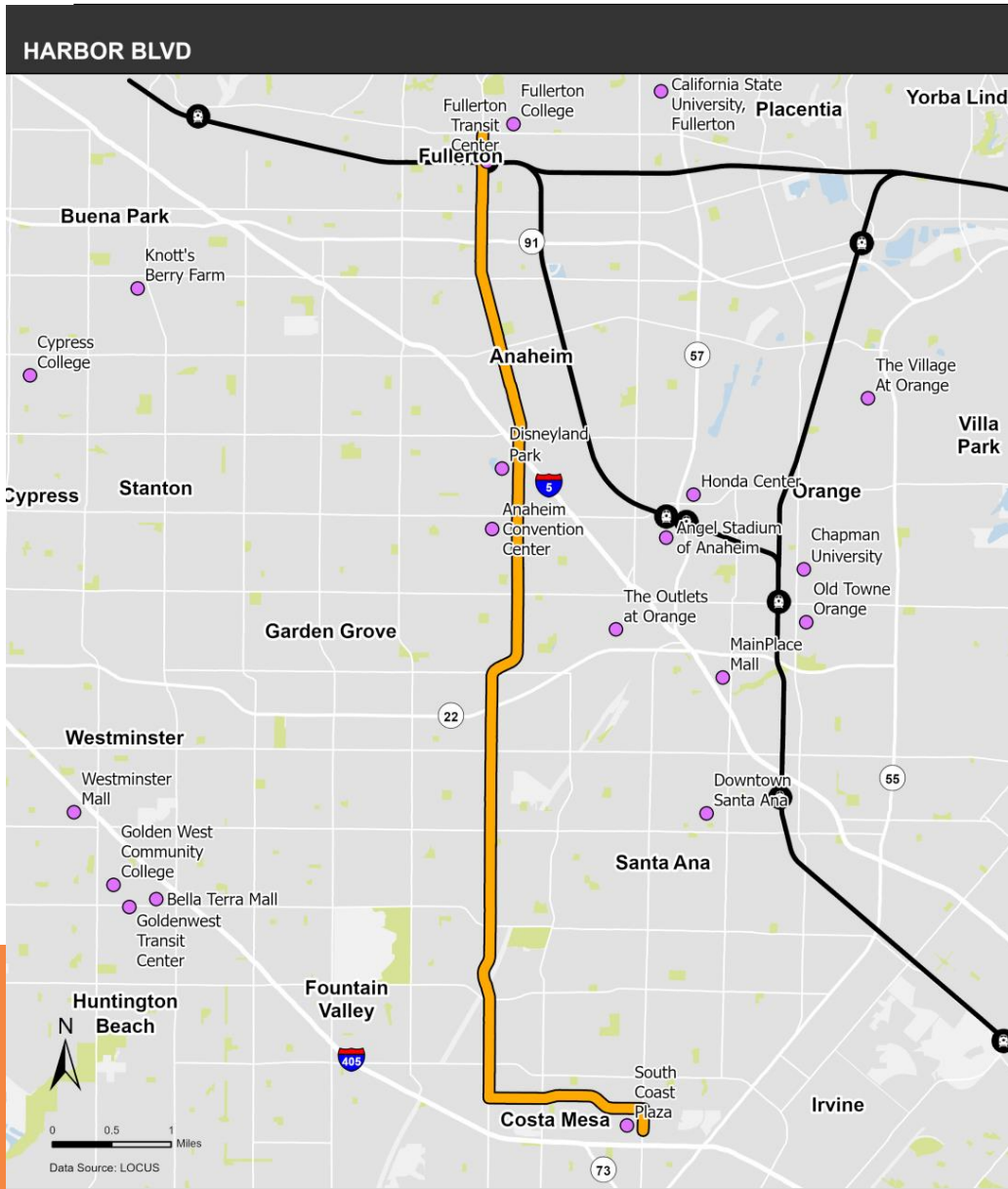


# Transit Opportunity Corridors

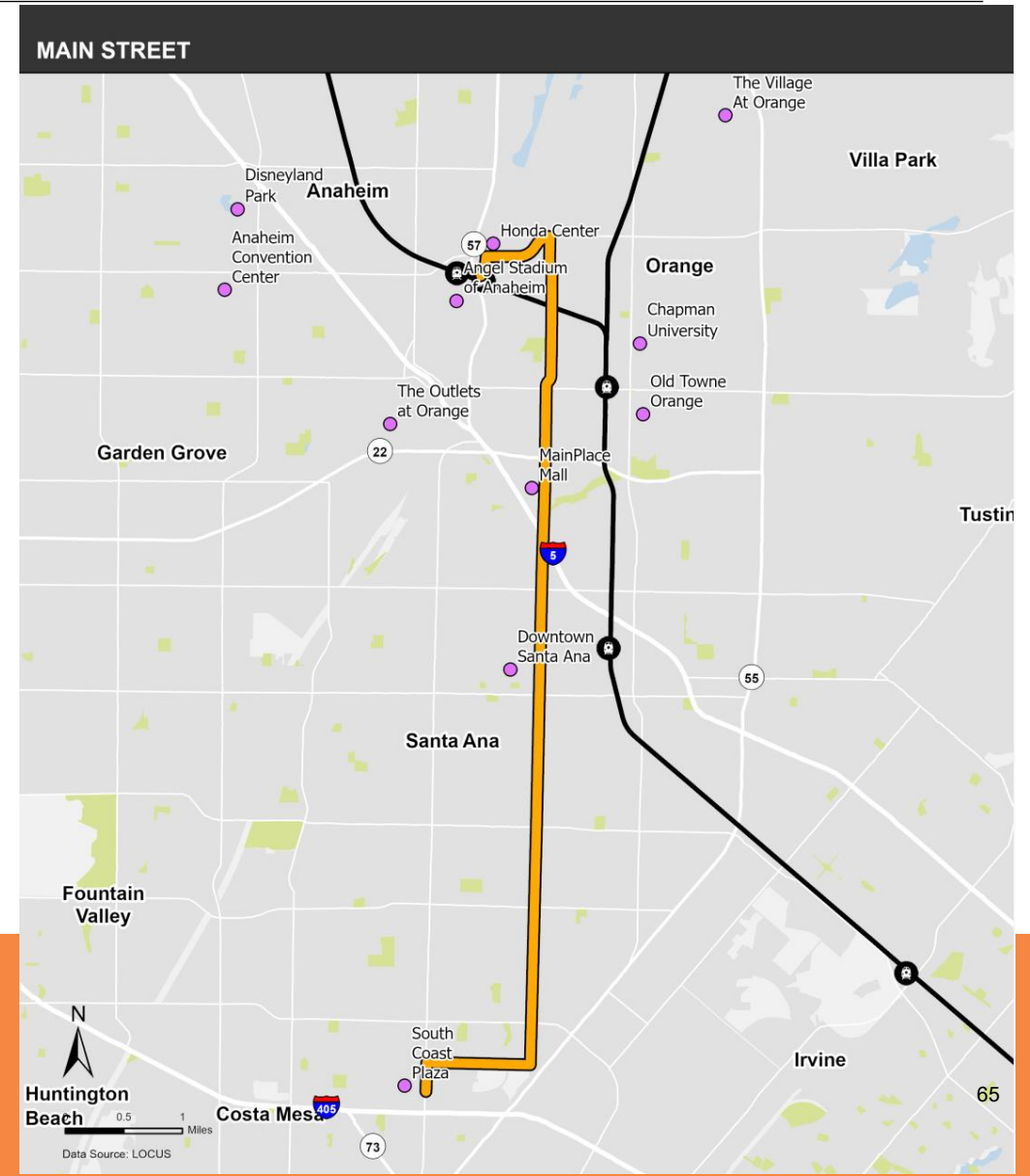
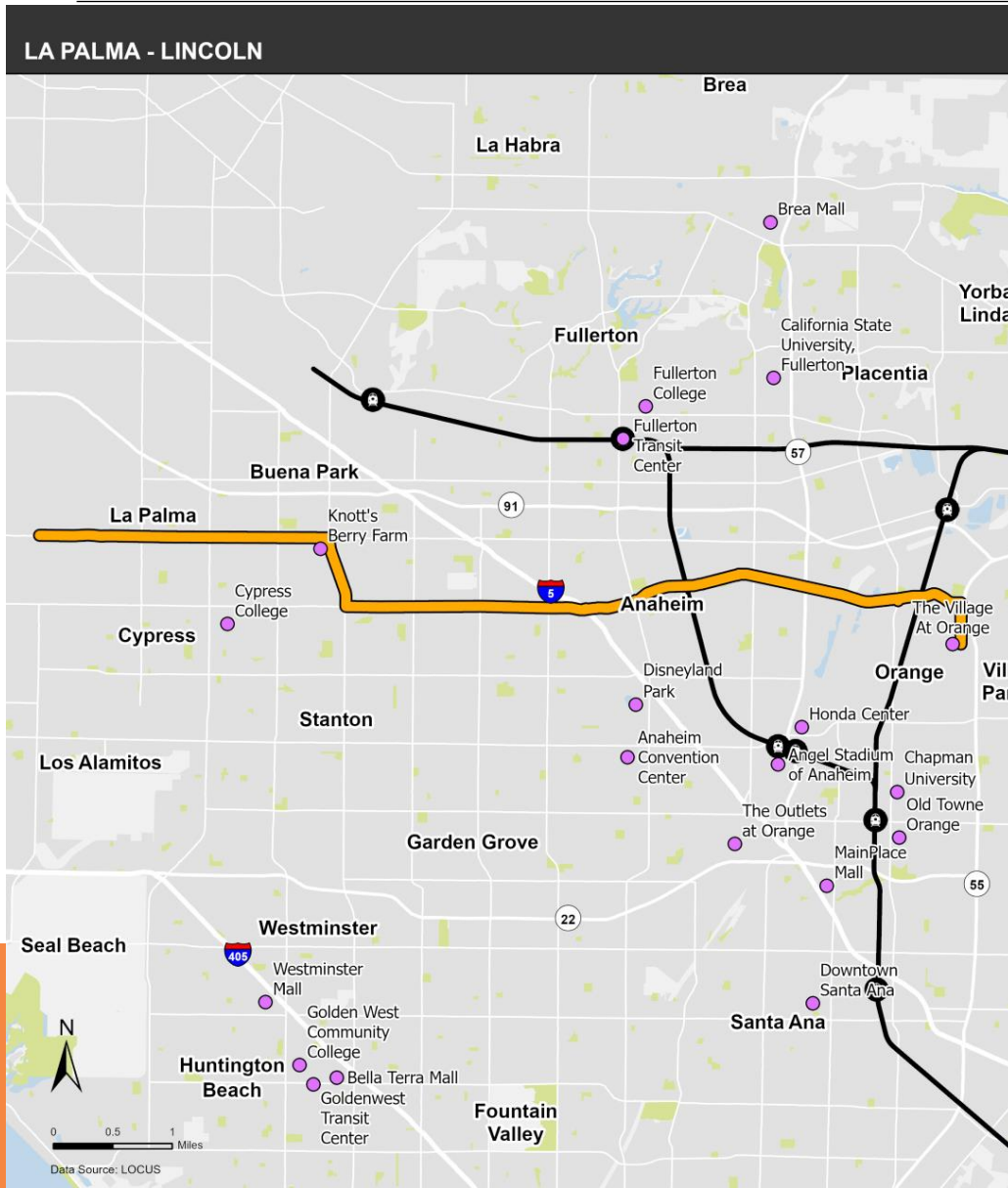




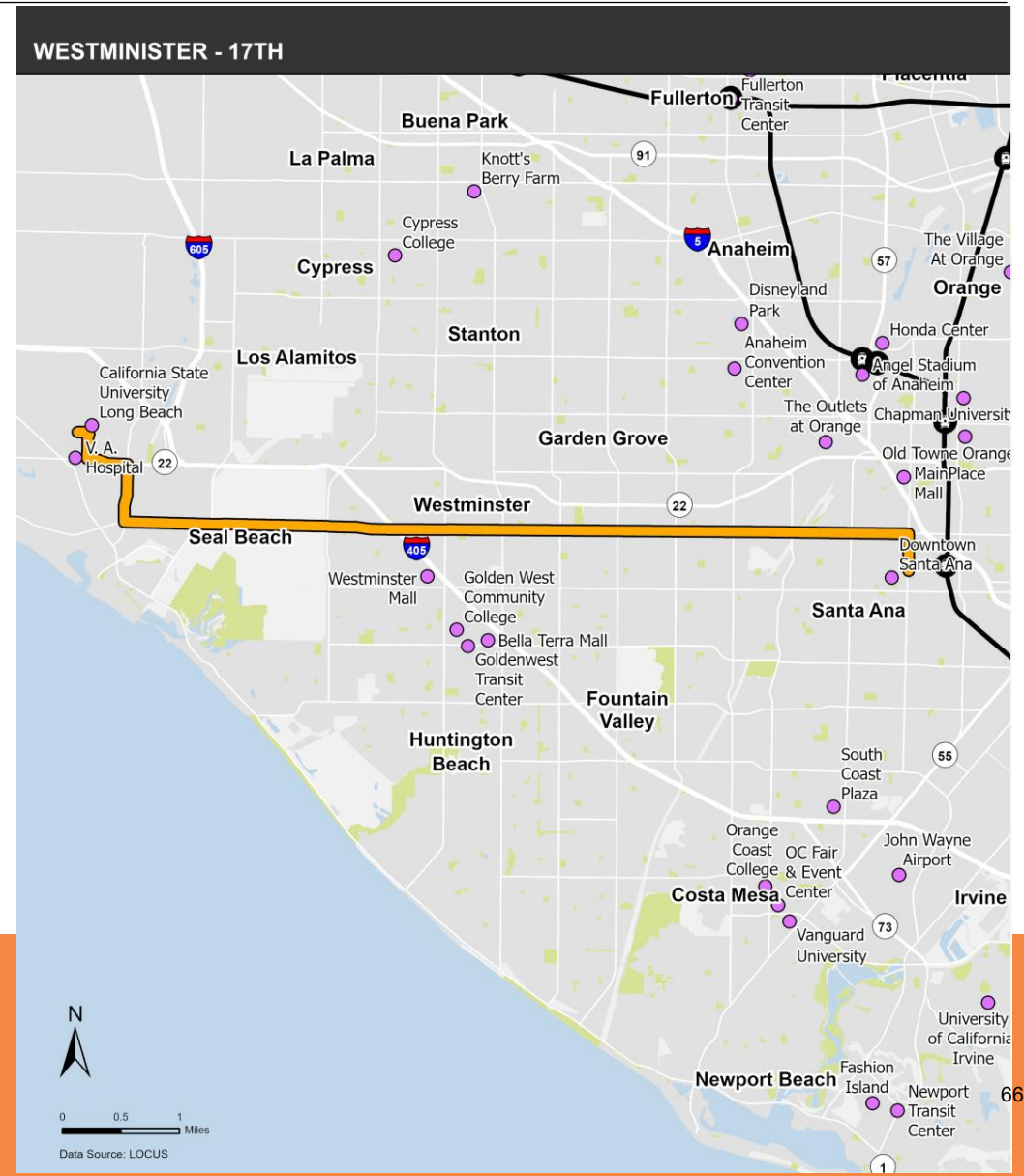
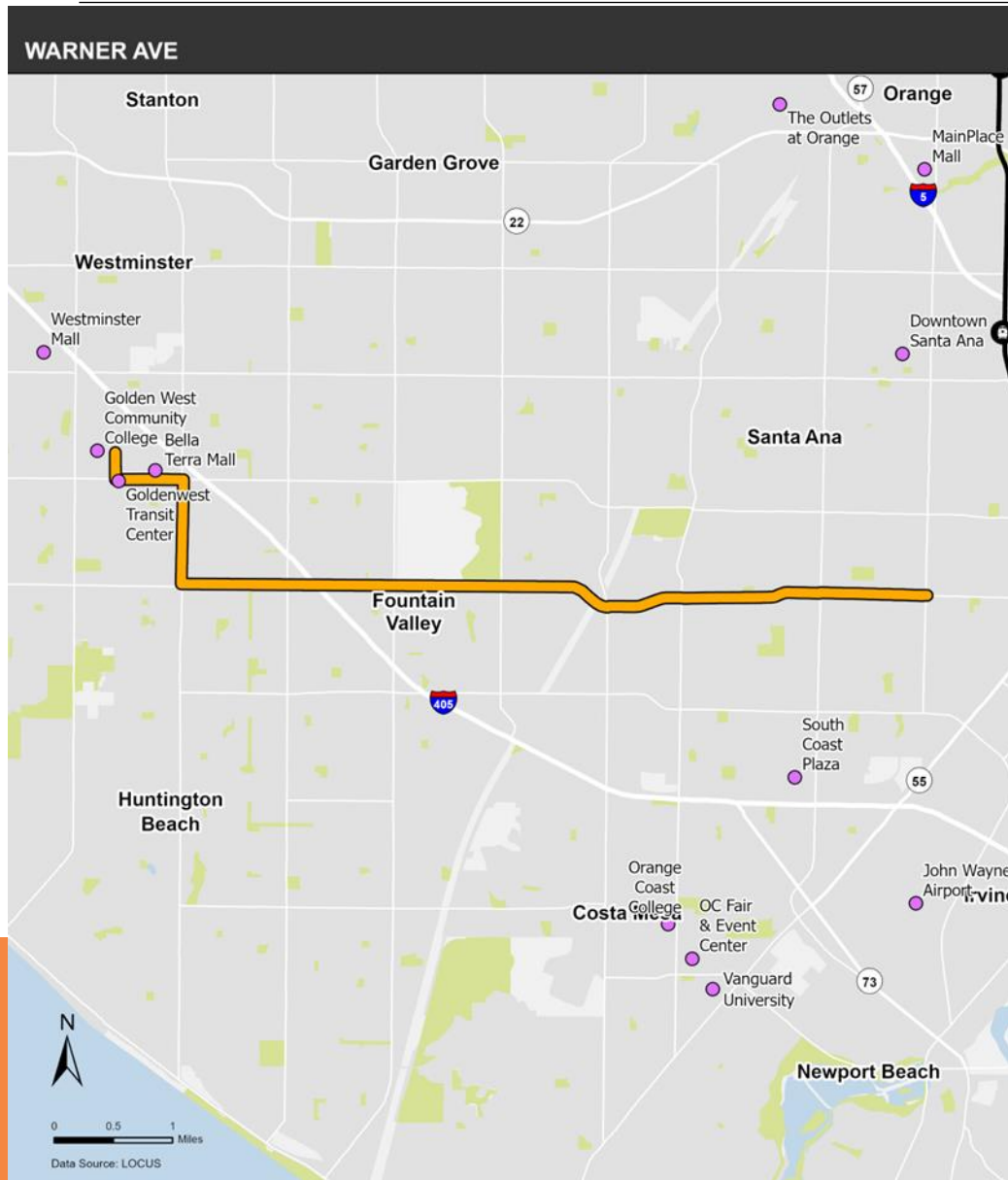
# Transit Opportunity Corridors



# Transit Opportunity Corridors



# Transit Opportunity Corridors



# Next Steps

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- Phase II of outreach
- Develop corridor operating plans
- Ridership and performance forecasts
- Other countywide transit strategies
- Update Transit-Supportive Guidelines
- Fall OCTA Board Meeting





# OC TransitVISION

Thank you!

[octa.net/OCTransitVision](http://octa.net/OCTransitVision)





# Mobility Wallet

May 2024



# Mobility Wallet Pilot – How It Works

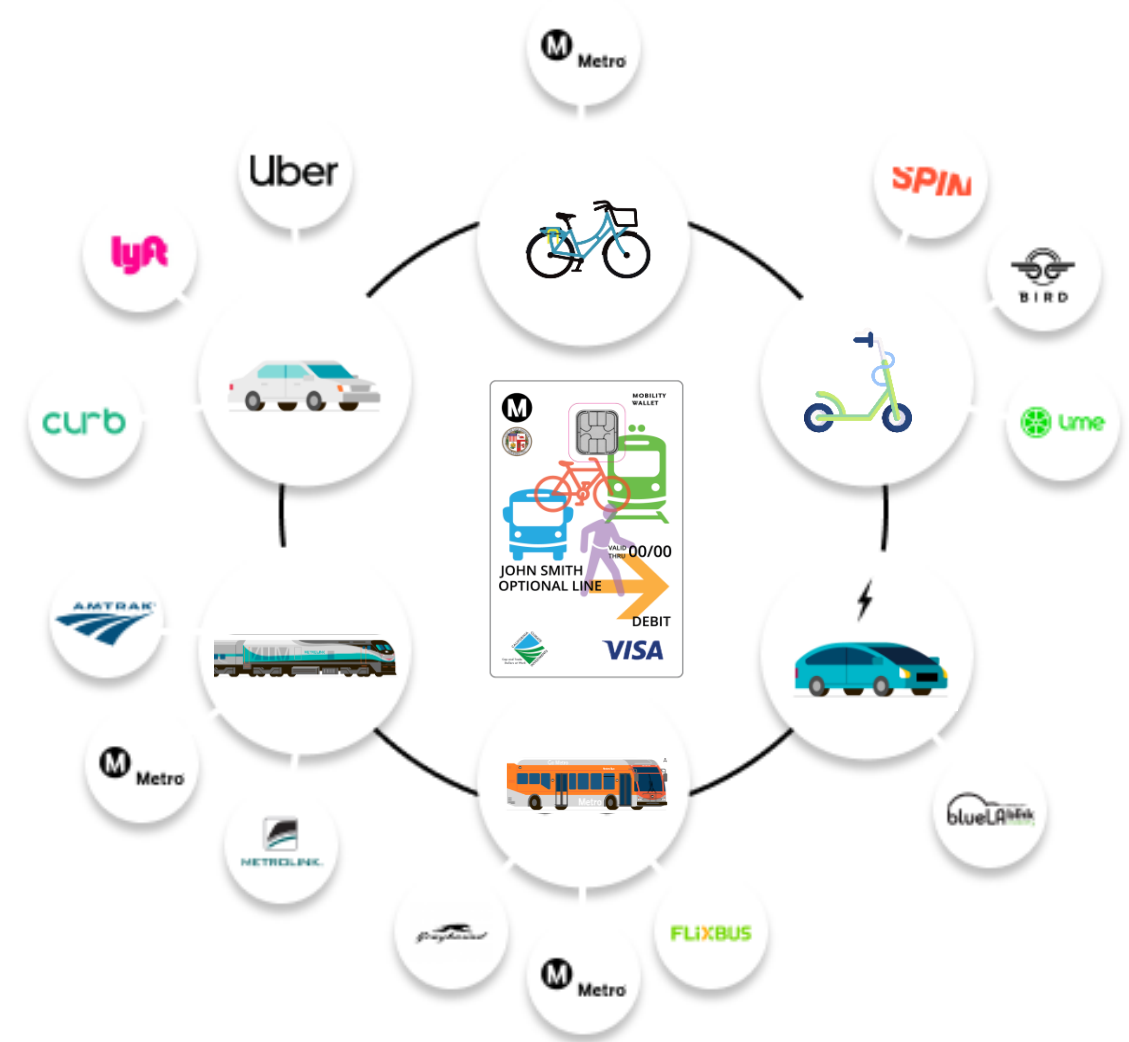
one card, many modes

## Participants

- Phase 1: 1,000 low-income residents in South LA
- \$150 monthly for a year

## Debit Card

- Merchant Category Code (MCC) Limited
  - Ridehail / Taxi / Access
  - Public Bus/Rail
  - Commuter Rail
  - Carshare
  - Amtrak
  - Intercity Bus
  - Bike Shops
  - Shared Bikes/Scooters



Hey LA County!  
Earn up to **\$1800**  
for your transportation  
costs!

Hola LA County!  
Ganar hasta **\$1800**  
para sus costos de  
transporte!





# Pilot Goals

## UCLA & UCD Measuring Outcomes

**UCLA** Lewis Center  
for Regional Policy Studies

**ITS UCDAVIS**  
Institute of Transportation Studies

Improve access to  
Opportunities

01

Reduce travel related  
Greenhouse Gas Emissions

02

Improve Economic and  
Health Outcomes

03

# Mobility Wallet Pilot: Initial Findings

strong adoption by target market: low-income, car-lite households

100%  
LIFE qualified  
60%  
ride transit  
regularly.

40%  
are no car  
households.



## Andre, 63

Lost his vehicle in a traffic collision and now uses public transportation all the time to commute on the bus or train to get to his job interviews.

80%  
were car-lite  
households.  
<1 car per adult

80%  
are participating in a  
financial assistance  
program.



## Cesar, UNK

Uses it to buy a bike at a local bike shop to get around and get exercise.

~30%  
are unemployed.  
Have a health-related  
challenge or disability

50%  
of people in treatment do not  
have a Driver's License.



## Rebeca, 37

Uses it to take the bus or train to DTLA and the supermarket. Also provides for a late-night taxi pickup for her mom who works in a laundromat until 11:00 p.m.

Month

August	July	November
December	June	October
February	March	September
January	May	

1.20M

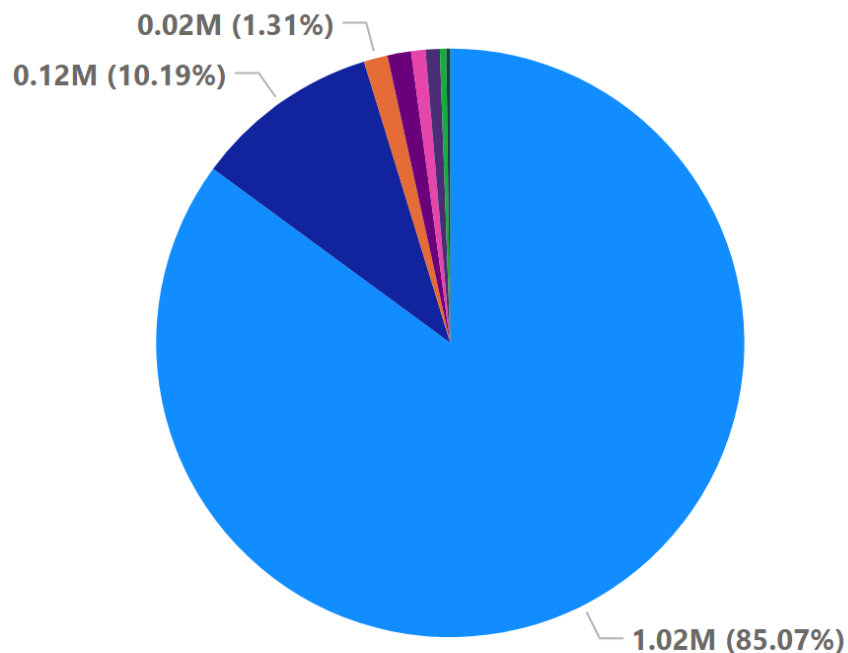
Total Amount Spent

127.86K

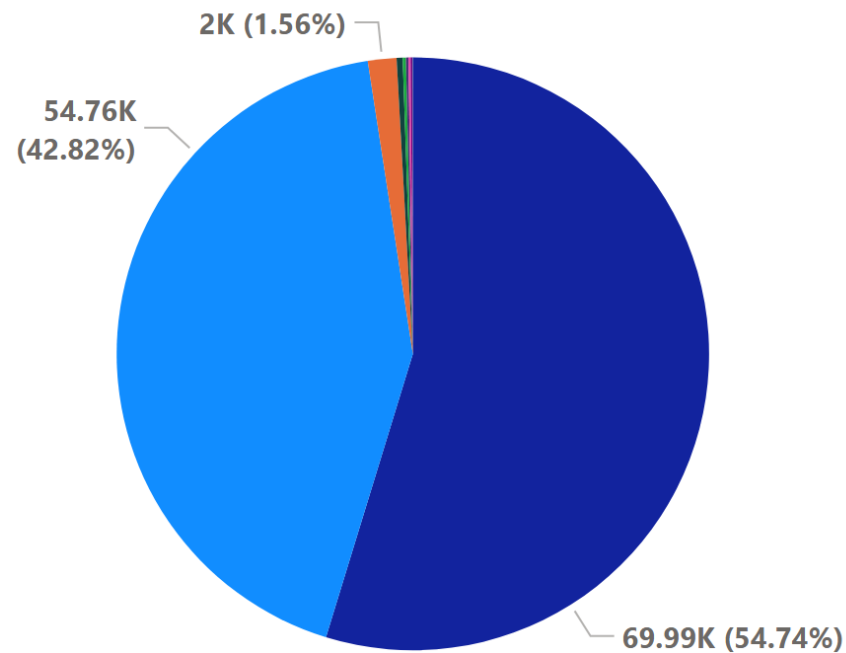
Total Trips Purchased

Mode	Purchased Trips
RIDEHAIL/TAXI	54,756.75
MICROMOBILITY/MICROTRANSIT	420.00
METRO BUS/RAIL	69,990.94
FLIXBUS/GREYHOUND	174.00
E-SCOOTERS	1,996.00
CARSHARE	222.00
BIKE SHOPS	132.00
AMTRAK/METROLINK	152.00
<b>Total</b>	<b>127,864.69</b>

Amount Spent by MCC Category



Purchased Trips by MCC Category



# Mobility Wallet: Initial Findings

multimodal choice enables access to opportunity

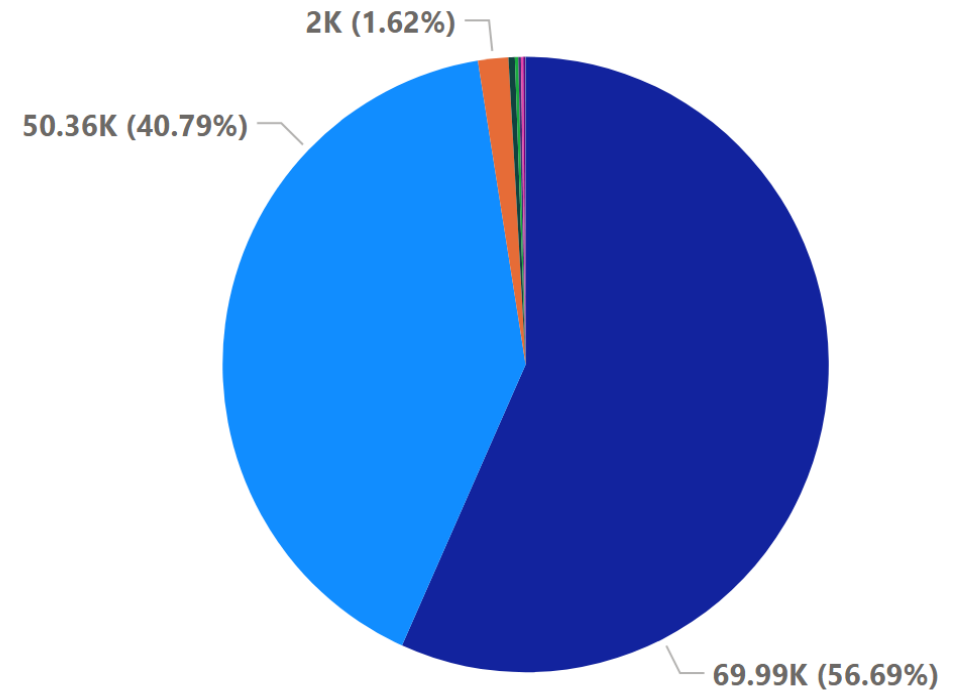
**\$1.2 Mil Spent**  
**123.5K Purchased Trips**

May 2023 – April 2024 (11 months)

- 50.4K Trips via Ridehail/Taxi/Access Services
- 70K Trips via Public Transit (Bus/Rail)
- 2K Trips via Shared Scooters & Bikes
- 132 Bike Shop Purchases

## MCC Category

- METRO BUS/RAIL
- RIDEHAIL/TAXI
- E-SCOOTERS
- MICROMOBILITY/MICROTRANSIT
- CARSHARE
- FLIXBUS/GREYHOUND
- AMTRAK/METROLINK
- BIKE SHOPS
- ATM



# Mobility Wallet Pilot

## next steps

- **\$6.3 million secured** in state and federal grants
  - Continue to explore future funding sources & models
- Continue to leverage CBO's to reach EFC's
- Report out on pilot goals analysis for phase 1 by end of 2024 with UCLA & UCD.



01

**Phase 2 Summer 2024**

**Phase 2A**  
1,000 – South LA



**Phase 2B**  
1,000 Countywide



02

**Phase 3 - Summer 2025**

Countywide



03

**Summer 2026**

End Phase 3  
Future



# Highways to Boulevards Regional Study

Regional Transit Technical Advisory Committee (RTTAC)

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Hina Chanchlani – Associate Regional Planner

Mobility Planning and Goods Movement

May 2024

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Connect SoCal 2024 and SCAG's Racial Equity Early Action Plan



Mobility: Build and maintain an integrated multimodal transportation network.



Communities: Develop, connect and sustain communities that are livable and thriving



Environment: Create a healthy region for the people of today and tomorrow



Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

*“As central to SCAG’s work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life.”*

# Federal, State, and Regional Opportunity

---

- Highways to Boulevards Regional Study
- Funded via \$480,000 federal earmark
- Aligned with recent federal and state support for this work:
  - **Reconnecting Communities Pilot (RCP) Program**: \$1 billion over the next 5 years in dedicated funding to restore community connectivity
  - **Neighborhood Access and Equity Grants**: \$3 billion over the next 5 years to support neighborhood equity, safety, and affordable transportation access to reconnect communities divided by existing infrastructure barriers
  - **Caltrans Reconnecting Communities Highways to Boulevards Pilot Program** \$150 million for a Highways to Boulevards conversion pilot program



# Defining the Project

---

## **Highways to Boulevards Regional Study**

Aims to identify areas to remove, retrofit, or mitigate the negative impacts of highways and railways through highway to boulevard conversions, freeway caps, and railroad conversions.

# Study Goals and Scope



**Identify locations for conversion and mitigation**



**Develop methodology to identify potential conversions**



**Position the region for federal funding & implementation**



**Reknit communities**



**Lift up Priority Equity Communities**



**Preserve and create safer & healthier communities**

- Review existing conditions
- Establish a framework and a set of metrics
- Identify and evaluate potential projects (6-10)
- Develop guide to support locals
- Robust stakeholder engagement

FEDERAL

# Reconnecting Communities Program (RCP)

## WHAT ARE POSSIBLE PROJECTS?

Highway  
Caps



Klyde Warren Park  
(Dallas, TX)

Highways  
to  
Boulevards



Mandela Parkway  
(Oakland, CA)

Rails to  
Trails



Atlanta Beltline  
(Atlanta, GA)

... and more! Communities can apply for **planning** and **construction** grants to pursue these types of projects.

FEDERAL

# Reconnecting Communities Program (RCP)

## WHAT ARE POSSIBLE PROJECTS?

**Complete  
Streets**



Prospect Park  
(Brooklyn, CA)

**Bus Rapid  
Transit**



Van Ness BRT  
(San Francisco, CA)

**Pedestrian  
Overpass**



41<sup>st</sup> Street Bridge  
(Chicago, IL)

... and more! Communities can apply for **planning** and **construction** grants to pursue these types of projects.



## ATLANTA BELTLINE

Location	Project Type	Context	Project Status	Total Cost
Atlanta, GA	Rail conversion to multiuse path and potential for future LRT	Suburban, 22-mile rail corridor	Partially complete	\$2.8 B

**Before**



NOVEMBER 2009

**After**



DECEMBER 2012



Before



86  
After



Before



After<sup>87</sup>



# Before



# After



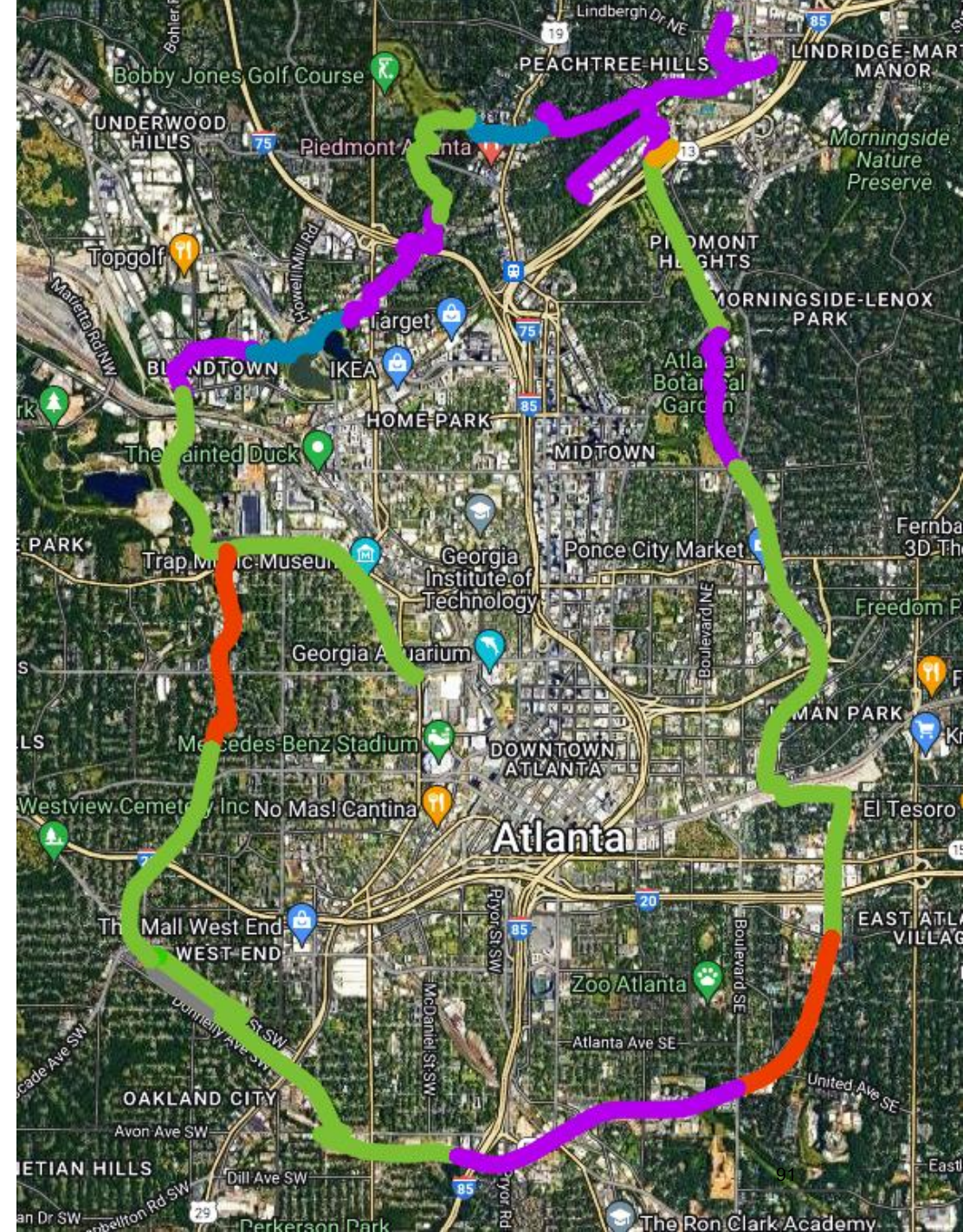




Shannon

# Project Results

- Design for corridor includes trails, parks, and light-rail extension.
- BeltLine Affordable Housing Trust to preserve affordable housing and provide resident assistance along the trail.
- Strong partnerships: Government, non-profit, private, philanthropic.
  - Providing support to small businesses in equity-focused neighborhoods along the BeltLine.



# Best Practices Key Takeaways



## PLAN FOR INCLUSION AND AFFORDABILITY FROM THE START

Infrastructure projects that substantially improve quality of life in a neighborhood often contribute to rising real estate values, which can price out existing residents and small businesses. Getting ahead of this by implementing anti-displacement measures early on is key. As SCAG reviews potential projects, those committed to preventing displacement may be prioritized, and early stage projects should be encouraged to do so.



## PRIORITIZING UNDERSERVED COMMUNITIES

As additional relevant projects in the SCAG area are identified and considered as priority projects for this study, they should be screened to verify they are located in underserved communities.



## LEVERAGE OVERLAPPING GOALS

As communities develop their project concepts and prepare their applications, considering the ways in which these projects serve the dual purpose of addressing climate change in addition to reconnecting communities may position them to be competitive for funding from a wider range of state—and federal—sources



## FIND A PROJECT CHAMPION

Individuals and organizations who are passionate about reconnecting their community and will steward the project through a multi-year process are incredible assets. Projects with strong community support, especially those initiated by the community, are likely to be good candidates to undertake a major project. As projects are reviewed, existing advocates or an established framework for support, like a neighborhood group or business improvement district, should be considered a plus.



## THINK BEYOND HIGHWAY CAPS

Context-sensitive solutions are key. Projects like complete streets, bus rapid transit lines to disconnected communities, pedestrian walkways and overpasses, linear parks and trails, main street revitalization, and even the redevelopment of railyards are all eligible for reconnecting communities funds and should be considered in the pool of potential priority projects.



## CONSISTENCY ACROSS LEVELS OF PLANNING

Reconnecting Communities Pilot Program requires projects applying for capital construction grants to be consistent with their state's long-range transportation plan and their MPO's long-range plan (if applicable), and included in the state, MPO, or Tribal Transportation Improvement Program (TIP). As priority projects are selected, the likelihood of support from both a bottom-up and top-down perspective should be considered.

# Review of Local Plans

<b>Imperial County</b>	<ul style="list-style-type: none"> <li>• Our Imperial Valley, Our Future, Our Growth Long Range Transportation Plan</li> </ul>
<b>Los Angeles County</b>	<ul style="list-style-type: none"> <li>• Los Angeles County Metropolitan Transportation Authority (LA Metro) Vision 2028 Plan</li> <li>• LA Metro Our Next LA Long Range Transportation Plan</li> </ul>
<b>Orange County</b>	<ul style="list-style-type: none"> <li>• Beach Boulevard Corridor Study</li> <li>• Orange County Transportation Authority (OCTA) Direction 2045 Long Range Transportation Plan</li> <li>• OCTA State Route 91 Comprehensive Multimodal Corridor Plan</li> <li>• South Orange County Multimodal Transportation Study</li> </ul>
<b>San Bernardino County</b>	<ul style="list-style-type: none"> <li>• Active San Bernardino</li> <li>• Inland Empire Comprehensive Multimodal Corridor Plan</li> <li>• San Bernardino Countywide Transportation Plan Update</li> </ul>
<b>Riverside County</b>	<ul style="list-style-type: none"> <li>• Riverside County's Long Range Transportation Study</li> <li>• Inland Empire Comprehensive Multimodal Corridor Plan</li> </ul>
<b>Ventura County</b>	<ul style="list-style-type: none"> <li>• Ventura County's Comprehensive Transportation Plan</li> <li>• Ventura County Freight Corridors Study</li> <li>• VCTC US 101 Communities Connected Multimodal Corridor Study</li> </ul>

# Review of State Policies, Programs, and Plans

- Caltrans 2020-2024 Strategic Plan
- Caltrans Reconnecting Communities: Highways to Boulevards Pilot Program
- Caltrans Transportation Analysis Framework
- Caltrans Comprehensive Multimodal Corridor Plans (Districts 7, 8, 11, and 12)
- California Climate Action Plan for Transportation Infrastructure
- California Transportation Assessment Report
- Caltrans Freeway Cap Best Practices Guide
- Z – Preparation for Relinquishment Approval Report
- Main Street, California: Caltrans Guide for Fostering People Centered State Highway Main Streets
- Project Development Procedures Manual
- Caltrans Project Development Procedures Manual Appendix
- Towards an Active California
- Caltrans Active Transportation (CAT) Plan District 7
- Caltrans Active Transportation (CAT) Plan District 8
- Caltrans Active Transportation (CAT) Plan District 11
- Caltrans Active Transportation (CAT) Plan District 12
- Inter-Regional Transportation Strategic Plan

# Identification & Screening of Projects

## Identify Projects



## Screen Projects

1. Is this project located within or adjacent to a disadvantaged community?
2. Is this project located in an area with poor access to jobs, education, healthcare, food, and recreation?
3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

*Criteria and data informed by USDOT Reconnecting Communities Grant*



# Prioritization of Projects

## Identify Projects



## Screen Projects

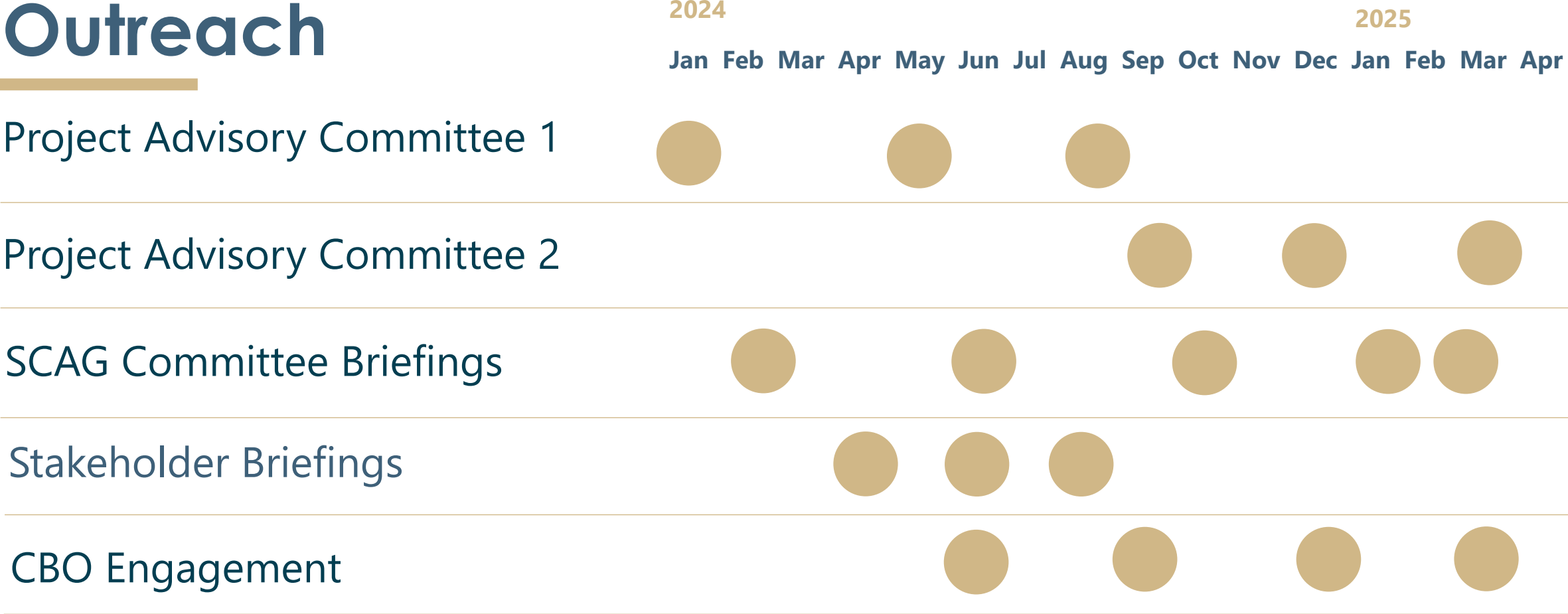
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3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

## Prioritize


Existing Conditions Data for each project relating to the Guiding Principles



# Outreach



# Study Timeline

-  PAC mtg
-  We are here

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr  
2024 2025

Best practices / plan review



Existing conditions / project identification



Prioritization framework & criteria



6 – 10 projects identified



Concept design and final plan





## QUESTIONS OR COMMENTS?

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For more information on the study, please contact:

Hina Chanchlani at [chanchlani@scag.ca.gov](mailto:chanchlani@scag.ca.gov)

or

Visit <https://scag.ca.gov/corridor-planning>



# Transit Performance Monitoring & Target Setting

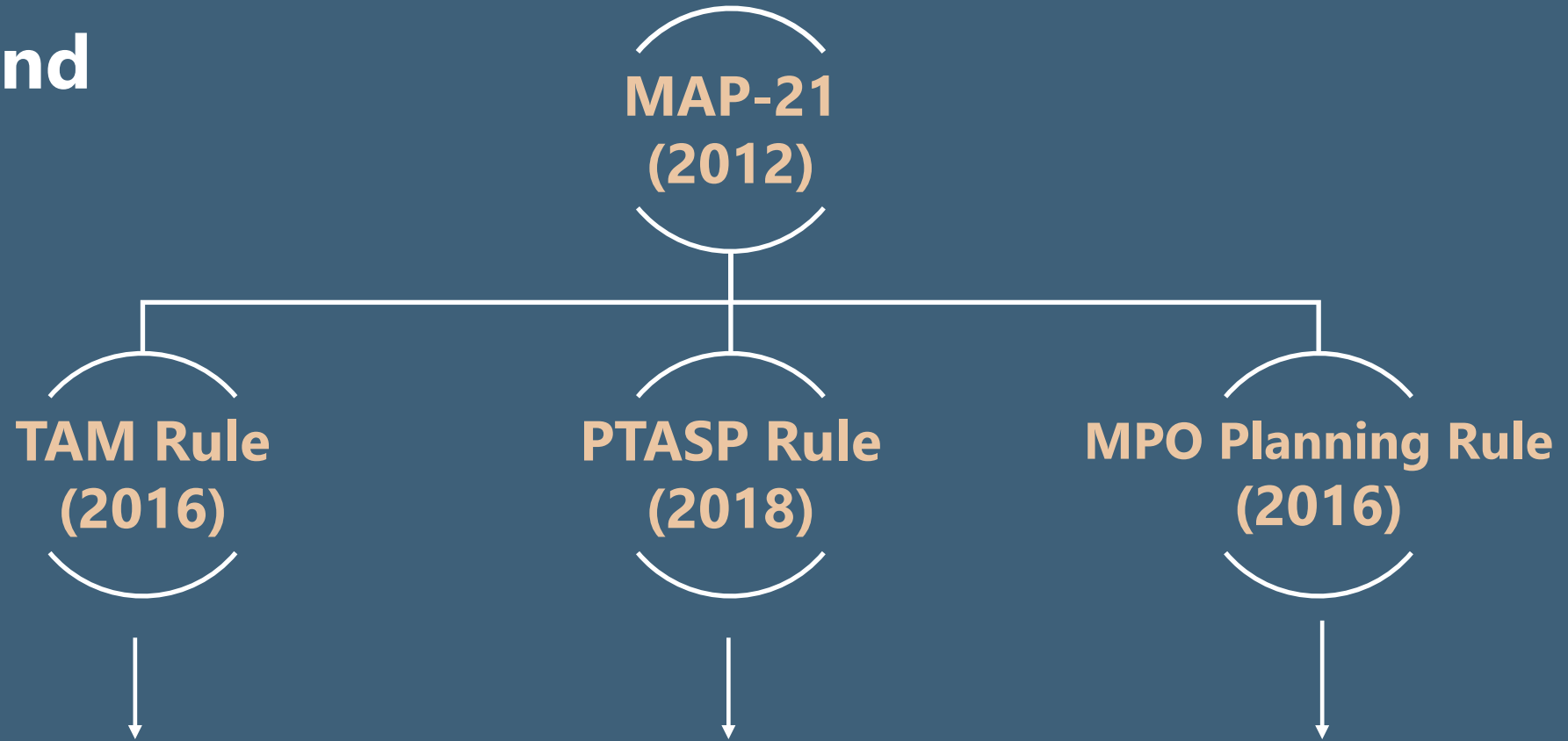
Regional Transit Technical Advisory  
Committee (RTTAC)

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May 29, 2024

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Background



Create TAM Plans  
Set TAM targets  
Work with MPO on regional targets

Create PTASP  
Set safety targets  
Work with MPO on regional targets

Set regional targets in RTP  
Monitor progress in FTIP

## **Project Summary**

- Stakeholder Engagement
- Regulatory Assessment
- Data Collection
- Target Setting
- Incorporating in Connect SoCal, the Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS)
- Monitoring progress through the Federal Transportation Improvement Program (FTIP)

# Project Summary

## From these Inputs

### Operators:

- Asset Inventories
- Planned Investments
- Performance Targets

### SCAG:

- 25-Year Funding Scenarios

## Applied with these Decision Steps

- Asset Replacement Forecasts
- Performance Targets
  - Regional Aggregation
  - 25-Year Forecast Horizon
- Scenario Analysis
  - Baseline (Maintain Targets)
  - Constrained (Maintain Funding)
  - Unconstrained (Improve Targets)

## We get to these Outputs

### For Each Scenario:

- 25-Year County & Region Performance Targets
- 25-Year County & Region Forecast Investments
- Feeds into Connect SoCal
- FTIP





# Federally Required TAM Measures

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

# TAM Targets

Geography	2022 Draft Targets - Based on 3-Year Rolling Average (2020-2022)			
	Rolling Stock <i>(Pct of revenue vehicles &gt; ULB)</i>	Equipment <i>(Pct of non-revenue vehicles &gt; ULB)</i>	Facilities <i>(Pct of facilities &lt; TERM scale 3)</i>	Infrastructure <i>(Pct of track segments with restrictions)</i>
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%
<b>SCAG Region</b>	<b>14.9%</b>	<b>34.1%</b>	<b>2.8%</b>	<b>1.89%</b>

# Federally Required Transit Safety Measures

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

# Safety 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

# Transit Safety Targets – 2050

## 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)
<b>SCAG 2022</b>	<b>0</b>	<b>0</b>	<b>663.09</b>	<b>0.5</b>	<b>732.5</b>	<b>0.37</b>	<b>12,868</b>
<b>2050 Targets</b>	<b>0</b>	<b>0</b>	<b>331.5</b> (if VRM remained the same as in 2022)	<b>0.25</b>	<b>366.25</b> (if VRM remained the same as in 2022)	<b>0.185</b>	<b>20,074</b> (increasing 2% yearly relative to 2022)

## Lessons Learned/Recommendations

- **Coordinate** with stakeholders to refine data collection processes for target setting and scenario planning
- **Leverage** relationships to streamline the target setting process
- **Review** regulations and coordinate with stakeholders on best practices
- **Refine** opportunities to better align TAM target setting processes with transit safety
- **Explore** opportunities to effectively incorporate zero emission bus deployments and similar regulations into the process
- **Explore** processes incorporating the performance measures into capital project prioritization and the FTIP

## Discussion

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How was your experience with the target setting process?  
Are there any steps that need to be adjusted or changed?  
What are your reactions to the recommendations?



# THANK YOU!

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For more information, please visit:

[www.scag.ca.gov](http://www.scag.ca.gov)