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

MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, July 31, 2024
10:00 a.m. – 12:00 p.m.

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

VIDEOCONFERENCE AVAILABLE

ZOOM AND TELECONFERENCE MEETING ONLY

TELECONFERENCE IS AVAILABLE

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

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

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

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA
Wednesday, July 31, 2024

==========

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 an agenda item or items not on the agenda, but within the purview of the Regional Transit Technical Advisory Committee, must use the "raise hand" function on your computer or dial *9 by phone, and wait for the Chair to announce your name/phone number. Limit oral comments to three (3) minutes, or as otherwise directed by the Chair. The Chair may limit the total time for all comments to twenty (20) minutes.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA
Wednesday, July 31, 2024

==========

4.0 INFORMATIONAL ITEMS

4.1	**CALSTA Transit Transformation Task Force Updates** (Lorelle Moe-Luna, Multimodal Services Director, RCTC)	25	21
4.2	**Riverside Transit Agency (RTA) Go Micro Update** (Jennifer Nguyen, Planning Director, RTA)	20	41
4.3	**Metro Micro Update** (Dan Nguyen, Executive Officer, Metro)	20	53
4.4	**California Integrated Travel Project (Cal-ITP) Update** (Hunter Owens, Ivy Lei, Anirban Sen & Greg Fair, Caltrans)	20	63
4.5	**SCAG Mobility Hubs Study Update** (Priscilla Freduah-Agyemang, SCAG)	15	119

5.0 STAFF REPORT

No staff updates.

6.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, October 30, 2024.

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

May 29, 2024

Minutes

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

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

Members Participating:

Jennifer Nguyen (Chair)	Riverside Transit Agency
Aubrey Smith (Vice Chair)	Ventura County Transportation Commission
Geraldina Romo	Antelope Valley Transit Authority
Sudesh Paul	City of Corona
Alyssa Mendez	City of Commerce Transit
Diana Chang	City of Culver City Transit
Chun Leung	City of Los Angeles DOT
Ron Profeta	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
Grahame Watts	City of Thousand Oaks
James Lee	City of Torrance
Joe Raquel	Foothill Transit
David Aguirre	Imperial County Transportation Commission
Gustavo Gomez	Imperial County Transportation Commission
Marisol Barajas	Long Beach Transit
Lori Huddleston	Los Angeles Metro
Randy Lamm	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Avital Shavit	Los Angeles Metro
David Huang	Metrolink
Alfredo Machuca	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Angel Garfio	Orange County Transportation Authority
Charles Larwood	Orange County Transportation Authority

Kim Tucker	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Isabella Amadeo	SunLine Transit Agency
Karina Daza	SunLine Transit Agency
Paul Mattern	SunLine Transit Agency
Charles Main	Orange County Transportation Authority

SCAG Staff:

Krista Yost	Philip Law
Hina Chanchlani	Priscilla Freduah-Agyemang

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 RECEIVE AND FILE

3.1 Minutes of the March 27, 2024, RTTAC Meeting
3.2 Regional Transit Operators Forum
3.3 Transportation Trends Update
3.4 Federal Transit Administration (FTA) National Public Transportation Safety Plan Update
3.5 Federal Transit Administration (FTA) Public Transportation Agency Safety Plans Update
3.6 Transit and Intercity Rail Capital Program (TIRCP) Final Cycle 7 Guidelines and Call for Projects
3.7 Federal Transit Administration (FTA) Transit Asset Management (TAM) Peer Exchange Program Update

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 3.3 Transportation Trends Update which provides insight into recent transit ridership trends in the region. She also highlighted item 3.4 FTA National Public Transportation Safety Plan Update, and 3.5 FTA Public Transportation Agency Safety Plans Update, encouraging RTTAC members to review these updates. She further noted item 3.6 TIRCP Final Cycle 7 Guidelines and Call for Projects and encouraged the RTTAC to review the guidelines. Additionally, she noted item 3.7 FTA TAM Peer Exchange Program Update, which she attended in February. The staff report includes key highlights, including the

attendees, discussions, common challenges, and key steps discussed. She encouraged RTTAC members to sign up for additional FTA peer exchanges to help improve TAM target setting and performance management.

4.0 INFORMATIONAL ITEMS

4.1 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 noted the recent task force meeting where members discussed transit availability by geography and trip purpose, as well as the need to enhance the customer experience to meet state goals. Key elements identified for improving transit availability included establishing the right connections between people and their destinations, and providing a span of service that accommodates customers' desired travel times. Once access is achieved, other priorities include reliability, speed, safety, affordability, and the overall customer experience. The Task Force also addressed key challenges such as competition with cars, equity issues, service frequency and affordability, first/last mile connections, speed and safety, and flexibility and load factors. Additionally, they identified transformative changes indirectly related to transit that are essential for driving significant improvements, including workforce development, addressing driver shortages, improving processes, governance and policy issues, clarity on planning purposes, and securing sustainable transit funding.

Ms. Moe-Luna then led a discussion on the changes needed to significantly increase transit ridership in California. Grahame Watts, City of Thousand Oaks, emphasized the importance of credibility, reliability, and consistency of service to improve transit ridership. Avital Shavit, Los Angeles Metro, highlighted the challenge of incentivizing both driving and transit as a transportation authority working on multimodal projects. Abdallah Daboussi, City of Santa Monica Big Blue Bus, suggested focusing on land use policy and planning. Paul Mattern, SunLine Transit Agency, mentioned land use types and promoting auto-centric city design as factors to consider. Lori Huddleston, Los Angeles Metro, shared that transportation modeling scenario planning indicates the biggest variables to increase transit mode share are gas prices reflecting actual costs and cordon pricing in the most congested dense areas. Alfredo Machuca, Montebello Bus Lines, stressed the need for higher density, noting that Senate Bill 9 (urban lot split) was a start. Diana Chang, City of Culver City Transit, stated the need for much more investment in transit services and infrastructure, such as bus lanes.

Ms. Moe-Luna also led the discussion on the level of service necessary to meet state goals, asking RTTAC members to consider factors such as reliability, speed, and affordability. Alyssa Mendez, City of Commerce, suggested that more frequent bus service is essential. Ms. Moe-Luna concluded her presentation by outlining the forecasted meeting schedule and noting that RTTAC members can listen to the Transit Transformation Task Force meetings online via the links posted on the CalSTA website.

4.2 OC Transit Vision – A Transit Master Plan

Charles Main, Principal Transportation Analyst at the Orange County Transportation Authority (OCTA), discussed the development of OC Transit Vision, a 30-year master plan aimed at enhancing and expanding public transit in Orange County. The plan will address short-, medium-, and long-term needs, analyze existing conditions, identify corridors for high-quality transit investments, provide transit-related recommendations and policy guidance, and inform the OCTA Long Range Transportation Plan. Mr. Main highlighted notable projects from the 2018 OC Transit Vision plan, such as the OC Flex microtransit service and the forthcoming OC Streetcar project.

Mr. Main reported a decline in total trips across all modes since the pandemic and an increase in trips from home to non-home destinations. Public survey results revealed a desire for more frequent service on major routes, faster bus service, and expanded service areas. Regarding transit opportunity corridors, Mr. Main noted that the project development team identified 24 potential high-capacity transit corridors, which will be narrowed down to the top 12 based on factors such as travel demand, existing bus ridership, transit mode share, equity, key destinations, and right-of-way availability. He also noted that public feedback is currently being collected on the top five preferred corridors. Next steps include developing operational plans, ranking the top 10 corridors based on performance and ridership forecasts, and integrating several countywide transit strategies into the plan. The final phase of outreach will conclude in July, with final recommendations to be presented to the OCTA Board in September 2024.

4.3 Metro Mobility Wallet Pilot Update

Avital Shavit, Senior Director, Office of Innovation at Los Angeles Metro, provided an update on Metro's Mobility Wallet Pilot Program, which aims to improve access to opportunities, reduce travel-related greenhouse gas emissions, and enhance economic and health outcomes for low-income individuals by providing one card or account for multimodal transportation. The first phase of the pilot, which ran for 12 months, provided low-income participants in South Los Angeles with $1,800 annually to spend on shared transportation, including public transit, ride-hailing, carshare, and shared micromobility services, as well as bicycle shop purchases anywhere in the United States. Ms. Shavit presented initial findings from the pilot, which showed strong adoption by the target market: low-income, car-lite households. Although majority of spending (80 percent) was on ride-hailing services, most purchased trips were transit trips (55 percent). Survey data indicated that the ride-hailing trips were typically short trips to transit or to destinations transit isn't serving, thus filling in that gap.

Ms. Shavit outlined next steps for the pilot program, including securing grant funding, collaborating with community-based organizations to promote financial inclusion and literacy, and familiarizing underbanked or unbanked populations with banking products as part of the transition to open-loop payment systems. She noted that the pilot program will enter a new phase this summer, with adjustments based on lessons learned.

Charles Larwood, OCTA, inquired about the percentage of transportation needs covered by the $150 monthly subsidy. Ms. Shavit responded that this is a key research question they are still analyzing, noting that the data from the pilot program and the Low Income Fare is Easy (LIFE) program are being combined to better understand the participants' total transportation budget needs. While some participants have indicated that the $150 is insufficient, further analysis is expected to provide more insights, and findings will be shared once the analysis is complete.

Jennifer Nguyen, Chair, asked whether unused balances on the card would remain. Ms. Shavit confirmed that the balances would roll over, adding that ideally, the card allotment would be loaded quarterly, bi-annually, or even annually.

Priscilla Freduah-Agyemang, SCAG staff, asked if participants were using the mobility wallet for Metro Micro, Metro's microtransit service. Ms. Shavit explained that tracking Metro Micro usage is challenging because some participants use a TAP card for bulk purchases, which makes it difficult to identify individual trips. She noted that the actual number of trips might be higher due to low-income fare programs and fare capping, but acknowledged that Metro Micro is more expensive and not currently available in South Los Angeles, which might limit its usage. However, as the program expands countywide, Metro Micro will be included in educational workshops to encourage its use, and a guide on maximizing the mobility wallet's benefits will be provided to participants.

4.4 SCAG Highways to Boulevards Regional Study Update

Hina Chanchlani, SCAG staff, presented an update on SCAG's Highways to Boulevards Regional Study, which aims to identify areas for removal, retrofitting, or mitigation of the negative impacts of highways and railways through highway to boulevard conversions, freeway caps, and railroad conversions. Ms. Chanchlani outlined the study's goals, including identifying locations for conversion or mitigation, developing a methodology for identifying these corridor locations, and positioning the region to compete for available federal funding. The study will review existing conditions throughout the SCAG region, establish a framework and metrics for identifying potential corridors, evaluate potential projects, and provide guidance to local jurisdictions. Potential eligible projects range from highway caps built atop sunken freeways to de-commissionings that remove and replace freeways and rails to trails conversions.

Ms. Chanchlani presented best practice takeaways from over 20 key projects, emphasizing planning for inclusion and affordability, prioritizing underserved communities, leveraging overlapping goals of various agencies, and focusing on multimodal transportation networks. She noted that SCAG is conducting a thorough review of regional plans, including those from each SCAG region county and Caltrans, to identify projects for the study. Additionally, SCAG is developing screening and prioritization criteria, discussed with the Project Advisory Committee, to evaluate projects based on guiding principles such as multimodal transportation, safety, equity, and resilience. The screening process will focus on whether projects are located in disadvantaged communities and if they aim to remove

or mitigate transportation barriers. Ms. Chanchlani concluded with SCAG's outreach strategy, which includes meetings with two Project Advisory Committees and ongoing engagement with community-based organizations, with final recommendations and conceptual designs for six to ten prioritized projects expected by spring 2025.

4.5 Regional Transit Target Setting Update – Final Report

Priscilla Freduah-Agyemang, SCAG staff, provided an update on the Regional Transit Target Setting process for Transit Asset Management (TAM) and transit safety, highlighting their integration into Connect SoCal 2024 and the Federal Transportation Improvement Program (FTIP). She emphasized that stakeholder engagement and data collection were crucial components of the process, leading to the development of draft targets that remained unchanged in the final version. These targets were based on asset inventories, planned investments, performance targets, and 25-year funding scenarios, focusing on maintaining assets in a state of good repair and aiming for zero fatalities, reduced injuries, and incremental improvements in system reliability. SCAG plans to refine these processes by encouraging annual data updates, better aligning TAM and transit safety targets, exploring zero-emission requirements, and incorporating performance measures into capital project prioritization and FTIP. Stakeholder feedback is encouraged to refine future processes and ensure alignment with new regulations and best practices. Ms. Freduah-Agyemang also noted that the process involved developing questions to track the progress made in achieving the targets through the FTIP, updating processes as needed, and leveraging stakeholder relationships to streamline data collection and target setting. She concluded with a call for stakeholder input on the target-setting process, inviting feedback on successes, challenges, and suggestions for improvement.

Jennifer Nguyen, Chair, expressed appreciation for the allowance of annual updates to facilitate easier data collection and called for ongoing communication to further streamline the process.

5.0 STAFF REPORT

No staff updates.

6.0 ADJOURNMENT

Jennifer Nguyen, Chair, adjourned the meeting at 11:44 a.m.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
July 31, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Regional Transit Operators Forum

DISCUSSION:

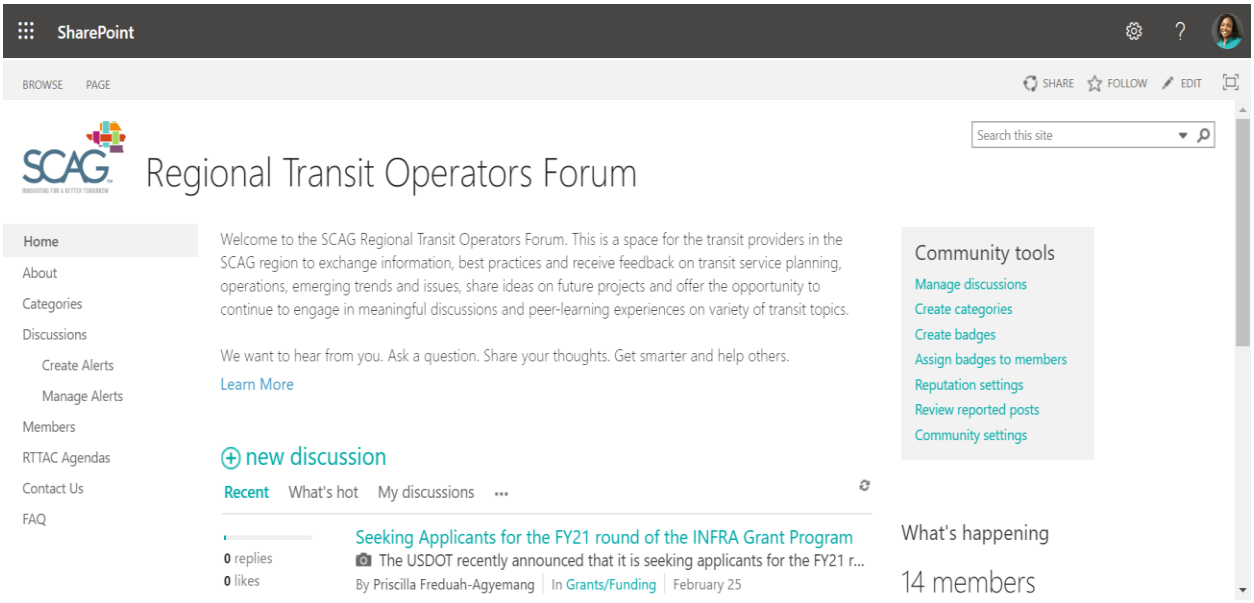
This is to remind the RTTAC members of the SCAG regional transit operators' forum, launched in 2021. The community forum is a platform for operators to discuss relevant topics related to transit in the region.

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

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

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

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


SharePoint
BROWSE
PAGE
SHARE
FOLLOW
EDIT
Search this site
Regional Transit Operators Forum
Home
About
Categories
Discussions
Create Alerts
Manage Alerts
Members
RTTAC Agendas
Contact Us
FAQ
Welcome to the SCAG Regional Transit Operators Forum. This is a space for the transit providers in the SCAG region to exchange information, best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects and offer the opportunity to continue to engage in meaningful discussions and peer-learning experiences on variety of transit topics.
We want to hear from you. Ask a question. Share your thoughts. Get smarter and help others.
Learn More
new discussion
Recent
What's hot
My discussions
0 replies
0 likes
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

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.3
July 31, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: High-Quality Transit Corridors Interactive Web Map Update

SUMMARY:

From: https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=97f9699f14654b3b8895c74846541f75&page=home

SCAG staff developed the High-Quality Transit Corridors (HQTC) Interactive Web Map to depict existing and planned HQTCs and major transit stops as outlined in Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The HQTCs and major transit stops for the RTP/SCS horizon year 2050 include existing HQTCs and major transit stops (based on 2022 inputs and the general assumption that pre-pandemic service would be restored by 2025), combined with future improvements expected to be implemented by transit agencies by 2050. These are assumed, by definition, to meet the statutory requirements of an HQTC or major transit stop. SCAG updates its assessment of planned major transit stops and HQTCs with the adoption of a new RTP/SCS every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than SCAG updates the RTP/SCS. Local jurisdictions should consult with the appropriate transit provider(s) to obtain the latest information on planned transit routes, stop locations and service intervals/frequencies before making determinations regarding California Environmental Quality Act exemption or streamlining.

The interactive web map is accessible through SCAG's Regional Data Platform.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
July 31, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Regional Dedicated Transit Lanes Study Interactive Web Map

SUMMARY:

From: https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=97f9699f14654b3b8895c74846541f75&page=home

SCAG staff developed the Regional Dedicated Transit Lanes Study Interactive Web Map to summarize transit priority treatments and provide final recommendations identified in SCAG's "Regional Dedicated Transit Lanes Study" for the SCAG region. The study highlighted the key benefits of dedicated bus lanes and the primary factors for successful implementation. It offered a preliminary assessment of where transit priority treatments might be most feasible and beneficial in the region and provided recommendations and guidance for local jurisdictions seeking to pilot or implement dedicated bus lanes and transit priority treatments. The study's recommendations were finalized in collaboration with transportation agency stakeholders throughout the region, including county transportation commissions, councils of governments, transit operators, and community-based organizations, through various stakeholder meetings and the project Technical Advisory Committee.

The interactive web map is accessible through SCAG's Regional Data Platform.

AGENDA ITEM 5
REPORT

Southern California Association of Governments
June 6, 2024

To: Community, Economic and Human Development Committee (CEHD)

EXECUTIVE DIRECTOR'S APPROVAL

From: Grieg Asher, Planning Supervisor
(213) 236-1869, asher@scag.ca.gov

Subject: Regional Rail Station Housing Analysis

Kome Ajise

RECOMMENDED ACTION:
Information Only - No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
The SCAG Regional Rail Station Area Housing Analysis was intended to support efforts across the region to accelerate housing production at all income levels, at or near regional rail stations (e.g. Metrolink). More specifically, its purpose is to stimulate residential development in select station areas with the most development potential through a systematic process of identifying opportunity areas, coordinating with local jurisdictions, and implementing action steps that will drive the production of housing and housing-supportive infrastructure. This project consisted of four (4) phases: a system-wide scan of housing potential near regional rail stations; identifying station areas with higher housing potential; work with nine (9) jurisdictions to develop individualized work plans; and preparing housing implementation strategies for all nine (9) jurisdictions. This project is funded by the state of California's Regional Early Action Planning (REAP) 1.0 grant program. The project consultant team, BAE and Placeworks, will provide an overview of the project along with lessons learned to the CEHD Committee.

BACKGROUND:
The SCAG Regional Rail Station Area Housing Analysis was intend to support efforts across the region to accelerate housing production at all income levels, at or near regional rail stations (e.g. Metrolink). More specifically, its purpose is to stimulate residential development in select station areas with the most development potential through a systematic process of identifying opportunity areas, coordinating with local jurisdictions, and implementing action steps that will drive the production of housing and housing-supportive infrastructure. This project consisted of four (4) phases: a system-wide scan of housing potential near regional rail stations; identifying station areas

with higher housing potential; work with nine (9) jurisdictions to develop individualized work plans; and preparing housing implementation strategies for nine (9) jurisdictions. This project is funded by the state of California's Regional Early Action Planning (REAP) 1.0 grant program.

During Phase I of this project the consultant team, consisting of BAE and PlaceWorks, analyzed the entire Metrolink system consisting of 61 Metrolink station areas in the SCAG region through a quantitative, data driven process. The purpose of this analysis was to identify the 16 station areas with the highest potential for housing production based on a variety of metrics such as existing land use and zoning, future transit connectivity, and other factors..

In Phase II of the project, the goal was to continue to evaluate the 16 station areas, then narrowing the list to 9 station areas that would receive additional and robust land use planning support. The Phase II criteria for eligibility to move on to Phase III consisted of the following:

- Jurisdictional interest in participating in this planning effort;
- Housing Element readiness - identification of programs and objectives needed for implementation that could benefit from outside technical expertise (through a draft Housing Element), and;
- Overall potential for station area housing production, and the extent to which sites surrounding the station area in the jurisdiction have been identified in its Housing Element Sites Inventory.

While the project was funded and managed by SCAG and work was performed by the consultant team, a participating city needed to provide:

- Staff time for meetings to discuss the housing opportunities and the types of support that the City needs. These meetings included staff from the jurisdiction's Public Works, Planning, Economic Development and Housing departments or divisions; and,
- Additional economic and land use related data, such as parcel data for the city's Housing Element site inventory.

In Phase III, the consulting team worked with the 9 jurisdictions who volunteered to create individualized work plans for each jurisdiction, in order to meet their specific needs.

In Phase IV, the cities who agreed to participate in the study did receive a set of implementation strategies, including but not limited to:

- A station area Market Study identifying supportable demand for market-rate and affordable housing that considers local and regional market conditions, including mixed-use potential;

- Tailored land use strategies as needed, such as policy and regulatory amendments or other guidance for the General Plan, Zoning Ordinance, Planned Unit Development, Design Standards, or Change in Building Code;
- Tailored finance and infrastructure strategies to support housing development, including identification of funding sources for area redevelopment;
- Targeted performance strategies setting up transparent reporting for housing production in the station area;
- Assistance in implementing the state's newest housing laws;
- Station area visualization using Esri's ArcGIS Urban and City Engine to accompany conversations with decision makers and property owners when implementing the land use and economic development strategies; and,
- Workshops and/or roundtables with local housing developers to solicit feedback on the market potential of various land use strategies.

The nine (9) jurisdictions who volunteered to participate in this study were the following:

- Buena Park
- Oxnard
- Rancho Cucamonga
- Corona
- Riverside
- Laguna Niguel
- San Bernardino /Omnitrans
- Pomona
- Fullerton

Sample work efforts for each of the 9 projects included helping jurisdictions identify sites and parcels to help with their RHNA allocations, analysis of their existing zoning and specific plans, and helping to identify zoning code modifications necessary to attract housing development. While the housing production potential was not spread equally across all 9 station areas, it was determined that significant housing capacity has the potential to be unlocked.

Presenters

The presentation will be provided by the following members of the BAE and Placeworks consultant team:

- **Aaron Barker, Associate Principal, BAE Urban Economics (BAE).** Mr. Barker provides real estate advisory expertise including pro forma analysis and market studies for BAE projects across Southern California. He brings a strong professional background in feasibility testing,

land-use planning, and economic development. He earned a BA in International Studies from the University of Washington, and a Master of Planning (MPL) with a focus in Economic Development and Real Estate from the University of Southern California.

- **Karen Gulley, Managing Principal, PlaceWorks.** Ms. Gulley 35 years' experience in policy planning, strategic planning, general plans, specific plans, TOD, infill and redevelopment, corridor planning, municipal services, and entitlements.

FISCAL IMPACT:
Work associated with this item is included in the FY23-24 Overall Work Program (300.4887.Y02. – TOD and PGA Work Program (SCCRA).

ATTACHMENT(S):
1. PowerPoint Presentation - Regional Rail Study

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
July 31, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Senate Bill 1 Local Partnership Program Update

SUMMARY:

From: https://catc.ca.gov/-/media/ctc-media/documents/programs/senate-bill-1/2-bi-4-12-draft-2024-lpp-competitive-guidelines-red-line-v8.pdf

On May 23, 2024, the California Transportation Commission presented updates on the development of the 2024 Senate Bill 1 Local Partnership Program (LPP) draft guidelines for both competitive and formulaic components. The LPP receives $200 million per year in funding, divided between the competitive and formulaic programs. Of these funds, $20 million is set aside as an incentive for newly eligible agencies, while the remaining $180 million is split, with 60 percent distributed to eligible agencies by formula and the remaining 40 percent awarded through the competitive process. For the 2024 LPP programs, the Commission will combine two years of funding, allocating $144 million for the competitive program and $216 million for the formulaic program. Eligible projects under both programs include the acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, technology, and software necessary for the provision or maintenance of fixed-route or demand-responsive transit services, such as microtransit.

For the LPP competitive program, projects must complete the environmental process according to the California Environmental Quality Act (CEQA) and, if applicable, the National Environmental Policy Act (NEPA) within six months of program adoption to be considered for funding. Additionally, projects are evaluated on their economic development potential, job creation, cost-effectiveness, and support for disadvantaged or marginalized communities. System preservation is also considered, focusing on how the project will improve current transit conditions. Construction phase contracts must be awarded within six months of allocation, and projects must be completed within 36 months after the contract award. Projects must also describe participation in pre-apprenticeship programs focusing on underrepresented groups, including women and minority participants.

For the LPP formulaic program, supplemental funding can be requested for existing programmed projects, provided there are no changes to the project's scope, outputs, or benefits. Additionally, the program encourages innovative delivery methods, which should be identified during the nomination phase. Funds must be allocated in the fiscal year they are programmed, with construction phase contracts awarded within six months of the allocation. Furthermore, projects

must include signage acknowledging funding sources and demonstrate commitment to workforce development, particularly focusing on outreach to underrepresented groups.

The Commission also presented draft updates to the Equity Supplement, which applies to all SB 1 programs, including the LPP. These updates aim to reduce redundancy and further clarify the intent for applicants to consider equitable practices throughout a project's lifecycle, including the planning, development, and delivery processes.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.7
July 31, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) Considerations for Transit Systems Providing Service During Major Events

SUMMARY:

From: https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-06/Dear-Colleague-Letter.pdf

On June 14, 2024, the Federal Transit Administration (FTA) published a Dear Colleague Letter providing advice and considerations to transit agencies as they prepare to provide service during major events, including the 2026 World Cup and 2028 Olympic and Paralympic Games. Huge crowds are expected, and public transportation will play a significant role in moving people in and around host cities.

The letter provides advice, reminders and considerations to keep in mind in preparation for these events including, types of service, charter bus, civil rights, spare ratio, contingency fleet, loaning vehicles, incidental use and transit safety and security.

FTA provides additional reference to its Transportation Coordination, Charter Bus Service Regulations, and Title VI guidance.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.8
July 31, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) Transit Resilience Guidebook

SUMMARY:

From: https://www.transit.dot.gov/research-innovation/ftas-transit-resilience-guidebook

The Federal Transit Administration (FTA) developed the Transit Resilience Guidebook to support transit agencies, local government officials, metropolitan planning organizations, and other entities responsible for planning, funding, operating, or coordinating on public transportation in their efforts to anticipate, adapt to, and recover from service disruptions that current and future extreme weather event and other natural hazards can cause. The Guidebook presents recommendations for and examples of how to identify and address climate vulnerabilities and risks and build resilience throughout the agency decision-making and project life cycle processes, from planning through design and construction, asset management, to operations and maintenance, while ensuring priority is given to protecting vulnerable populations.

Transit Transformation Task Force Update

Regional Transit Technical Advisory Committee (RTTAC)

July 31, 2024

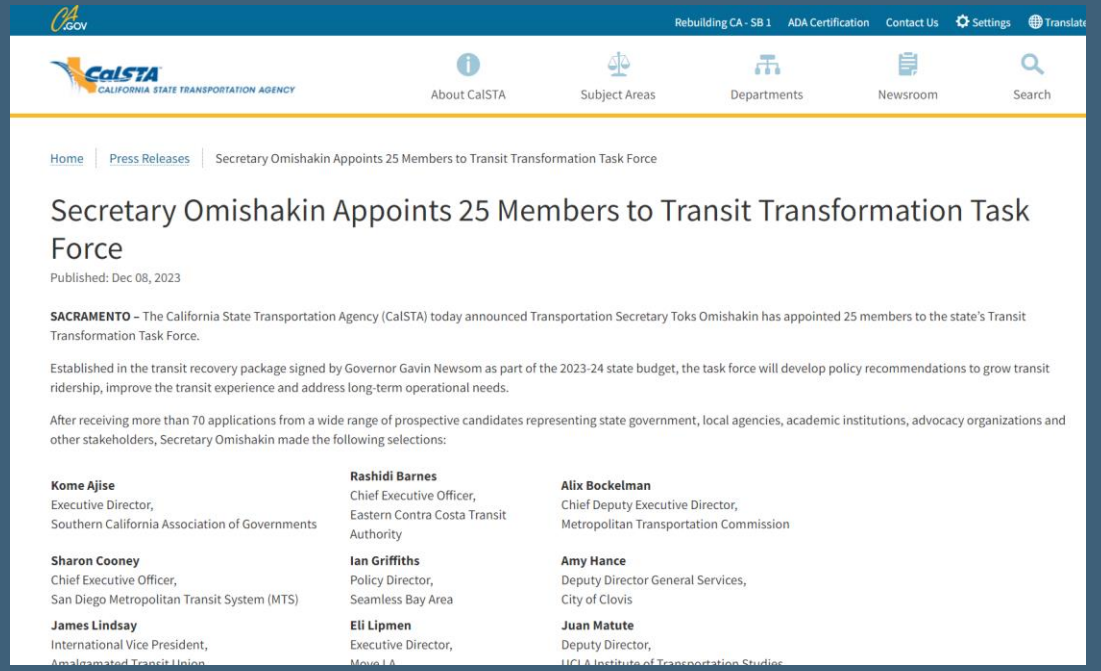
WWW.SCAG.CA.GOV

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

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 are being shared at Transportation Committee meetings and RTTAC
- More information regarding the Task Force is available on the CalSTA website



CA.GOV | Rebuilding CA - SB 1 | ADA Certification | Contact Us | Settings | Translate

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY | About CalSTA | Subject Areas | Departments | Newsroom | Search

Home | Press Releases | Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force

Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force

Published: Dec 08, 2023

SACRAMENTO – The California State Transportation Agency (CalSTA) today announced Transportation Secretary Toks Omishakin has appointed 25 members to the state's Transit Transformation Task Force.

Established in the transit recovery package signed by Governor Gavin Newsom as part of the 2023-24 state budget, the task force will develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

After receiving more than 70 applications from a wide range of prospective candidates representing state government, local agencies, academic institutions, advocacy organizations and other stakeholders, Secretary Omishakin made the following selections:

Kome Ajise
Executive Director,
Southern California Association of Governments

Rashidi Barnes
Chief Executive Officer,
Eastern Contra Costa Transit Authority

Alix Bockelman
Chief Deputy Executive Director,
Metropolitan Transportation Commission

Sharon Cooney
Chief Executive Officer,
San Diego Metropolitan Transit System (MTS)

Ian Griffiths
Policy Director,
Seamless Bay Area

Amy Hance
Deputy Director General Services,
City of Clovis

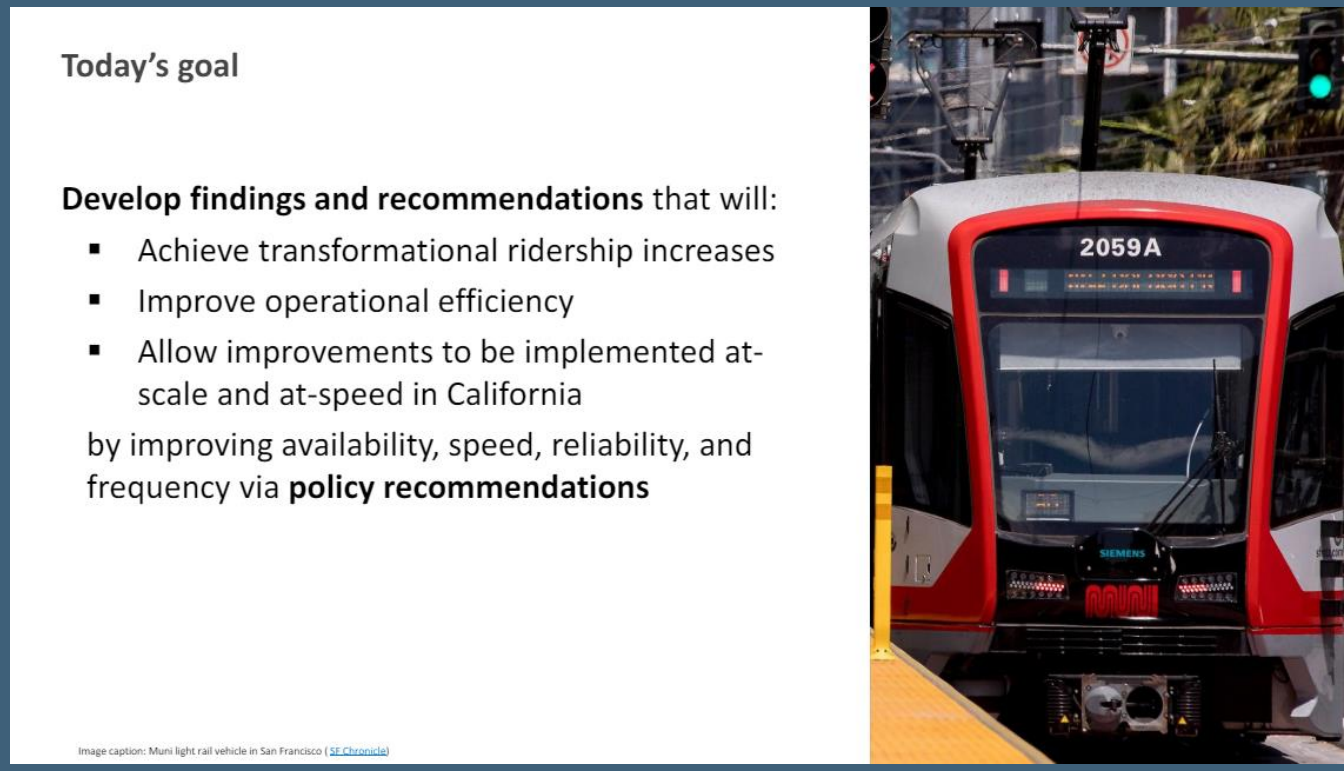
James Lindsay
International Vice President,
Amalgamated Transit Union

Eli Lipmen
Executive Director,
Move LA

Juan Matute
Deputy Director,
UCLA Institute of Transportation Studies

June 17 Task Force Meeting Debrief

- Reviewed case studies of successful service improvement types that are referenced in SB 125.
- Discussed how the Task Force could take inspiration from these case studies to have similar impacts on customer experience, ridership, and service efficiency in California.
- Discussed how the TTTF report could include recommendations to advance similar service improvements.



June 17 Discussion Summary – Case Study Review

- Transit prioritization (increasing frequency and reliability)
  - Case study: Van Ness Improvement Project
- Service and fare coordination between agencies
  - Case Study: Ontario, Canada (One Fare Program)
- Coordinated scheduling, mapping, and wayfinding
  - Case Study: Switzerland
- Safety and Security
  - Example: LA Metro Transit Ambassadors Program

Van Ness BRT

Buses on Van Ness Avenue faced heavy local and interregional congestion[1]

The Van Ness BRT project aimed to reduce travel times by over 30% on Van Ness[1] in conjunction with SF's citywide plan for transit priority

1 SFCTA; 2. California SB 125; 3. SFMTA

Initiatives implemented[1]

SB 125 policy area: Transit prioritization (1f.1d)[2]

Introduced dedicated center-running bus lanes

Implemented **dedicated station platforms**

Employed **all-door boarding and Transit Signal Priority** (TSP)[3]

Eliminated most left turn for cars, reducing traffic friction

Customer experience elements addressed

Speed ↑ **Frequency** ↑ **Reliability** ↑ **Availability** ↑

CalSTA

Van Ness BRT
Outcome accomplished

Outcome (ridership) | Enabler (customer experience elements)

Van Ness BRT is the first full BRT project in San Francisco, and achieved significant increases in ridership, travel time, and reliability as part of a broader transit priority program

Elements	Outcome accomplished
Ridership	**Ridership on the 49 Van-Ness Mission line is at 130%** of pre-pandemic levels[1]
Speed	**Reduced trip times by 36%[1] northbound (up to 9 minutes per trip) and 26% southbound (up to 6 minutes per trip)** on weekday trips[1]
Reliability	**Variability of travel time improved by to up to 45%** on weekdays[1]
Availability	**Introduced San Francisco's first full BRT corridor[2],** improving performance on the trunk of a key city bus network line and for regional bus services

1. SFMTA (April 2024 versus April 2019); 2. SFMTA
Image caption: Rendering of Van Ness BRT stations (Medium)

Ontario One Fare Program

Transit riders faced different fare structures in the Greater Toronto and Hamilton Area (GTHA)

The Ontario One Fare Program allowed transit agencies to **keep their existing fare structures** while **eliminating multiple-fare charges** for riders transferring between systems[1]

1 Metrolinx 2041 RTP; 2.Metrolinx One Fare; 3. California SB 125

Initiatives

SB 125 policy area: Service and fare coordination (1f.1a)[3]

Implemented a key element of unifying travel across transit agencies in the Greater Toronto & Hamilton Area[1]

Eliminated multiple charges for transit riders transferring between participating transit systems[2]

Was built on **deploying unified payment methods** as part of broader roadmap to integrate elements of transit fares

Customer experience elements addressed

Speed **Frequency** **Reliability** **Availability**

29
28

Ontario One Fare Program
Outcome accomplished

Outcome (ridership) | Enabler (customer experience elements)

Effectively integrated fares across the Greater Toronto Area, facilitating access to intraregional and interregional trips across system, increasing affordability and ridership

Elements	Outcomes accomplished
Ridership	Facilitated over **5M transit system transfers** in two months[1] Expected to increase ridership by **8M rides per year**[2]
Speed	**Decreased total trip time** by enabling riders to take the most efficient combination of transit services for their trip on a single fare[3]
Availability	**Increased affordability of transit**: the average rider[4] will save $1,600 in fares per year[2] **Encouraged new riders** to use public transit

1. Intelligent Transport; 2. Ontario Newsroom; 3. PRESTO; 4. Defined as an adult who commutes to work 5 days per week

Image caption: Rider paying for transit using a contactless PRESTO card (PRESTO social media)

CalSTA 29 30

Switzerland Schedule Coordination

Switzerland faced **decreasing transit ridership** as **personal cars gained popularity**[1]

Switzerland implemented **coordinated scheduling and an integrated fare structure** on a national and regional scale[2]

1. Seamless Bay Area; 2. MTC; 3. Trains arrive and depart at fixed intervals (e.g., 30 minutes after the hour); 4. California SB 125

Initiatives

SB 125 policy area: Coordinated scheduling (1f.1b)[4]

Created **national & regional integrated timetable** using a "pulse"[3] schedule to align transfer times across agencies, facilitating anywhere-to-anywhere travel across systems and geographies

Planned capital investments required for expansion of the integrated timetable

Created coordinated, tiered process among many agencies to oversee implementation of joint timetable and fare structures[2]

Customer experience elements addressed

Speed ↑ **Frequency** ↑ **Reliability** ↑ **Availability** ↑

39

30

Switzerland Schedule Coordination
Outcome accomplished

Output (ridership) | Improvement (customer experience elements)

Integrated schedule contributed to a more efficient network, resulting in reduced transfer times and a significant increase in ridership throughout Switzerland

Elements	Outcome accomplished
Ridership	**129% increase in ridership** on Zurich S-Bahn within 4 years of opening with coordinated scheduling[1]
Speed	**Average train speed increased by more than 23%** from 1994 to 2010[2]
Frequency	Reduction in headways **from 1 hour to 15-30 minutes**[3]
Availability	**96% increase in rail service** in Zurich from 1990 to 2012[4]

1. Science Direct; 2. Switzerland HAL; 3. Swiss Study Delegation of San Francisco; 4. MAUTC
Image caption: ZVV logo on the door of S-Bahn (Switzerland mobility)

40
31

Safety & Cleanliness On and Around Transit

- Recommended to consider:
  - Workforce safety
  - Riders' Safety
  - Coordination with Health & Human Services
  - Wayfinding, security, & communication systems

32

PROPOSED POLICY RECOMMENDATIONS

POLLS TO SOLICIT RTTAC FEEDBACK

33

- **POLL 1: Transit Prioritization**

Select the top 3

1. Make more state funding (e.g., TIRCP, SCCP) flexible to secure long-term support for capital projects
2. Reform permitting of transit specific elements, with some entity (e.g., MPO, State) with the power to say "yes.
3. Create standardized BRT features.
4. Have Caltrans build BRT elements (e.g., bus shelters) on Caltrans assets, and potentially brought in as project manager/builder for non-Caltrans roads
5. Have Caltrans create a design standard and permit for transit shelters on the State Highway Network.
6. Create state-level teams dedicated to BRT execution.
7. Define clear frameworks for roles and responsibilities on BRT.
8. Identify opportunities for transit priority if vehicle slower than a performance
9. Standardize stop spacing.
10. Standardize & require transit signal priority.
11. Have Caltrans create a transit signal standard (multimodal) and then buy them on a State Purchasing Schedule open to local agencies as well to modularize signals and TSP infrastructure.

- **POLL 2: Service and Fare Coordination Between Agencies**
  - Select the top 3

1. Establish "responsible entity" to ensure fare and payment coordination (in the short term) and standardization (in the long term) in California
2. Implement standardization of fare integration at regional level before scaling.
3. Ensure acceptance of open payments – even while legacy payment systems are in place.
4. Condition funding on long-term participation in centralized revenue sharing and simplification on open payments.
5. Frequent meetings between various policy-making agencies (i.e., State, regional, and county agencies) to discuss how to bridge the gap between varying transit policies across California.
6. Evaluate state standards around fares, fare classes.
7. Create centralized team with capabilities to support local governments and transit agencies with software payment integration.
8. Establish clear frameworks on fare coordination project management, ownership, and roles and responsibilities to foster cross-agency collaboration.
9. Standardize benefits and make it interoperable.
10. Start smaller, feasible programs which can be expanded out to a larger region over time.
11. Acknowledge the existing governance.
12. Prepare for additional financial investment once the program is successful.
13. Communicate the purpose behind the investment clearly to reap public buy in.

- **POLL 3: Coordinated Scheduling, Mapping and Wayfinding.**
  - Rank in order of top priority

1. Establish a centralized function (e.g., MPO, State) to coordinate joint timetable planning activities, implementation, facilitating agency collaboration.
2. Establish common data collection, analysis, and publication standards across agencies (e.g., GTFS, Operational Data Standard, TIDES).
3. Develop centralized capabilities to design and maintain an integrated timetable.
4. Create digital representation of State's transit network.
5. Evaluate allocation of State funding contingent on participation in an integrated timetable.
6. Provide guidance/standards on balancing local and regional operations (e.g. holding bus/trains at a given transfer point if one is late) and provide training to operations staff.

- **POLL 4: Safety and Cleanliness**
  - Select the top 3 recommendations

1. Install protective doors for bus operators and create unified legal frameworks in routes that cross jurisdictions, to ease the enforcement of safety measures will help with transit worker's security
2. Create a safety ambassador program, use perceived oversight and comfort for riders, and facilitate collaboration between legal system and transit agencies to improve enforcement
3. Prioritize services for populations with health needs that are riding the transit system.
4. Construct emergency call boxes, improve existing security camera quality and increase quantity across stations/stops, and simplify and enhance signage at transit stations.
5. Coordinate with the state of California to develop safety and security standards and regulations to create a better customer experience for transit users.
6. Increased coordination with the state of California to help with funding to implement best-practice safety and security systems

Forecasted Meeting Schedule

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

38

August 29 Meeting @ SCAG – You're Invited!

- Transit Transformation Task Force Meeting #5:
  - August 29, 2024, 10:30 a.m. to 3 p.m.

    Southern California Association of Governments (SCAG) Main Office

    (900 Wilshire Blvd., Suite 1700 Los Angeles, CA 90017)
  - Virtual Option will be available (visit https://calsta.ca.gov/subject-areas/sb125-transit-program)
  - Meeting Materials will be available on the CalSTA website

39

THANK YOU!

For more information, please visit:

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

GO micro
RTA ON DEMAND

SCAG

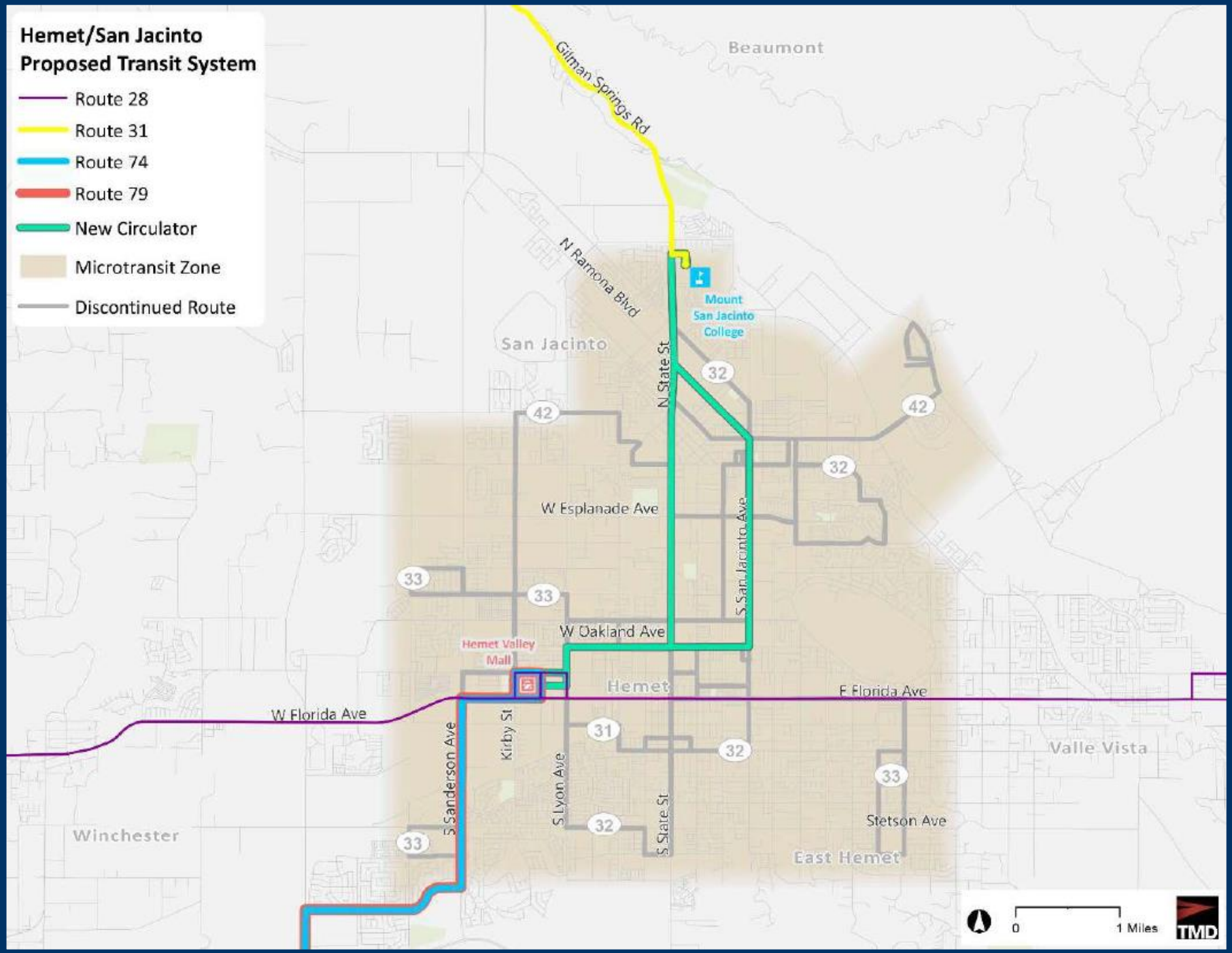
Regional Transit Technical Advisory Committee

July 31, 2024

Riverside Transit Agency

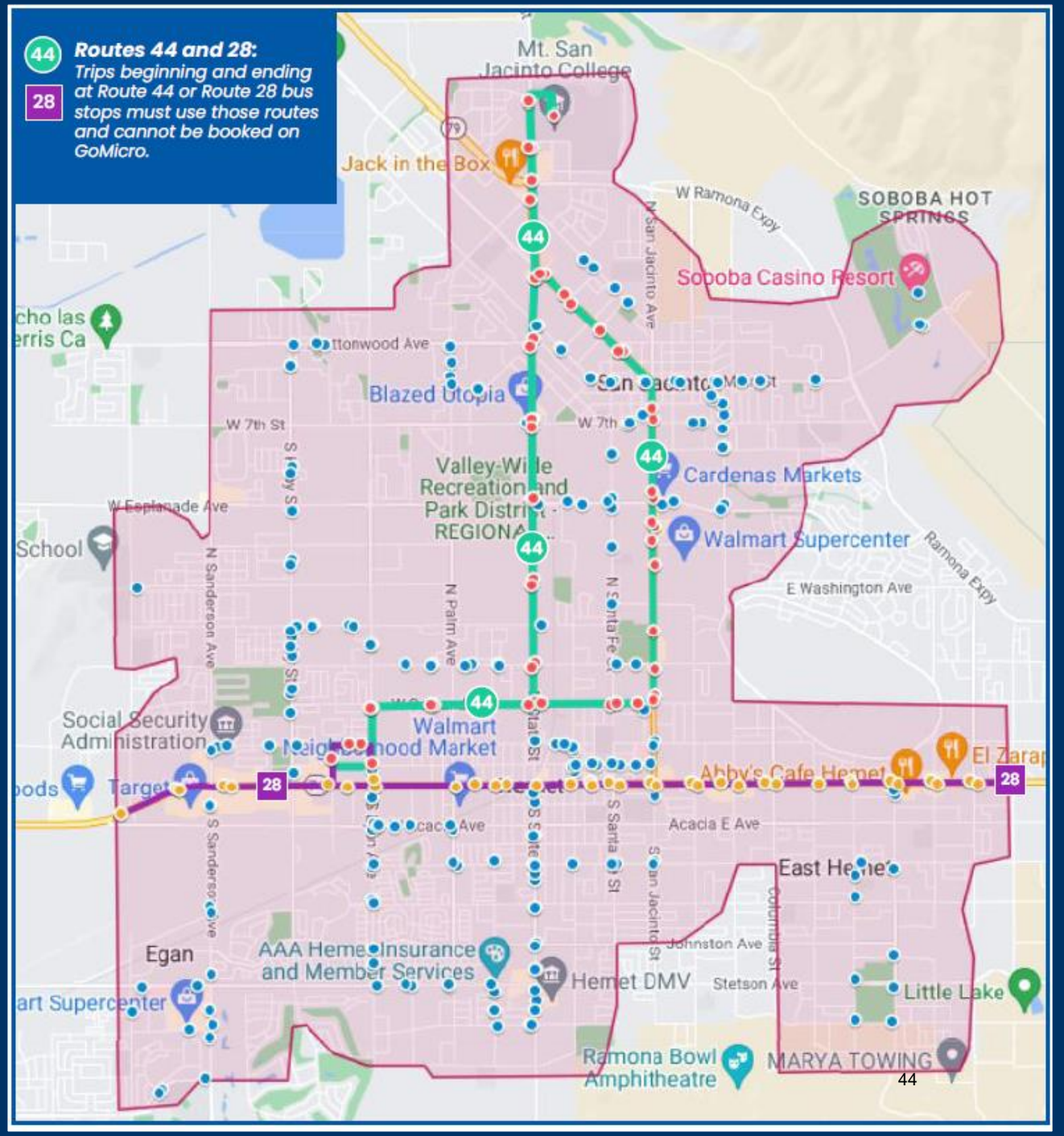
System-Wide Service Reduction Study

- Study completed by Transportation Management & Design, Inc. (TMD)
  - Removed 3 routes
  - Truncated 3 routes
  - New Route 44 Circulator
- Changes were implemented on 1/8/23

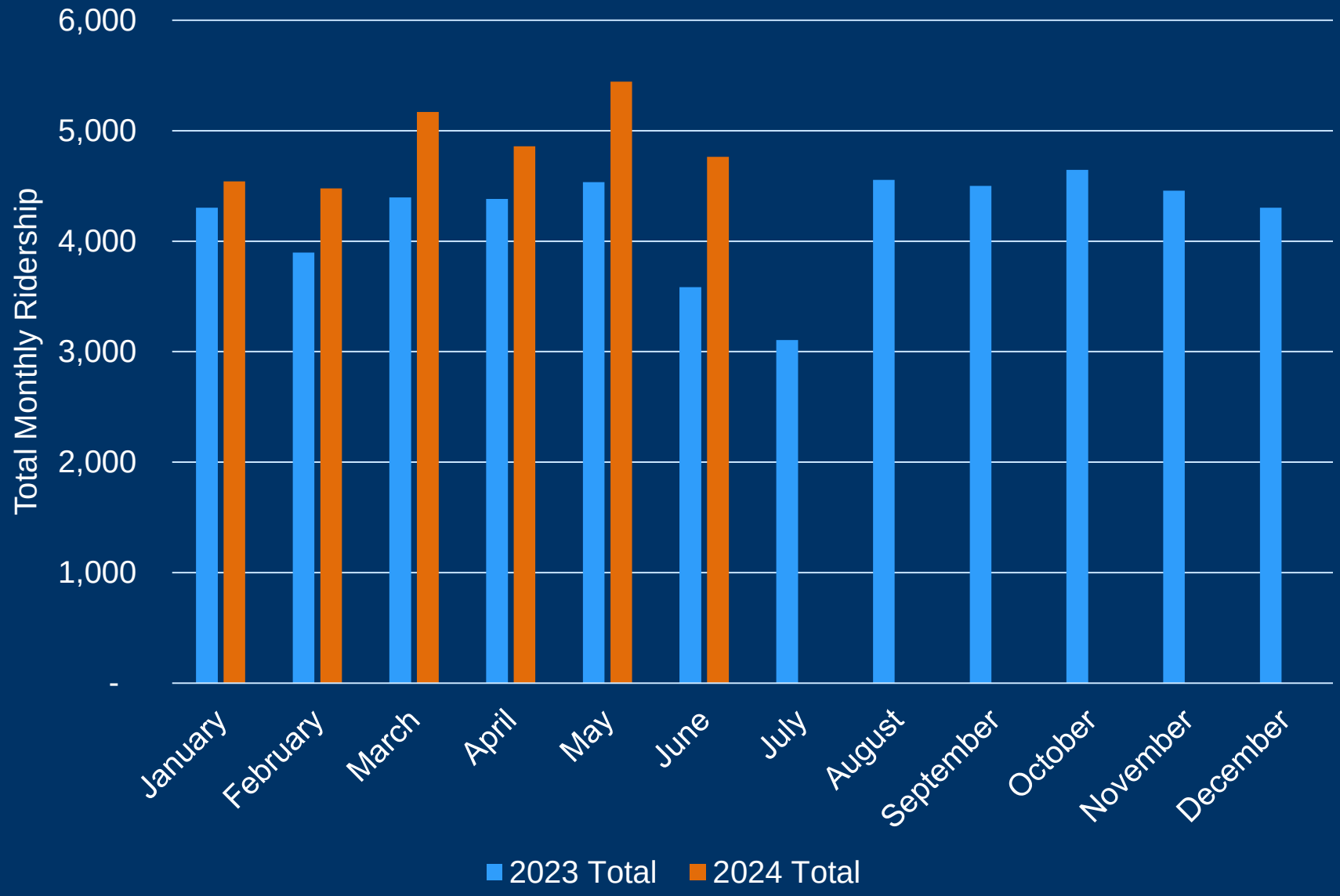


*DAR service remained the same.

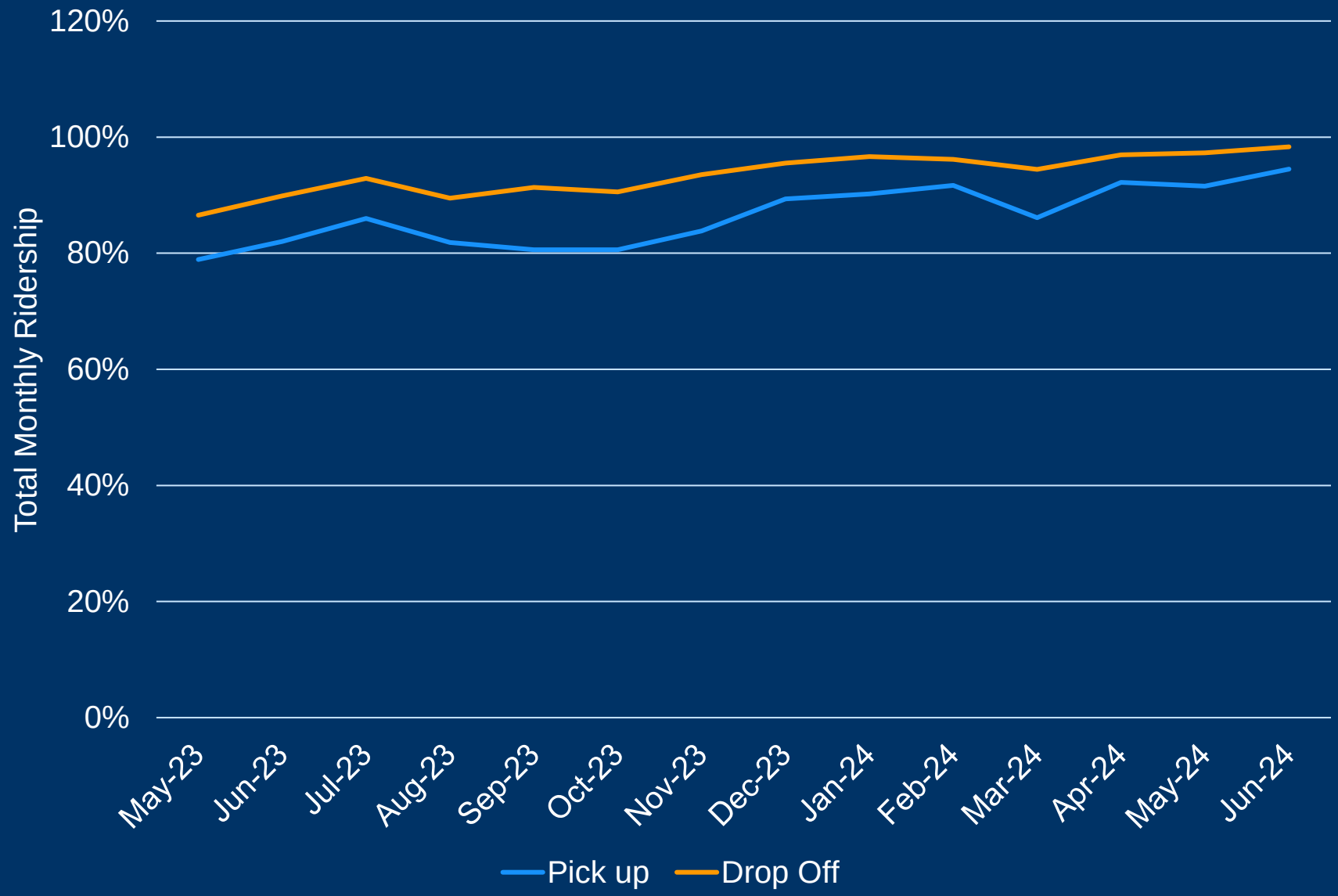
GoMicro Service Zone



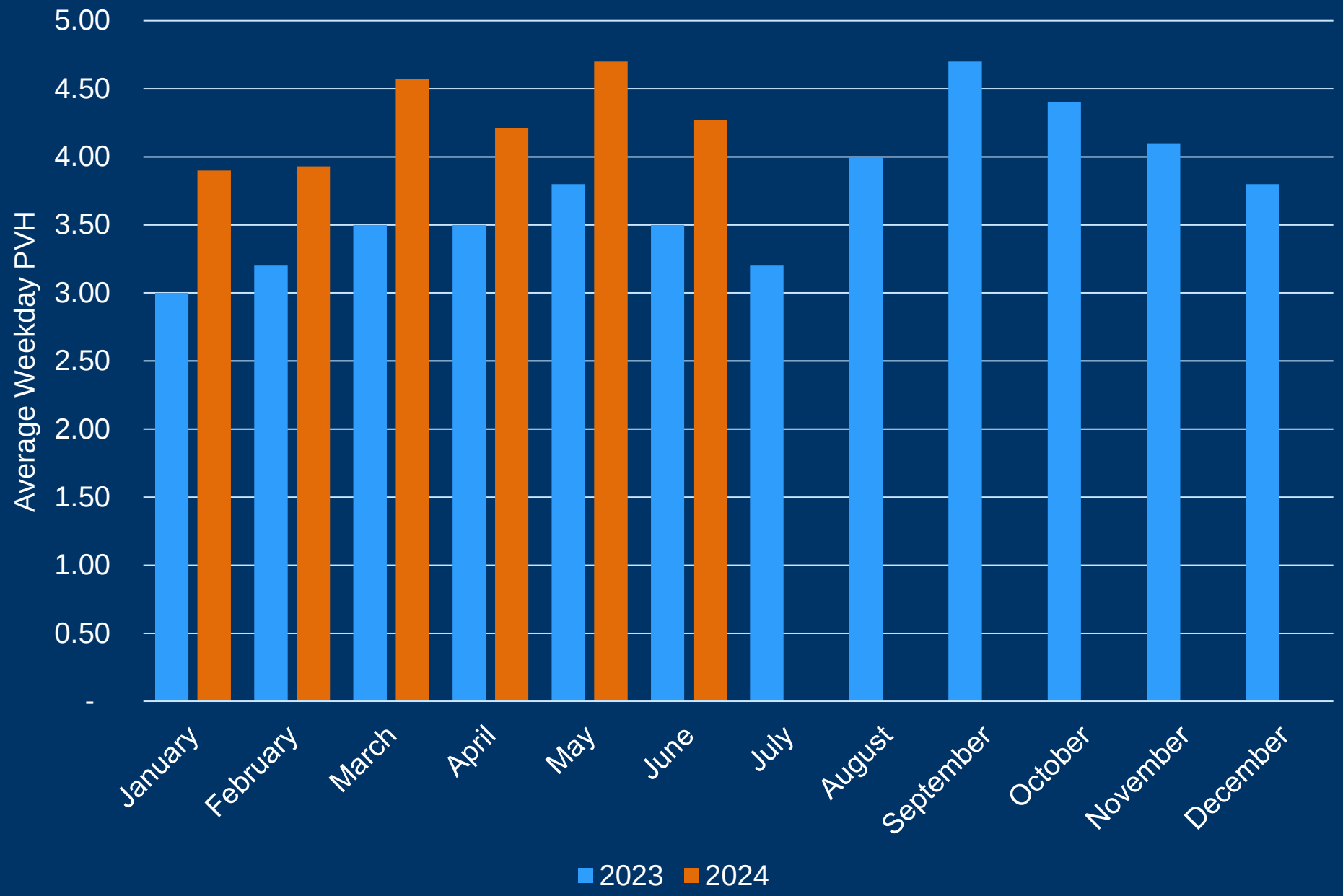
GoMicro Ridership



On Time Performance



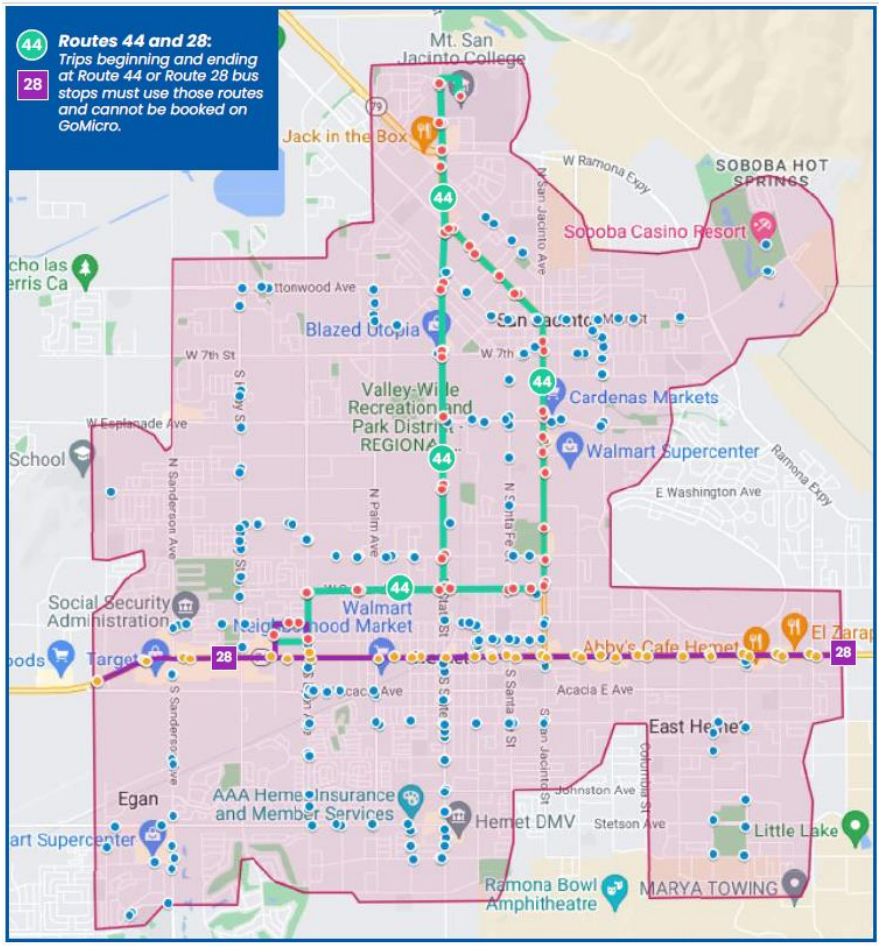
GoMicro PVH


5.00
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
-
Average Weekday PVH
January
February
March
April
May
June
July
August
September
October
November
December
2023
2024

Program Enhancements to Improve Efficiency

- **Optimizing School Trips**: Time snapping school trips to bell times
- **Automatic Booking Limitations**: Reduce passenger no shows
- **Wait Time Increase and Variation:** Increase shared rides
- **Improving Driver Schedules:** Matching driver supply to passenger demand
- **Fixed Route Booking Restrictions**: Eliminate duplicative service

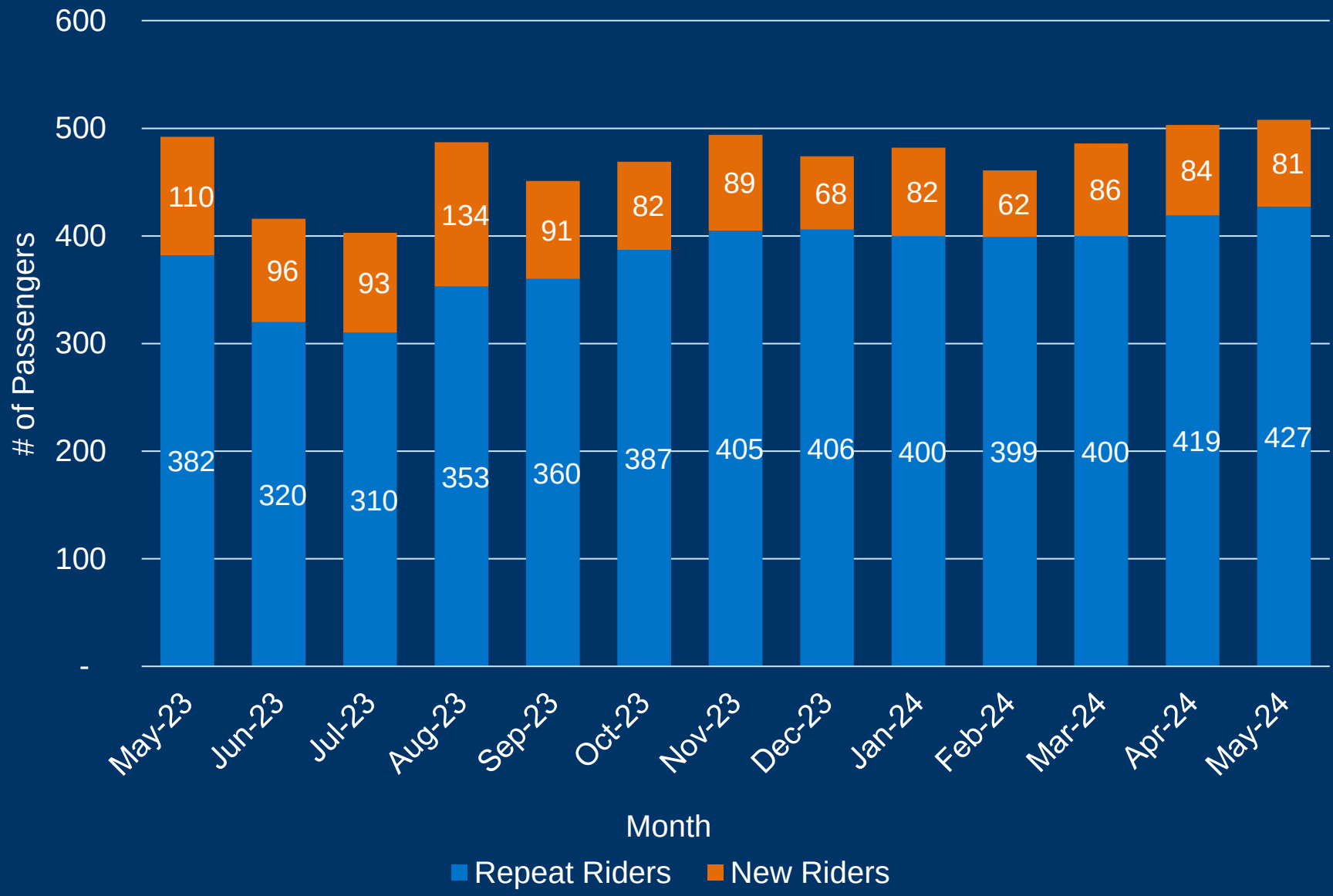
Fixed Route Restrictions



- Two fixed routes service the zone:
  - Routes 44 and 28
- At launch, we restricted trips that were duplicated by Route 44
- About 10% of trips started and ended on routes 28 and 44
- In May, we restricted these trips, freeing up capacity for trips not able to be served with fixed routes

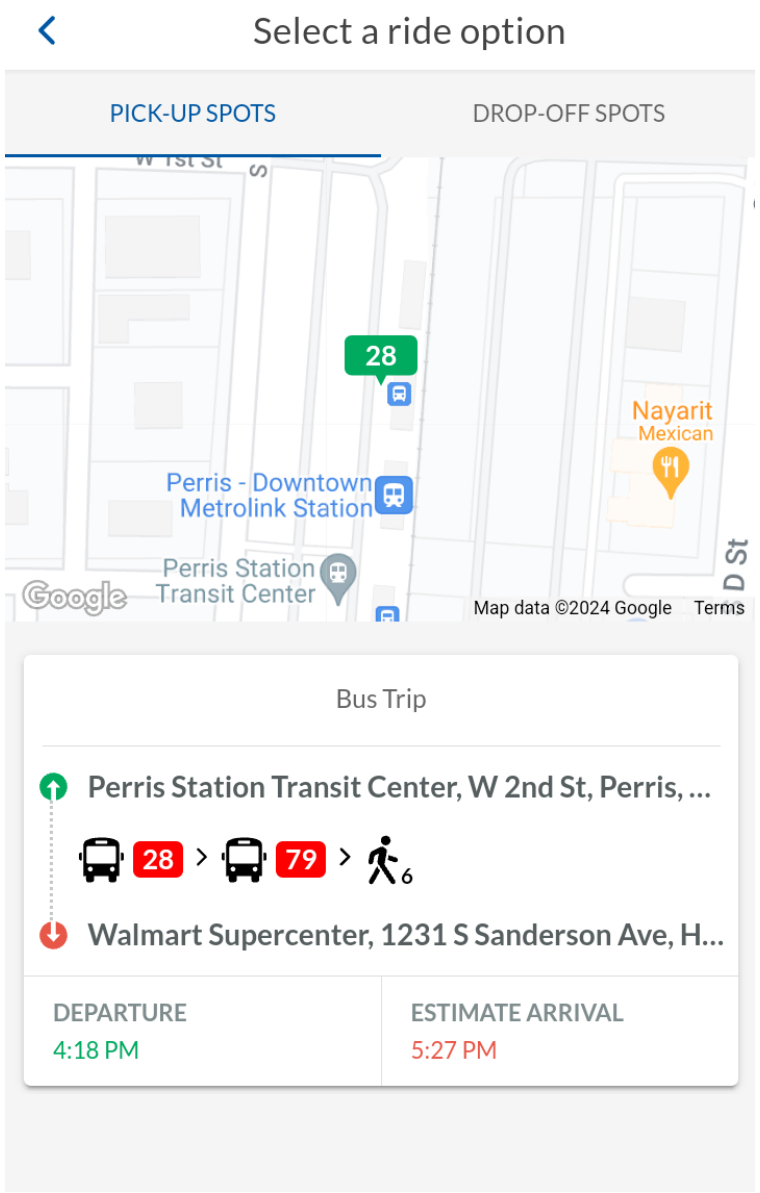
Riverside Transit Agency

New & Existing Ridership



Next Steps

- Continue to work with RideCo to optimize service
- Monitor weekend ridership and adjust as needed
- Get GoMicro stops onto Google Map
- Evaluate travel patterns for a possible school tripper/fixed route deviation
- Multimodal trip planning within the GoMicro App
- Adjust OTP to improve efficiency
- Bus Stop Consolidation
- Comprehensive Operational Analysis



Thank you

Jennifer Nguyen
Director of Planning
jnguyen@riversidetransit.com
(951) 565-5132

Riverside Transit Agency

Metro Micro™

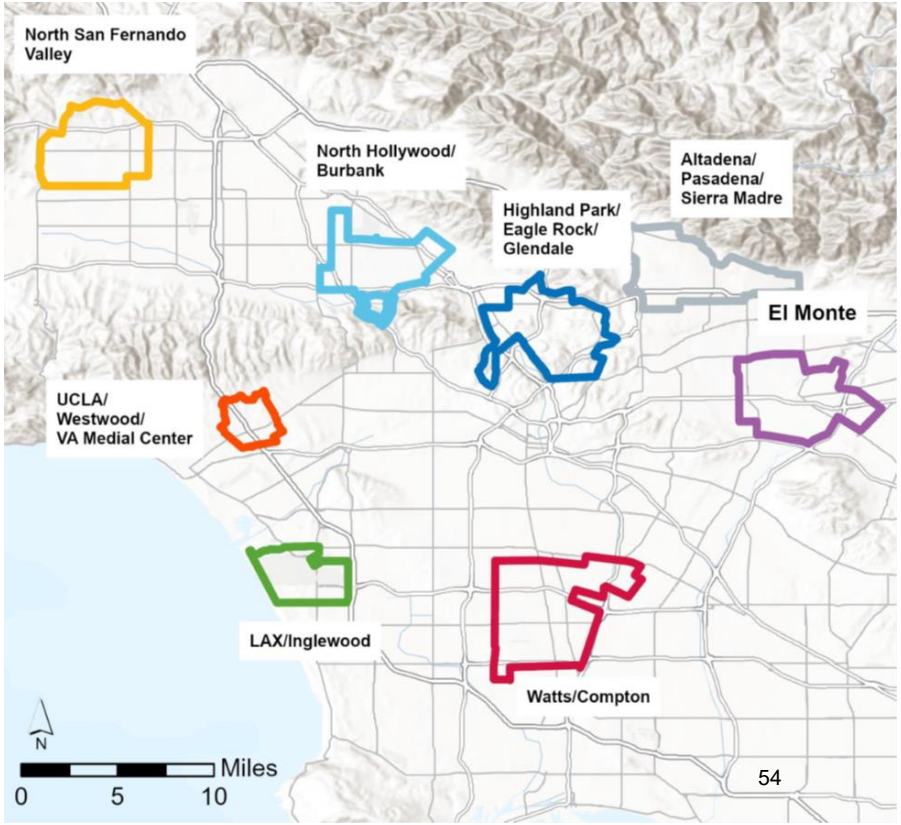
July 31, 2024

MicroTransit Service Coverage

- Today, within the eight zones, MTP provides coverage in 21 cities as well as several unincorporated Los Angeles County communities across 165 square miles.

- MTP was coupled with NextGen as a key ridership initiative to drive usage by current and new customers. As such, MTP programming was synchronized and ultimately implemented to help replace low-performing fixed route Metro bus services.

- Fourteen bus routes were partially or fully replaced by MTP: Route 183, 201, 222, 242/243, 254, 256, 264, 267, 268, 487, 612, 625, 685, and 687.



Introduction

- Status report on the MicroTransit Pilot (MTP) Project
- Update includes the effectiveness of the outreach, program, optimization, proposed cost and performance enhancements, and the status of the new solicitation package with the existing contract set to expire at the end of March 2025.

Background

- September 2023 - Board direction to implement operational changes to improve performance in low-performing zones including increased marketing efforts, and report back at six-month intervals with an update on the MTP Project.

- January 2024 – Board approved discontinuation of the $1 promotional fare.

- Since January 2024, staff have continued fine-tuning the operating model which have resulted in significant cost efficiencies.

Optimizing Operations

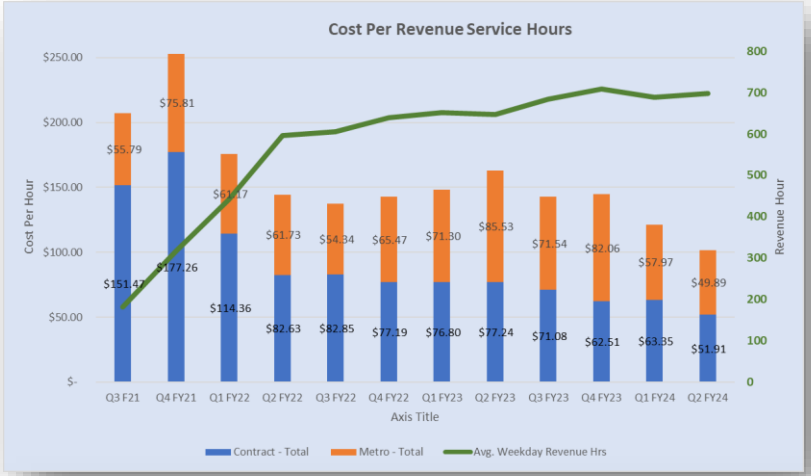
Various internal operational changes have improved operator availability and reduced overtime costs:

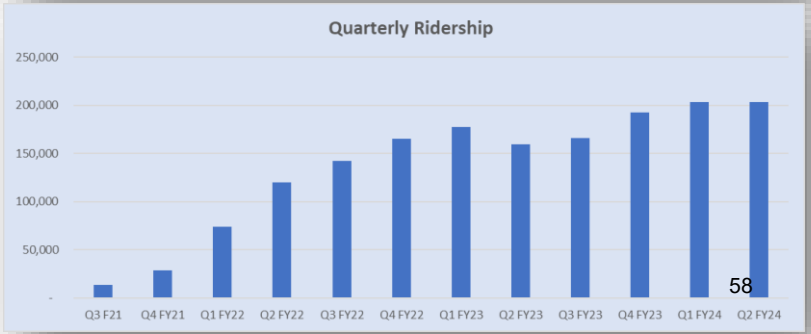
- Improving vehicle availability
- Utilizing enhanced software features to monitor and coach operator performance
- Promoting UCLA/Westwood/Veteran's Affairs Medical Center (VAMC)
- Fine-tuning Service Levels and Workforce Schedules

Cost Efficiency

- The cost per revenue hour has decreased 30% from $142.67 in Q3FY23 to $101.80 in Q2FY24.

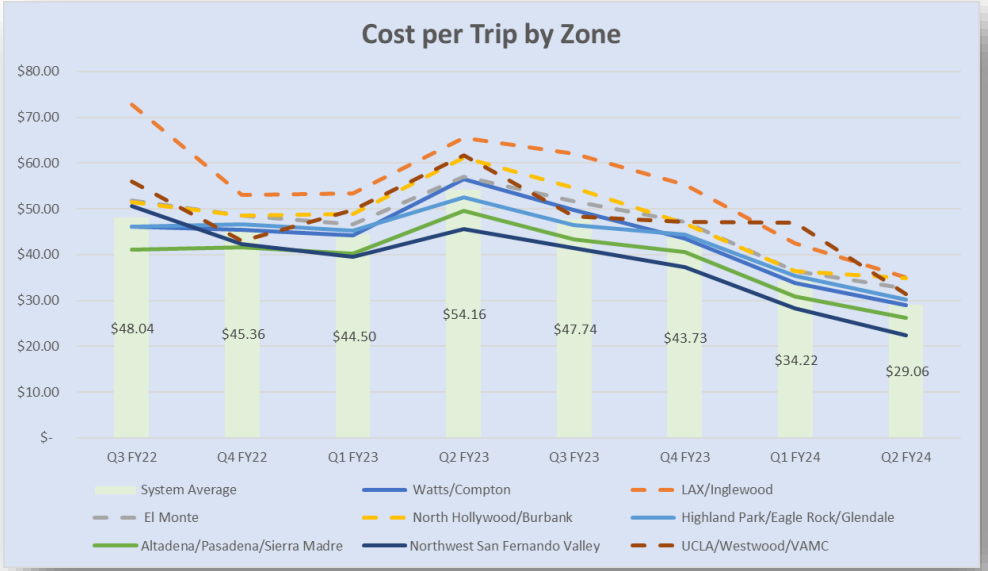
- At the same time, ridership increased by 22% in Q2FY24, compared to Q3FY23.





Cost Efficiency – Cont.

- As a result, the cost per trip decreased 39% from $47.74 in Q3FY23 compared to $29.06 per trip in Q2FY24.
- Costs per trip in the LAX/Inglewood, UCLA/Westwood/VAMC, North Hollywood/Burbank, and El Monte zones were above the system average of $29.10.
- Altadena/Pasadena/Sierra Madre, Watts/Compton, Northwest SFV, and Highland Park/eagle Rock/Glendale were below.



Productivity

- As of February 2024, passengers per vehicle hour (PVH) are 20% higher than in January 2023.
- All zones have a higher PVH compared to last January 2023, with Watts, LAX, SFV, and UCLA increasing by greater than all at >25% higher PVH.

	Jan. 2023	Dec. 2023	Jan. 2024	% Growth Since 2023		Feb. 2024	
LAMTA 1 - Watts-Compton	2.76	3.41	3.56	29%		3.35	
LAMTA 2 - LAX-Inglewood	2.50	2.84	3.14	25%	Record	3.08	
LAMTA 4 - El Monte	2.78	3.05	3.07	11%		3.01	
LAMTA 5 - NoHo-Burbank	2.51	2.67	2.87	14%		2.97	
LAMTA 6 - HP-Eagle Rk-Glendale	3.07	3.20	3.35	9%		3.37	
LAMTA 7 - Pasadena-Altadena-SM	3.31	3.60	3.89	17%		3.86	
LAMTA 8 - San Fernando Vly	3.36	4.55	5.01	49%	Record	4.72	
LAMTA 9 - UCLA-Westwood-VA	2.64	2.68	3.48	32%		3.88	Record
All Zones	2.95	3.31	3.55	20%		3.51	

Note: SFV weekday PVH set a single-day record of 5.81 in January and 6.66 in February

Next Steps

- Metro is considering the most optimal service delivery model to further reduce cost per hour and trip while improving the availability and reliability of service for customers who need the MTP service the most.

- In addition, Metro is finalizing the solicitation package for the MicroTransit service and is scheduled to issue the RFP in April 2024.

- Metro staff will return to the Board in June 2024 to address the remaining amendments in the motion by Directors Najarian, Butts, Dutra, Hahn, Barger, and Horvath, to recommend zone modifications, request the additional 6-month extension, and a review of the MTP project.

THANK YOU!

CA Integrated Travel Project Updates

July 6, 2023

Cal-ITP objectives

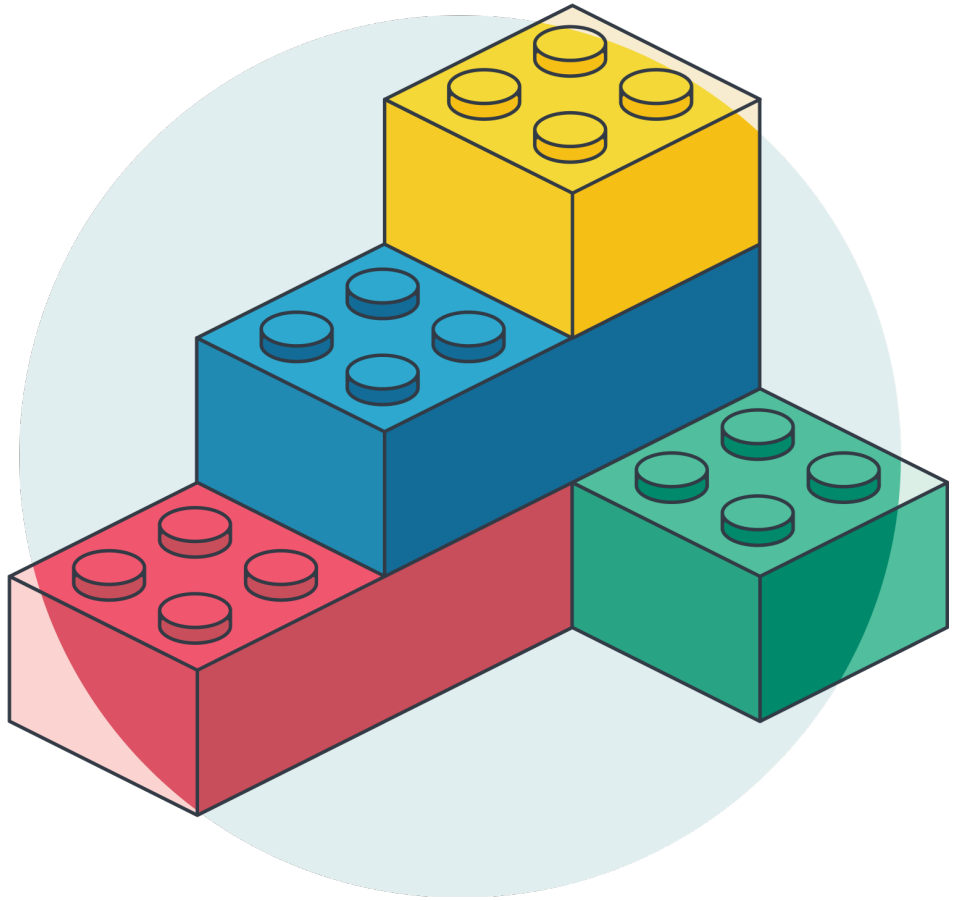
Making travel simpler and more cost-effective by…

1. Providing accurate and complete information for trip planning in real time
2. Enabling contactless payments
3. Automating discounts

An interoperable system

In a state as large and diverse as California, **payment and data technologies need to be interoperable** across systems large and small.

Interoperable Mobility Principles



Go contactless

Make riding transit as easy as buying a cup of coffee

Payment systems today

Paying for coffee

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

Paying for transit

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

How to sell transit like coffee

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

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

Components of contactless fare collection

What you need to enable contactless fare collection

How does a customer pay for coffee?

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

REGISTER

Point-of-sale (POS) terminal reads contactless payment cards and smart devices.

PRICE MENU

Barista enters the customer's order and amount to charge into the register/POS system.

PAYMENT PROCESSOR

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

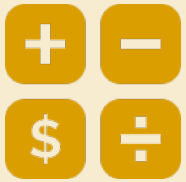
What do providers need to make the switch?

Making the switch to contactless is easy. Transit Providers just need to acquire up to three new pieces of technology:

FARE VALIDATORS

Onboard or on-platform devices that are equipped to read riders' contactless bank cards and smart devices.

FARE CALCULATION SOFTWARE



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

PAYMENT PROCESSOR

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

Benefits of contactless fare collection

Higher ridership

People will be more likely to choose transit when they can use what's already in their pockets to pay the fare.

***London Underground** ridership **grew over 4%** in a year after going contactless.*

Lower overhead

Transit providers using legacy fare media (cash, paper tickets, regional fare cards) spend a large portion of each revenue dollar on fare collection.

***Washington, D.C.,** saves **6¢ per dollar** on fares collected by bank card instead of cash.*

Faster boarding

Contactless fare collection reduces dwell time and speeds up transit.

***Tapping to pay** on buses saves **~1.75 seconds/passenger** vs. cash and **~2.25 seconds/passenger** vs. swipe cards.*

Happier riders

Contactless fare collection improves rider convenience, especially for those unfamiliar with local fare policies.

*The first 10 weeks of **New York's** contactless payment program saw one million taps, with **80% from smartphones**.*

Fairer fares

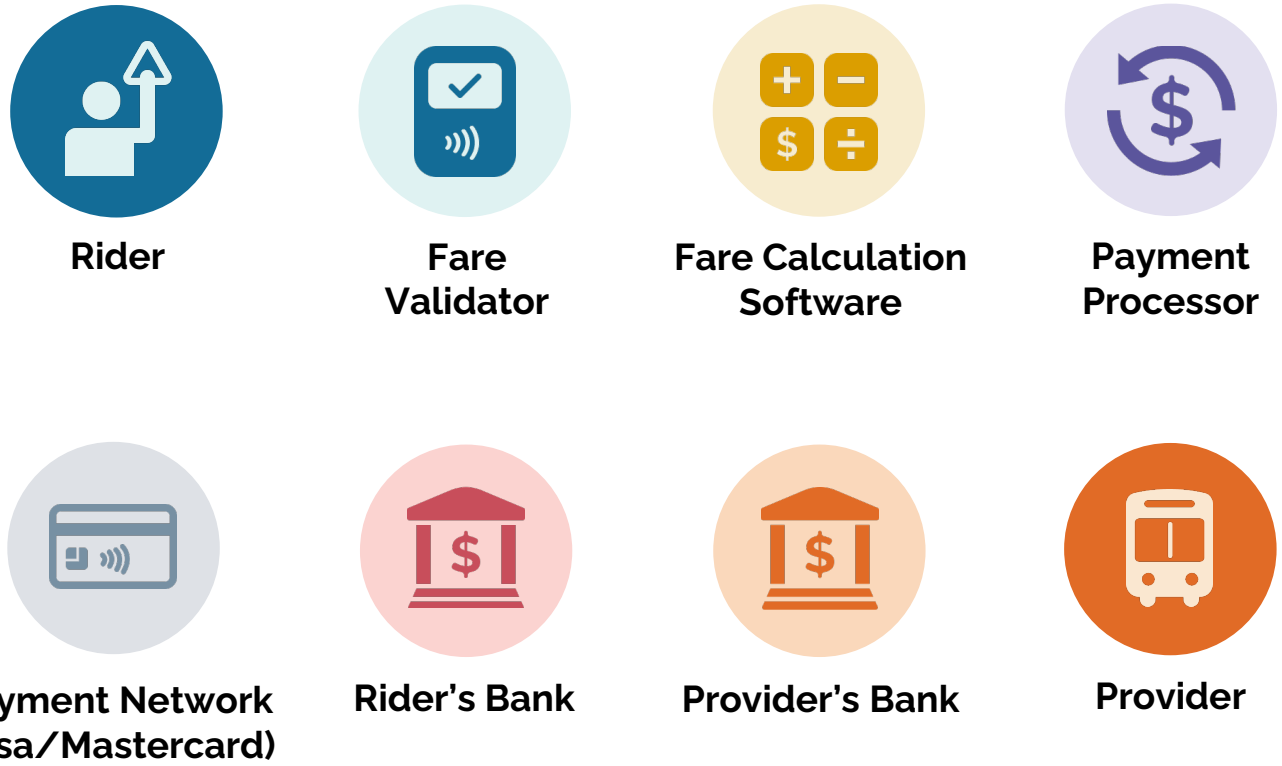
Contactless fare collection can help Transit Providers achieve social equity objectives: It enables fare capping, providing riders with weekly and monthly discounts without the up-front costs of an unlimited-ride pass. Reloadable prepaid debit cards offer an affordable way for riders without bank accounts to pay contactless fares.

CAL ITP

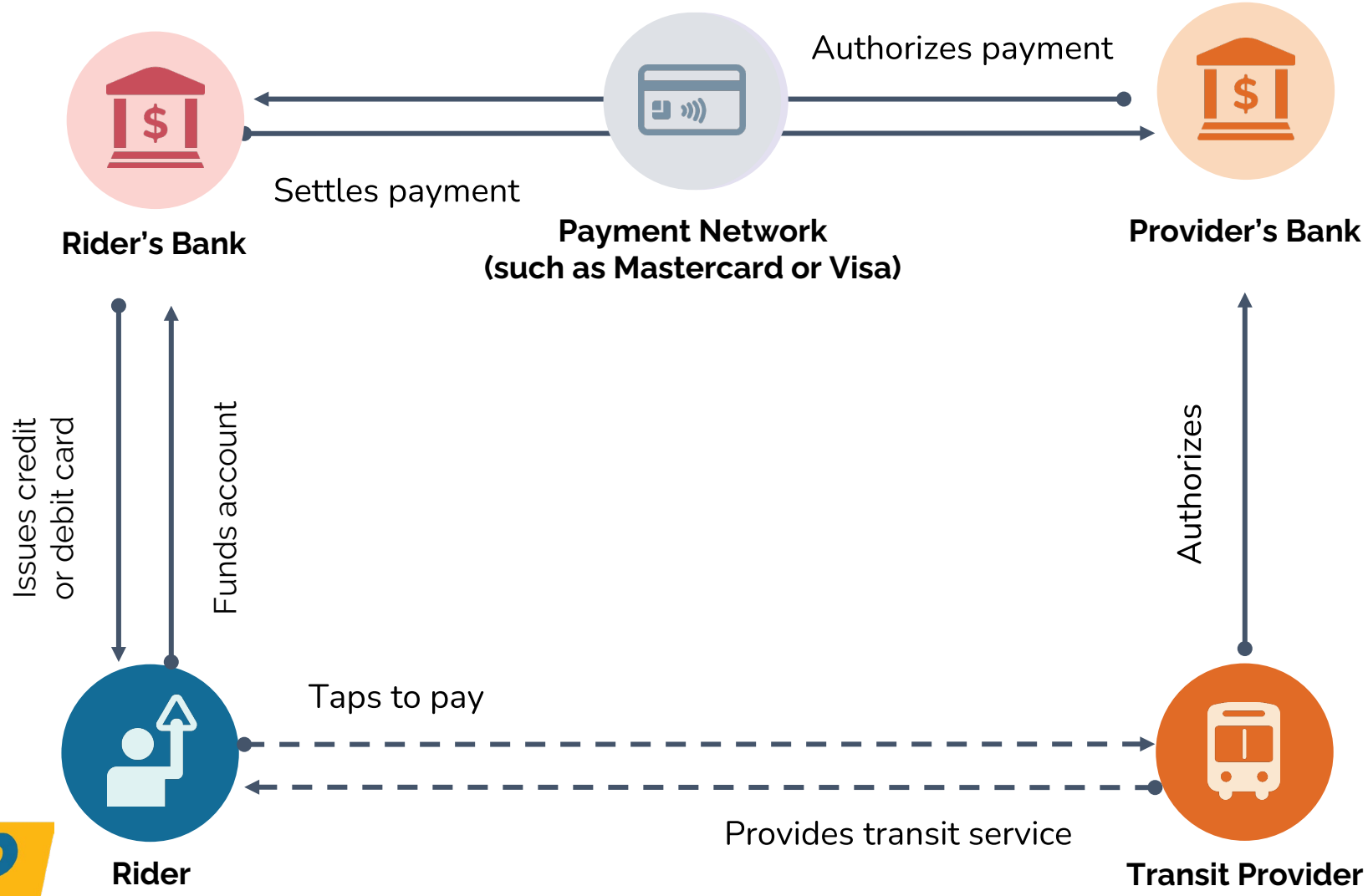
What actually happens when a rider taps to pay for transit?

Elements of contactless fare collection

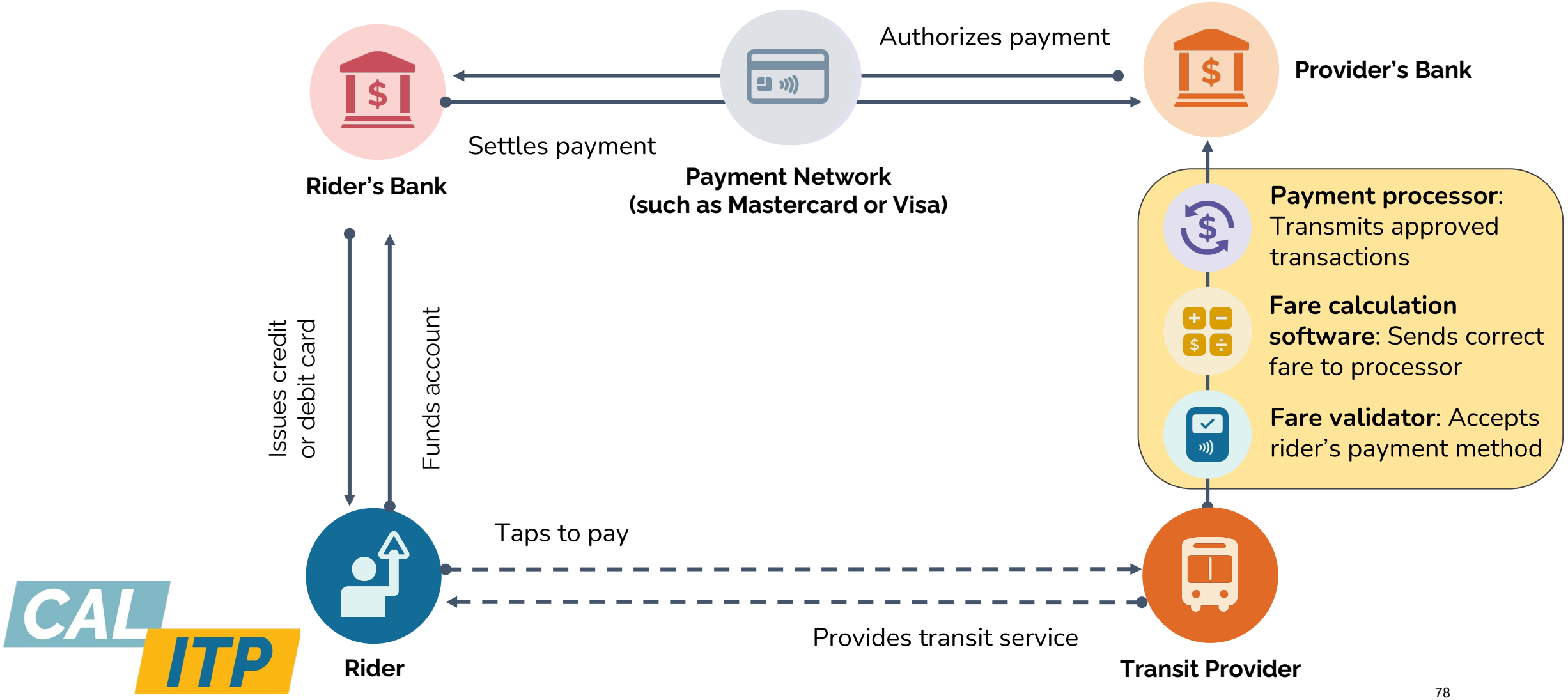
Sending fares from a rider's contactless card or device to a Transit Provider involves eight key entities:



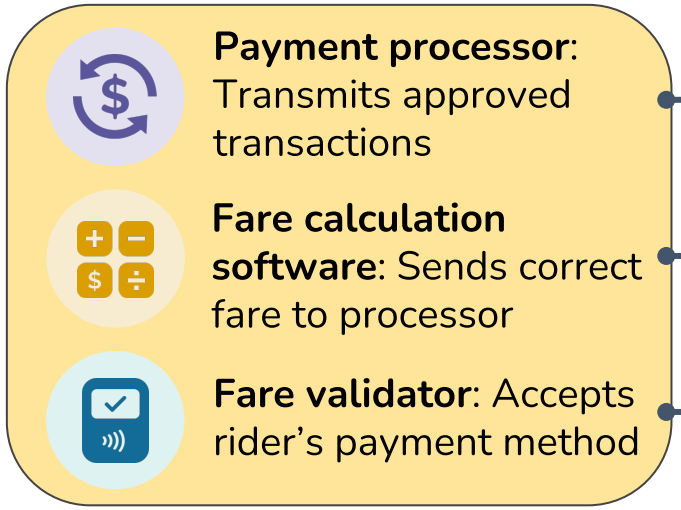
A typical contactless payment ecosystem



Contactless fare payment for transit



Master Service Agreements available for Transit Providers



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

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

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

Introducing MSAs – Your Procurement Superpower

1. What are Master Service Agreements (MSAs)?
2. How do the MSAs work?
3. How do I purchase from the MSAs?
4. What else do I need to know?

What are MSAs?

And what are the benefits for Transit Providers?

Any Transit Provider is eligible to use the MSAs

- The California Department of General Services (DGS), in collaboration with Cal-ITP, conducted an RFP that established 6 Master Service Agreements (MSAs) that allow Transit Providers to purchase directly without further competitive bidding.

- The MSAs allow any local government entities that operate public transportation services ("Transit Providers") to purchase goods and services off the MSAs. Out-of-state Transit Providers—including but not limited to members of the Oregon Cooperative Procurement Program (ORCPP) and the Washington State Purchasing Cooperative (WSPC)—can also participate. Each Transit Provider should determine whether use of the MSAs is consistent with its procurement policies and regulations.

- Projects resulting from these MSAs may be funded through grants from the Federal Transit Administration (FTA), and/or the State of California, California Department of Transportation (Caltrans), and other sources of local and state public funding. Check with your funding agencies.

The MSAs were competitively procured

- The MSAs for Payment Acceptance Devices (PADs) and Transit Processor Services used a competitive selection process in which MSAs were awarded based on a combination of technical qualifications and price.
- MSAs were awarded for two distinct categories: 3 for Category A (PADs) and 4 for Category B (Transit Processor Services).
- All MSA prices are *maximums*, and they can be negotiated further *downward.*
- DGS serves as the MSA administrator, but contracts ("User Agreements") are entered into directly between MSA vendors and Transit Providers.

** Please note that MSA documents refer to "Transit Agencies" whereas Cal-ITP materials refer to "Transit Providers"—these terms have the same meaning.*

How do the MSAs work?

What is included? What will it cost?

The MSAs enable contactless payment systems

- The purpose of the MSAs is to enable Transit Providers to deploy a contactless EMV (debit/credit/prepaid card and mobile wallet) fare payment option to complement or replace their legacy fare payment system.

- The MSAs include two Categories that together provide the backbone of a contactless EMV fare payment system:
  - Category A: Payment Acceptance Devices (e.g., fare validators), including supporting services
  - Category B: Transit Processor Services

- **PLEASE NOTE:** To be able to operate a contactless fare payment system, Transit Providers must also have a contractor for *payment processing services*, which California Transit Providers can access using California Electronic Payment Acceptance Services (EPAY) MSA 5-22-70-22-01 with Elavon.

There are 6 MSA vendors available

Category A (PADs)

- init
- KUBA
- scsoft

Category B (Transit Processor Services)

- BYTEMARK
- Enghouse Transportation +Public Safety
- init
- littlepay

CAL ITP

Click a logo to access that vendor's website.

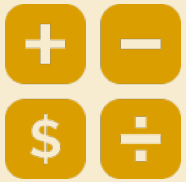
Three separate contracts are needed

Transit Providers can purchase from the MSAs for PADs (Category A) and Transit Processor Services (Category B), as well as the EPAY MSA, to access an integrated end-to-end contactless payment solution.

Category A Vendor

Onboard, on-platform, and mobile fare inspection devices that are equipped to read riders' contactless bank cards and smart devices.

Category B Vendor



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

EPAY Vendor

Software embedded in fare validators that transmits money from a rider's bank card to the Transit Provider's bank account.

Complete a quick & easy cost estimate

- Transit Providers can use Cal-ITP's Cost Estimation Tool to review and compare the *maximum* pricing of the MSAs—*actual* pricing will be obtained from vendors once you develop and share a User Agreement Scope of Work (see next section).

- To develop a quick estimate of costs for budget planning purposes, simply enter a) the desired quantity of PADs and b) estimated monthly fare revenue for the contactless system in the *Budget Worksheet* to receive a 5-year budget estimate (note that this estimate does not include other possible project costs such as payment processing, network connectivity, and customer-facing communications).

Category A Inputs (for Payment Acceptance Devices, aka PADs or Fare Validators)		
Hardware Inputs		
# of Standalone Validators	0	<---- ENTER VALIDATOR QUANTITIES HERE
# of Standalone Validators (Platform-Only)	0	
# of Mounting Poles	0	
# of Embedded Validators	0	
# of Mobile Fare Inspection Devices	0	

Screenshot from Cal-ITP Cost Estimation Tool – Budget Worksheet

How do I purchase from the MSAs?

What does the process look like?

Simple process to execute User Agreement

- To make a purchase off the MSAs, a Transit Provider and MSA vendor must execute a contract (referred to as a "User Agreement") that incorporates by reference the terms of the MSA but allows for certain items to be specified for a particular Transit Provider's needs.
- The User Agreement contains a Scope of Work (SOW; the key component of the User Agreement) that outlines project details. Cal-ITP can provide guidance to assist Transit Providers in developing a Scope of Work, which is the most important step in the process.
- The Transit Provider will share their initial Scope of Work with the PAD and Transit Processor Services vendors and receive back a specific solution description and pricing.
- Cal-ITP encourages all Transit Providers to carefully review the MSA documents and User Instructions on Cal eProcure before initiating this process.

User Agreements will be in the form of a Standard Agreement (STD 213; note that you'll need Adobe Acrobat or Reader to complete this PDF form) or equivalent contract form such as this Sample User Agreement (LINK), which can be used by Transit Providers across the U.S. User Agreements must incorporate all MSA terms by reference, include a Scope of Work, and include all pricing information.

Three phases to get to system launch

- With an executed User Agreement, there is only one onboarding phase remaining (implementation) before arriving at the launch date for the contactless payment system!
- Cal-ITP can assist Transit Providers during each step in the onboarding process.

Phase 1: Scoping

- Review MSAs and vendor products
- Complete draft SOW

Phase 2: Vendor Engagement

- Send draft SOW to vendors
- Select vendors and execute User Agreements

Phase 3: Implementation

- Oversee implementation activities
- Test, train, and launch

SOW = Scope of Work

How Cal-ITP can support in Phase 1

Cal-ITP will:

- Provide **contactless payments introduction** and **vendor catalog**

- Provide **SOW template and guidance** and **cost estimate tool**

Cal-ITP can also:

- Review and offer suggestions for transit provider SOW draft
- Assist the transit provider with a more complete project cost estimate

Decision #1: Confirm objectives and process

Decision #2: Confirm desired scope

Finalize Draft SOW

Transit Provider will:

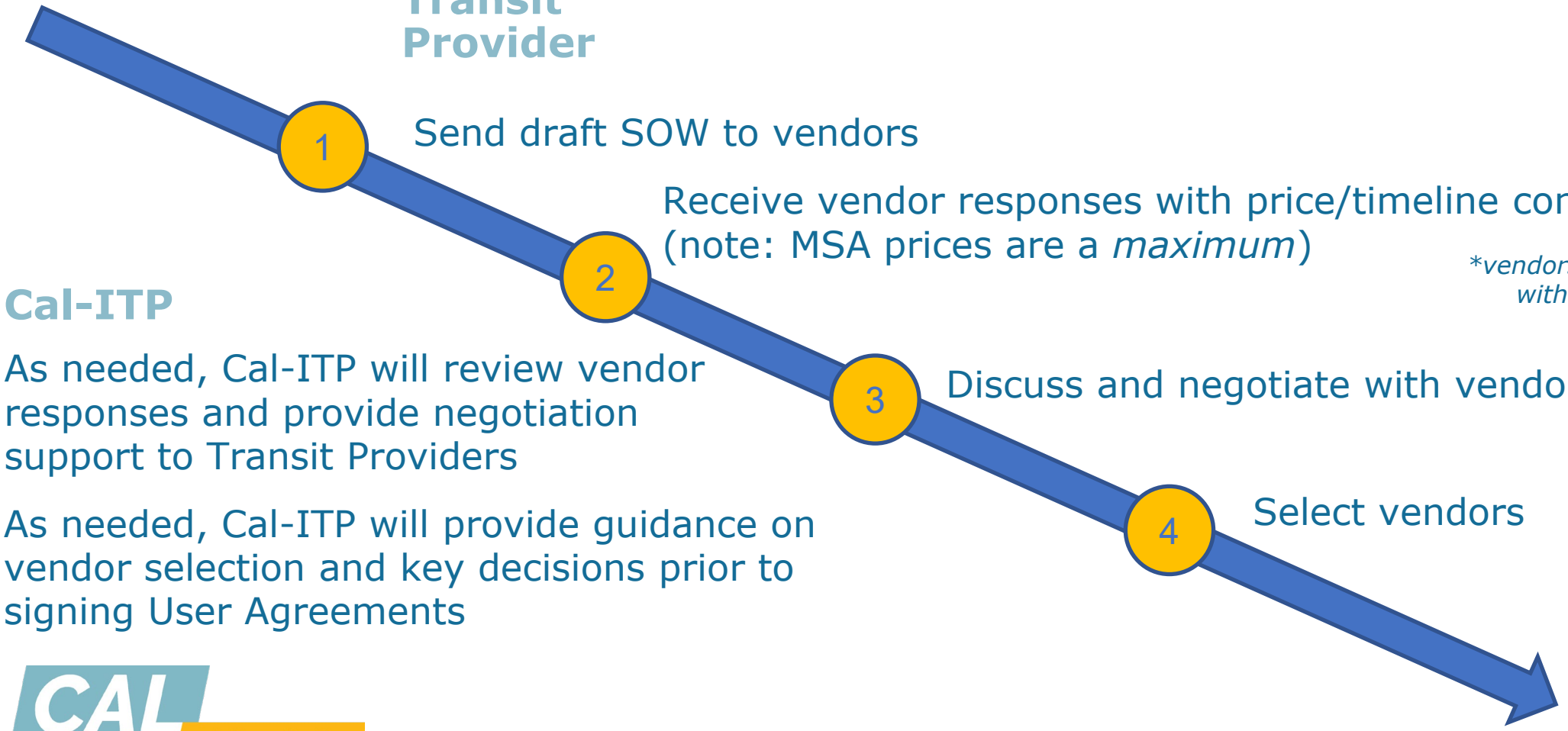
- Confirm ability to use MSAs
- Secure executive/board approval

- Answer SOW guidance scoping questions
- Use cost estimate tool to determine project budget

- Finalize SOW

SOW = Scope of Work

How Cal-ITP can support in Phase 2



How Cal-ITP can support in Phase 3

Cal-ITP

- Provide best practices and lessons learned
- Provide sample marketing/communications materials
- Assist Transit Providers and MSA vendors with any implementation issues

Transit Provider

- Finalize payment processing and connectivity needs
- Develop tailored marketing/communications materials for customers and staff
- Perform acceptance testing, with MSA vendor support
- Perform staff training, with MSA vendor support

What else do I need to know?

What are the key MSA terms to understand?

Some important MSA elements to be aware of

- The term of the MSAs is 5 years with options for 2 additional 2-year periods; all User Agreements resulting from these MSAs must be entirely fulfilled/completed within 36 months following the MSA term end date
- The MSAs contain default SLAs/KPIs for both Category A (PADs) and Category B (Transit Processor Services), which can be modified in the User Agreements
- Failure to meet SLAs/KPIs, as well as late completion of Project Implementation Plans, may trigger Service Credits for the Transit Provider
- MSAs include exhibits with equipment listings (for Category A) and rates (for both Categories)
- Category A breakpoints are based on the number of units defined in the User Agreement, whereas Category B breakpoints are based on total revenue processed under all User Agreements with that MSA vendor
- User Agreements must incorporate all MSA terms and conditions by reference, which also includes the following standard model contract language (available here):
  - IT General Provisions (DGS)
  - SaaS General Provisions (DGS)
  - SaaS Special Provisions, Cloud Computing Services (DGS)
  - FTA clauses (USDOT)

CAL ITP

SLAs = Service Level Agreements
KPIs = Key Performance Indicators

What should I do next?

- Carefully review the MSAs and User Instructions on Cal eProcure, if you have not yet done so
- Check out our Contactless Payments Introduction for more information
- If you're ready to start drafting the User Agreement Scope of Work, here's our SOW Template and Guidance document and Cost Estimation Tool
- Email us at hello@calitp.org or contact us if you have any questions

SoCal Agencies Adopting Open Loop

Launched!

- Anaheim Transportation Network (via MSA)
- Santa Barbara MTS (via MSA)
- San Diego MTS / NCTD (Init)

Coming Soon!

- VCTC (via MSA)
- Glendale BeeLine (via MSA)
- LA Metro (TAP Plus)
- OCTA (Init)

Cal-ITP Benefits

Making Travel Easy and Welcoming through Transit Discount Automation

Cal-ITP Benefits: Automated transit discounts

Cal-ITP Benefits objectives

1. Increase ridership by improving rider experience
2. Reduce burden on local transit providers to define and verify eligibility for transit discounts
3. Reduce burden of discount enrollment for riders by demystifying bureaucracy

California Department of Technology

California Identity Gateway

What is the California Identity Gateway?

A CDT-developed tool that **helps state agencies streamline the applicant eligibility verification process**.

The gateway securely connects program departments with identity providers to authenticate applicants, and to data providers for applicant eligibility data.

Current state

For **program participants**:

- Inconvenient in-person appointments
- Paper-based documentation
- Storage of personal data
- Many different accounts and processes

For **government agencies**:

- Different procedures for each program
- Security risks from many integrations
- Long lead time for new programs/policy changes

Advantages of digital verification

People can access benefits like they access everything else - through the internet.

- Common login information for many different benefits programs
- Access at any time, from any place

Government programs are more secure and operate with more data at less risk.

- Interoperable, replicable verification procedures
- Access to more identity providers and information sources

Mission & Principles

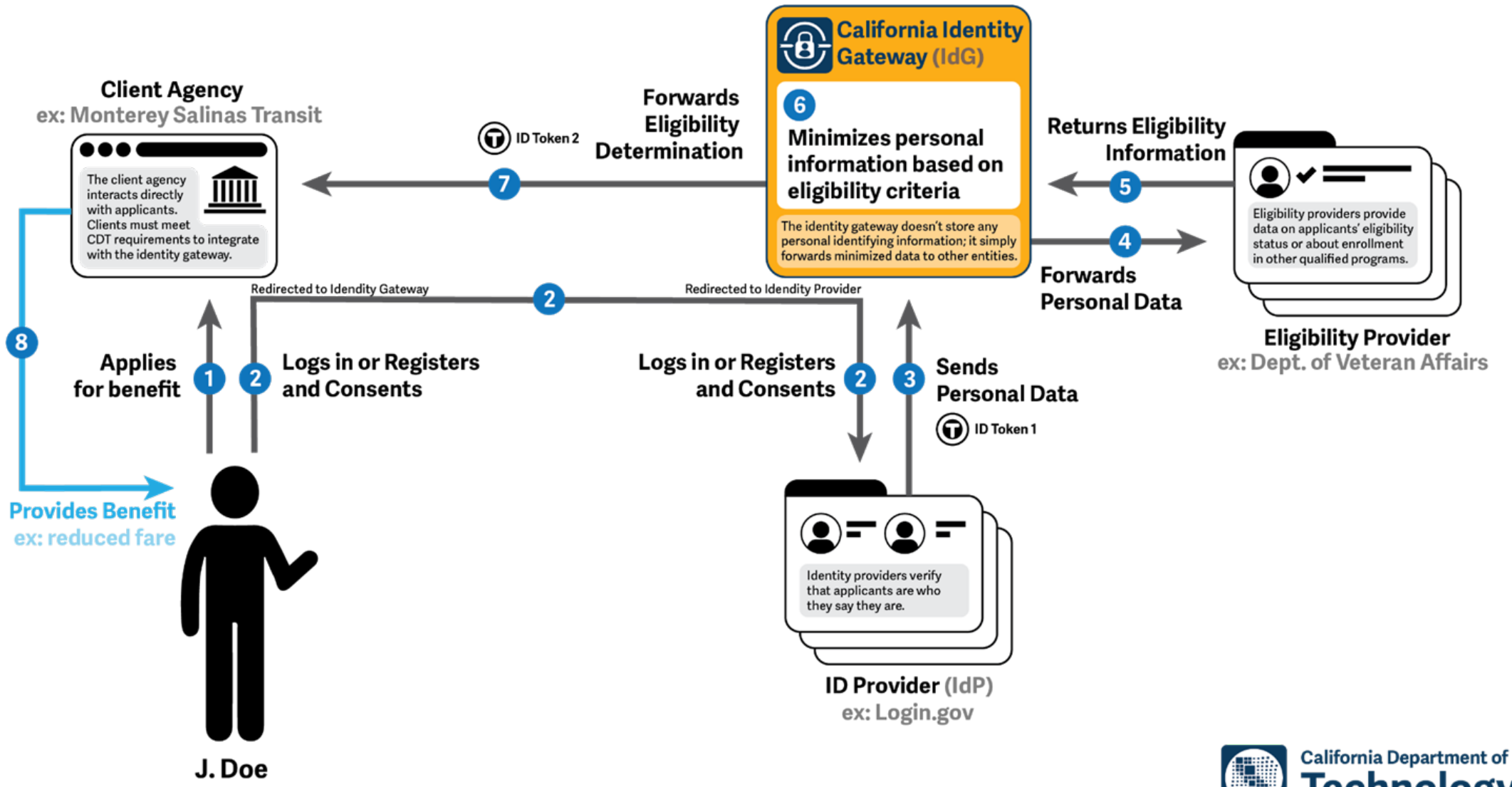
To provide every eligible person with easy, secure, privacy-preserving access to all of California's digital government services.

- World-class security
- Privacy-by-Design
- Access and Equity
- Openness and Transparency

Why the need for the Identity Gateway?

- Cost and complexity for state agencies to verify applicant eligibility
- Lack of data sharing of applicant data across state agencies means duplication of effort
- Barriers for applicants providing duplicate eligibility data for state programs with similar eligibility requirements
- PII exposure and data security risk from inconsistent treatment and separate storage of applicant data at each agency

California Identity Gateway



California Department of Technology

California Department of Technology

Digital ID

1325 Jay Steet, Suite 1600
Sacramento, CA 95814

Phone: (916) 319-9223

Questions?

Additional Contactless Payment Components

Accepting contactless payments makes a Transit Provider a merchant, and therefore responsible for paying a merchant service charge

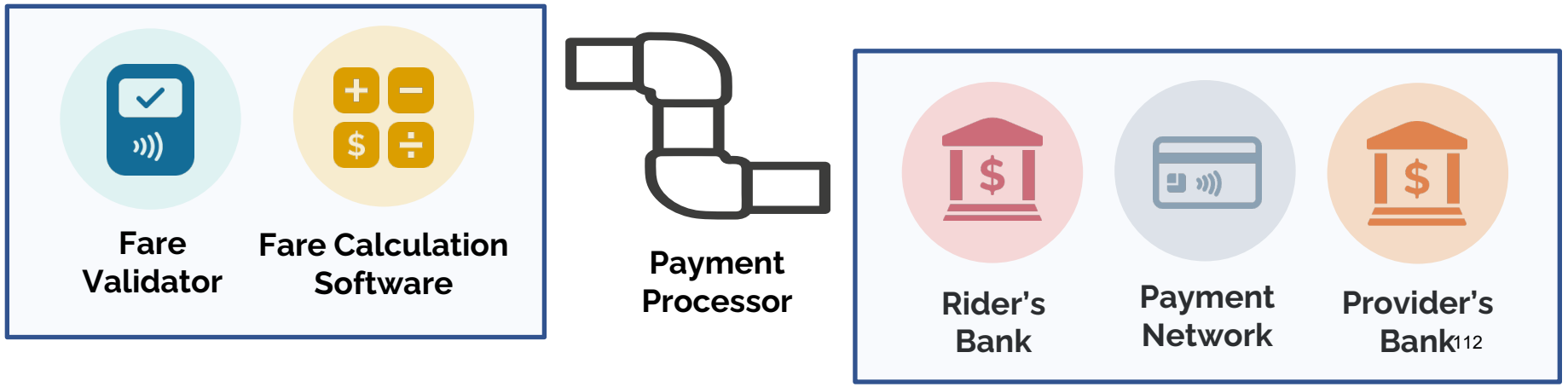
See next slides for further explanation

Electronic Payment Acceptance Services (EPAY)

- Electronic Payment Acceptance Services, provided by Payment Processors, are necessary for accepting traditional retail payments (for example paying with a bank card at a customer service center for a monthly pass) or for accepting contactless payments on transit.

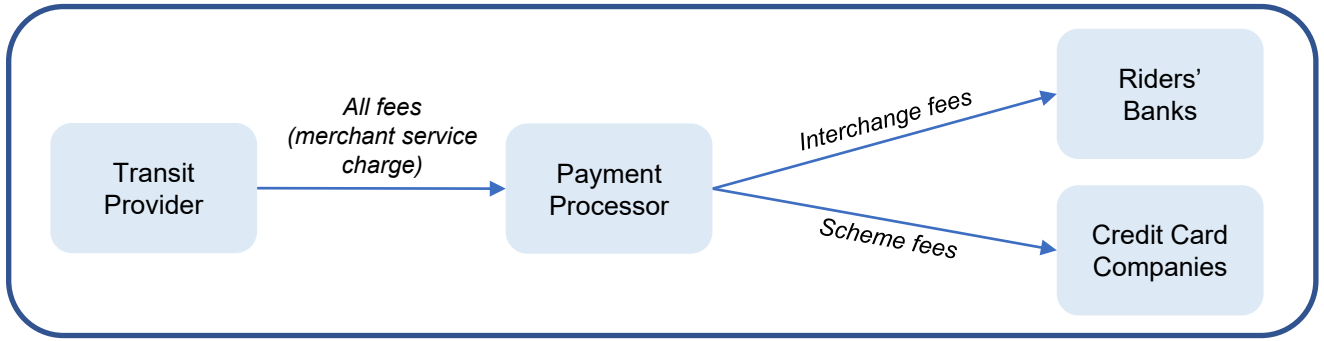
- In the case of transit fare payments, the role of the Payment Processor is to collect the tap transaction data received by the fare calculation software and transmit the information securely to the financial institutions involved in the transaction and settle the revenues due to the Transit Provider.

- California has an EPAY MSA already available with Payment Processor Elavon.



Understanding the cost structure of EPAY MSAs

- The merchant service charge is made up of **three** separate components: **Payment processing fees, interchange fees, and scheme fees**, all of which are billed by and paid directly to the Payment Processor.
- However, only one component is retained by the Payment Processor (payment processing fees), while the other two are pass-through costs: Interchange fees are retained by the rider's bank (which issued the cardholder's credit/debit card), and scheme fees are retained by the payment network (i.e., "credit card companies" such as Visa and Mastercard). The Transit Provider does not transact with the card-issuing banks or with the credit card companies directly.
- Interchange fee rates and scheme fee rates are published publicly and will vary depending on the type of card used during the transaction and the transaction amount.
- Payment processing fee rates are set in the EPAY MSA, and rates decrease as the cumulative volume of transactions (across all merchants on the contract) increases: For Elavon, the current payment processing rate for transit transactions is $0.03 per transaction.
- Interchange fees typically account for the largest portion of the merchant service charge, with scheme fees and payment processing fees making up the rest of the costs.



Accepting contactless payments makes a Transit Provider a merchant, and therefore responsible for protecting cardholders' data

See next slide for further explanation

What does “protecting cardholders’ data” mean?

- When a Transit Provider starts accepting bank cards, it becomes responsible for protecting the cardholders’ data. The payment card industry (PCI) has codified its security requirements and frameworks. All banks, merchants, and other players that deal with cards and cardholder data must adhere to these PCI rules.
- Fortunately, the MSA vendors together are responsible for the majority of the requirements. However, some limited requirements will always remain with a Transit Provider as the merchant.
- Transit Providers are encouraged to discuss PCI compliance with their MSA Contractors and visit the PCI Security Standards Council website for more information.

PCI compliance guidelines

As a transit provider, I accept *fewer than* 6 million credit and debit card transactions in a year	→ *Contact your Payment Processor for assistance in maintaining compliance, which may include completing a self-assessment questionnaire.*
As a transit provider, I accept *more than* 6 million credit and debit card transactions in a year	→ *Engage a Qualified Security Assessor to perform the PCI assessments and obtain a Report On Compliance and Attestation of Compliance.*

Cal-ITP and the California Department of General Services (DGS) are not responsible for Transit Provider’s adherence to PCI requirements

As transit continues to modernize, more devices are expected to leverage cellular data and connectivity.

See next slide for further explanation

Understanding data needs

Your onboard technology (router, CAD-AVL, GTFS devices, fare payment validators etc.) can be connected through multiple SIMs (one per device) or a single SIM (one in a router).

Multiple SIMs	Single SIM
Each device could be powered by a SIM that connects to the network. These SIMs would have smaller data plans.	A single router could provide connectivity to multiple devices. The router's SIM would need a larger data plan.

1

Size: Choosing the right amount of data

How much data you use depends on how many devices are on each vehicle. Typical usage for GTFS software and two fare payment validators is 3 GB/month.

3 GB	• GTFS-RT • 2 fare payment validators
Unlimited	• GTFS-RT • 2 fare payment validators • Cameras • CAD/AVL

2

Coverage: Choosing the right carrier

Carriers provide different coverage depending on location. It is important to evaluate which best covers your service area. You can use FCC data to evaluate Verizon, T-Mobile, and AT&T coverage. You can review FirstNet coverage on their website.

AT&T FIRSTNET. Built with AT&T

T-Mobile verizon

CAL ITP

You can access data plans in the commercial marketplace or at discounted rates on CalNet or on NASPO. Interested in tapping these rates? Email hello@calitp.org to get started today! Our team is happy to answer questions and guide you through the process.


CAL
ITP


Caltrans®


CalSTA

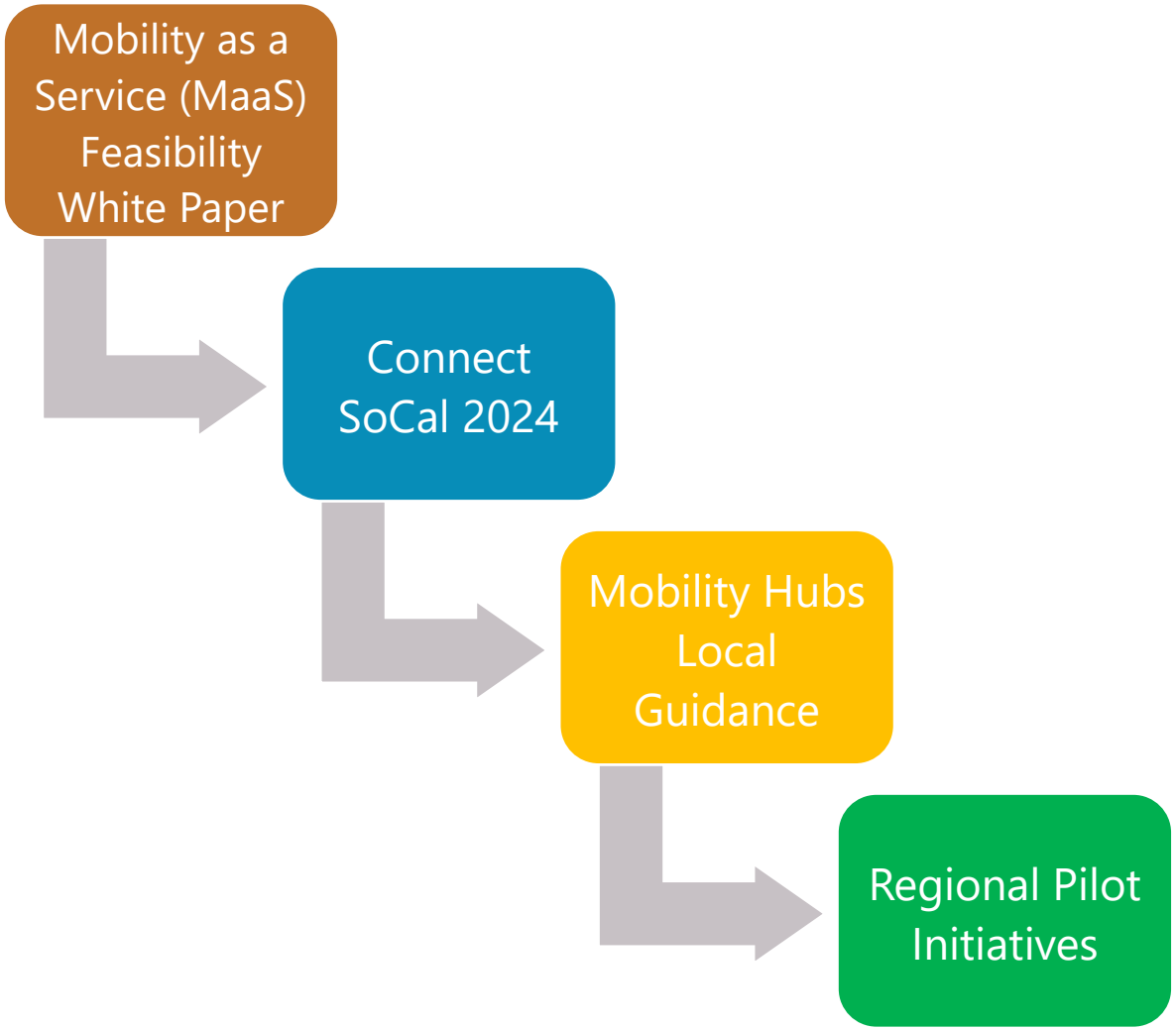
Mobility Hubs Update

Regional Transit Technical Advisory Committee (RTTAC)

July 31, 2024

WWW.SCAG.CA.GOV

Mobility Hub Work at SCAG



- SCAG defines mobility hubs as: *Physical places where people can seamlessly connect with multiple modes of transportation in a safe, comfortable, and accessible environment.*
- SCAG's Mobility Hub work is carried out by a cross-functional team.

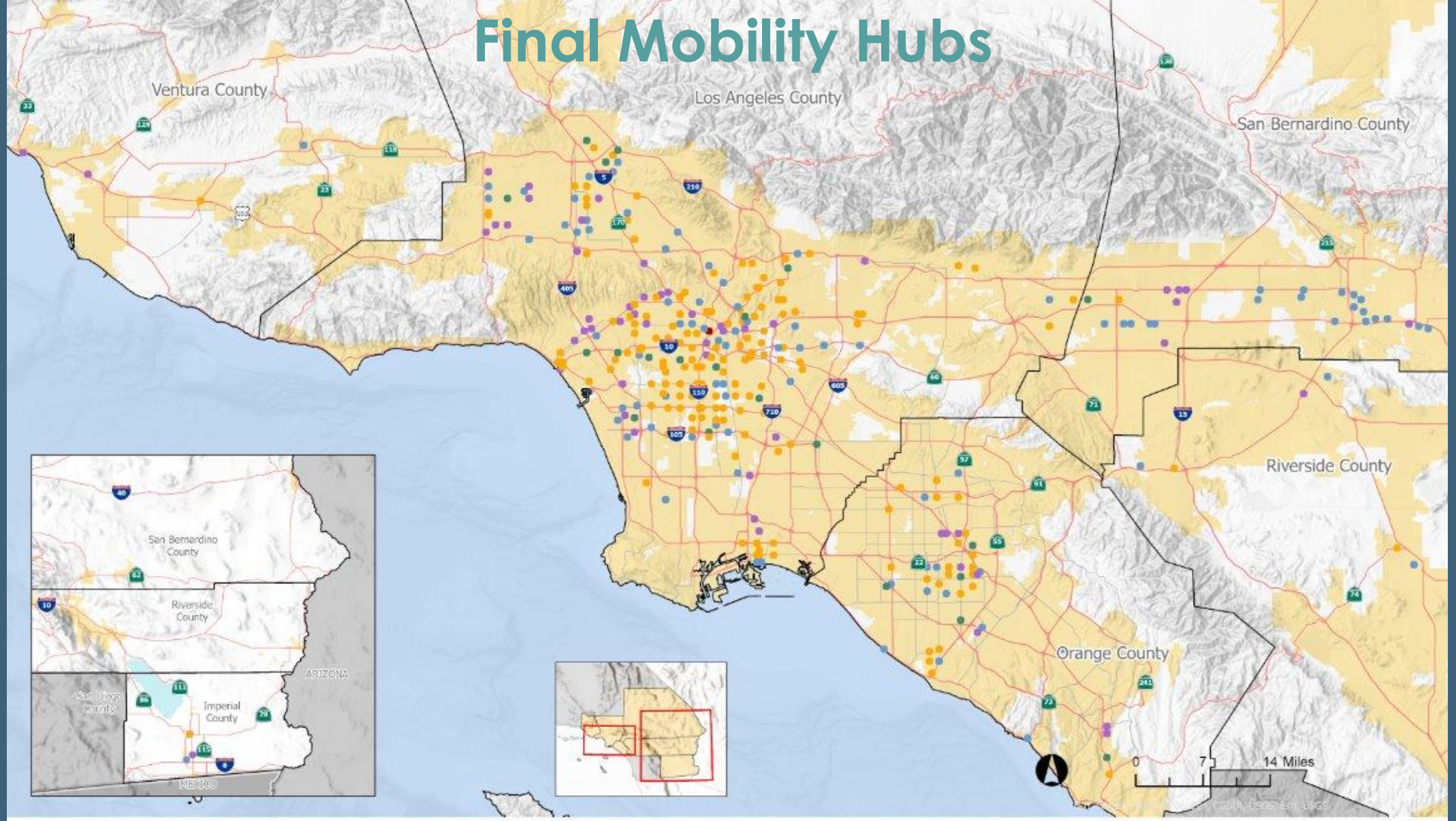
Regional Mobility Hubs Strategy (Phase 1)

- Identify mobility hubs across the region
- Identify data needed to develop the methodology to quantify the strategies included in the mobility hub strategy for Connect SoCal
- Establish a recommended baseline mobility hubs network

SCAG Mobility Hubs Typologies

- Downtown Hubs
- Urban Hubs
- Emerging Urban Hubs
- Suburban and Rural Hubs
- Equity Hubs
- Institutional Hubs

Final Mobility Hubs



Source: SCAG 2022
Not Shown: Lancaster (Emerging Urban Hub) and Barstow (Equity Hub)

Regional Mobility Hubs Strategy (Phase 2)

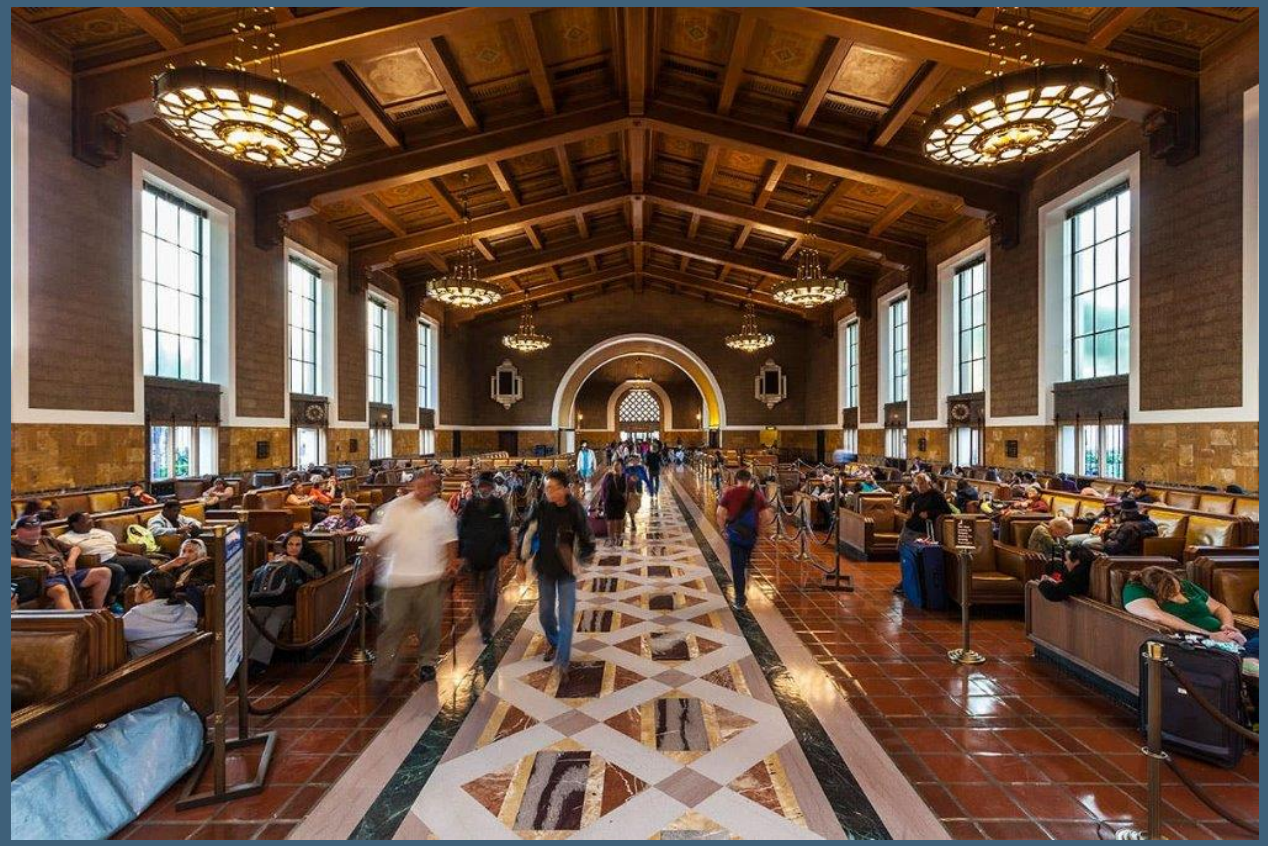
- Develop design and implementation guidance and provide training/support.
- Conduct research and coordinate with stakeholders to identify and advocate for potential funding sources and private/public partnerships to implement mobility hubs.
- Position locals for success in competing for grant funding.
- Continue to refine baseline network of mobility hubs.
- Develop 1-2 Mobility Hub Pilot Projects for Regional Pilots Initiative (RPI)

Current Efforts

- **Develop Local Guidance (2024-2025)**
  - ✓ Guidance on design and implementation of mobility hubs
  - ✓ Offer Toolbox Tuesday trainings to locals on guidance
  - ✓ Create conceptual designs
  - ✓ Designs will demonstrate best practices/innovations
  - ✓ Designs will correspond to typologies

Mobility Hubs Design & Implementation Guidance

- **Guidance will highlight:**
  - Best practices and approaches for implementing mobility hubs based on SCAG's identified mobility hubs typologies
  - Design considerations and approaches
  - Costs associated with amenities
  - Potential funding sources
  - Partnership opportunities



Project Screening and Prioritization Approach

Initial Mobility Hub (MH) Screening

Aligns with Regional Plans, Studies, and Planning Efforts

Prioritization

High Future Transit
HOV or Active Transportation

High Connect SoCal 2024
MH Regional Network Score

High Number of Disadvantaged
People/Households

Final Selection

Funding Availability (e.g., FTIP Programmed/Other) OR Local Partnership Opportunities Available OR SCAG Preferred

127

Stakeholder Engagement

- Activities will include:
  - Strategic outreach to public partners to share the vision, solicit feedback on the implementation guidance, and secure long-term support for implementing mobility hubs
  - Outreach to potential private partners to develop SOW for RPI Mobility Hub Technical Assistance
  - Hold two (2) transportation stakeholder workshops
  - Launch webpage to promote mobility hub work at SCAG

Stakeholder Engagement (Cont'd.)

- Stakeholders:
  - County Transportation Commissions (CTCs)
  - CTC Planning Directors
  - Regional Transit TAC
  - Safe and Active Streets Working Groups
  - Transportation Leaders throughout the region
  - Other Private Mobility Hub Partners

Project Summary

- Best Practices and Planning Context
  - July 2024
- Design and Implementation Guidance
  - August 2024
- Priority Projects Conceptual Designs
  - September 2024
- Implementation Strategy
  - August/September 2024

Willowbrook/Rosa Parks Station (Los Angeles) 130

Mobility Hubs - Opportunities

- Several Mobility Hubs plans across the region (e.g., I-710 North Mobility Hubs Plan, OCTA Mobility Hubs Strategy, Imperial's County's Regional Mobility Hub Implementation Strategy)
- Metrolink completed a Station Connectivity Enhancement Plan in 2023 that identifies opportunities to enhance existing Mobility Hubs
- LA County is motivated to improve mobility hubs in advance of the 2028 Olympic Games

Regional Pilot Initiatives (RPI) Program

The RPI Program will launch pilots of regional significance, with SCAG leading a team of public and private partners to run innovative and scalable projects.

The RPI Program does not envision having a call for projects. Rather, projects are selected with key partners. If projects are successful, they may lead to future calls.

Next Steps

- Conduct outreach throughout the region
- Continue to share project updates with the RTTAC
- Share updates with the SCAG Transportation Committee