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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Monday, January 31, 2022
10:00 a.m. – 12:00 p.m.

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

VIDEOCONFERENCE AVAILABLE

Zoom Meeting and Teleconference Only

TELECONFERENCE IS AVAILABLE

TO JOIN THE MEETING: https://scag.zoom.us/j/220315897
CONFERENCE NUMBER: +1 669 900 6833 US Toll (West Coast)
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

Monday, January 31, 2022

==========

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

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

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

4.3	**SCAG Regional Dedicated Transit Lanes Study** (Herb Higginbotham/Lila Singer-Berk, Cambridge Systematics, Jimi Mitchell, Nelson Nygard)	20	41
4.4	**SCAG Transit Performance Dashboard** (Marisa Laderach, Senior Regional Planner, SCAG)	15	59
4.5	**SCAG Mobility as a Service (MaaS) Feasibility White Paper Update** (Priscilla Freduah-Agyemang, SCAG)	20	68
4.6	**2024 Connect SoCal Overview & Schedule** (Priscilla Freduah-Agyemang, SCAG)	15	87

5.0 STAFF REPORT

6.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, March 30, 2021.

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

September 29, 2021

Minutes

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

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

Members Participating:

Joyce Rooney (Chair)	City of Redondo Beach/Beach Cities Transit
Kristin Warsinski (V. Chair)	Riverside Transit Agency
Geraldina Romo	Antelope Valley Transportation Authority
Esteban Rodriguez	Antelope Valley Transportation Authority
Tyler Nestved	Camarillo Area Transit
Sudesh Paul	City of Corona
Diana Chang	Culver CityBus
Josh Landis	Foothill Transit
Joe Raquel	Foothill Transit
Matt Miller	Gold Coast Transit District
Austin Novstrup	Gold Coast Transit District
Christopher MacKechnie	Long Beach Transit
Shirley Hsiao	Long Beach Transit
Joe Forgiarini	Los Angeles MTA
Lori Huddleston	Los Angeles MTA
Teresa Wong	Los Angeles MTA
Patrick Chandler	Los Angeles MTA
Rani Narula-Woods	Los Angeles MTA
Aubrey Smith	Metrolink
Rory Vaughn	Metrolink
Anthony Rodriguez	Montebello Bus Lines
Abigail Marin	Montebello Bus Lines
Adrianna Kendricks	Montebello Bus Lines
Armin Jorgenson	Omnitrans
Diane Amaya	City of Redondo Beach/Beach Cities Transit
Nick Echeverri	Santa Clarita Transit
Alfredo Torales	Santa Clarita Transit
Tim McCormick	Santa Monica Big Blue Bus
Alfredo Torales	Santa Monica Big Blue Bus

Christopher Latham	City of Simi Valley Transit
Benjamin Gonzalez	City of Simi Valley Transit
Godfrey Offoegbu	Torrance Transit
Kevin Kane	Victor Valley Transit
Gustavo Gomez	Imperial County Transportation Commission
Kurt Brotcke	Orange County Transportation Authority
Melissa Mungia	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Jack Garate	Orange County Transportation Authority
Kyle Hickey	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Beatris Megerdichian	Riverside County Transportation Commission
Nancy Strickert	San Bernardino County Transportation Authority
Jeni Eddington	Ventura County Transportation Commission
Martin Erickson	Ventura County Transportation Commission
Aaron Bonfilio	Ventura County Transportation Commission
Darrin Peschka	Ventura County Transportation Commission
Maurice Eaton	Caltrans District 7

SCAG Staff:

Philip Law	Stephen Fox
Priscilla Freduah-Agyemang	Marisa Laderach

1.0 CALL TO ORDER

Joyce Rooney, Beach Cities Transit, called the meeting to order at 10:05 a.m. Attending agency representatives 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 June 30, 2020 RTTAC Meeting
3.2	Regional Transit Operators Forum
3.3	FTA National Transit Renewal Resource Portal
3.4	America's Open and Transit's Open Final Report
3.5	APTA's New Transit Value Index – Report
3.6	State of California Best Practices for Allowing Pets on Public Transit (PUC 991666)

Priscilla Freduah-Agyemang, SCAG staff, reported that the Regional Transit Operators Forum is available and asked for members to submit issues to address and she also summarized the receive and file items.

4.0 INFORMATIONAL ITEM

4.1 Metro NextGen and COVID-19 Recovery Update

Joe Forgiarini, Los Angeles Metro, provided an update on the NextGen study and their COVID-19 recovery efforts. Mr. Forgiarini highlighted the project milestones in the multi-year effort and noted the NextGen effort conducted 15 public workshops prior to the pandemic. He reviewed bus route changes as a result of the study stating that major corridors are best served with more frequent bus service rather than express lines which serve stops fewer times during the day. Additionally, dedicated bus lanes were created in 2020 on 5th and 6th streets and Aliso street downtown. In 2021, a bus lane was added on Alvarado street and service hours were increased throughout the system. Two micro zones were created, and new bus lanes are being planned for Grand Avenue and Olive street.

Mr. Forgiarini reviewed the lessons learned noting service changes require infrastructure changes such as changing signage at bus stops. Coordination is important to inform riders and as the effort moved forward, sign changes were better aligned with the date of service changes. There was communication with the public during the dates of service change. Next, he reviewed transit ridership indicating bus ridership has been improving while rail ridership lags pre-covid levels mainly due to the decrease in office work downtown. He provided estimates for 2022 ridership for bus and rail.

4.2 VCbuspass – Ventura County's Regional Pass Program

Aaron Bonfilio, Ventura County Transportation Commission (VCTC), reported on the VCbuspass program, their new contactless fare system to be used for their bus and demand response services. He noted goals include a contactless fare payment system with an ability to integrate with future technology. He reviewed the project scope, vendor acquisition and components. Data acquisition on rider origin and destination and its use in service planning was examined. He noted the challenges such as linking eight local transit providers which operate within their own structure with different fare policies, fleets and resources. Critical elements include controlling buy-in, service quality and consistent messaging across multiple agencies and their third-party stakeholders. Next steps were reviewed including creating a retail store network, building a backup reporting process for communications gaps, developing benefits programs and expanding the fleet.

4.3 Microtransit Update – OC Flex

Melissa Mungia, OCTA, reported on OC Flex. She noted project goals include providing public transit in low-demand areas, reduce total operating and capital costs, reduce vehicle miles traveled and extend the reach of the OC Bus and Metrolink service. Ms. Mungia noted OC Flex operates a weekday and weekend service and customers can book and pay for their ride using the mobile application or by phone. Rides are free for OCTA and Metrolink pass holders. She reviewed the two pilot zones as well as key performance

metrics. Next, ridership trends were reviewed. It was noted ridership participation was trending favorably prior to the pandemic. Currently ridership is 85% of pre-pandemic levels. She reviewed recent service adjustments in response to ridership.

4.4 Microtransit Update – Metro Micro

Rani Narula-Woods, LA Metro, reported on Metro's on-demand Microtransit effort. It was noted rides can be booked through an application, using the website or by phone. Rider pick-ups are at designated or virtual stops. Additionally, the service is currently run by Metro drivers which currently serve specific geographic areas. She noted this effort is designed to not cannibalize fixed transit but to address short rider trips which link to transit. She reviewed performance targets including 15-minute maximum wait time, favorable customer feedback, linked trips to a transit hub, passengers carried per hour and cost per trip. The different service areas and initial ridership were also reviewed.

5.0 STAFF REPORT

5.1 SCAG Regional Dedicated Lanes Study & Mobility as a Service (MaaS) Feasibility White Paper Update

Priscilla Freduah-Agyemang, SCAG staff, provided an update on the Regional Dedicated Lanes Study and the MaaS Feasibility White Paper indicating efforts on both studies have begun. For the Dedicated Lanes Study she mentioned stakeholder efforts including an upcoming Transportation Agency kickoff meeting and finalizing the membership of the Technical Advisory Committee (TAC). Ms. Freduah-Agyemang added the project team is currently developing the literature review and best practices report and will share updates in a later meeting. She mentioned LA Metro will be providing updates on their dedicated lanes efforts to the SCAG Transportation Committee and encouraged interested members to attend. She noted the MaaS Advisory group kick-off meeting happened in August 2021, which was well attended. At this meeting the members provided valuable inputs on the initial work on the Feasibility White Paper. She also announced the next Advisory group meeting will be held on October 26, 2021. Staff will continue to share updates as the studies move along.

6.0 ADJOURNMENT

Joyce Rooney, Beach Cities Transit, adjourned the meeting at 11:51 a.m. and announced the next meeting is tentatively scheduled for January 31, 2022.

Regional Transit Technical Advisory Committee
2022 Agenda Look Ahead

The RTTAC meets quarterly on the fifth Wednesday of the month. The following is a tentative look-ahead to the proposed RTTAC agendas for 2022. It includes three standing items requested by the Chair and Vice Chair for:

1) Regulatory Compliance – items addressing compliance with MAP - 21 and FAST Act rulemakings, as well as state regulations including SB 375 or ARB fleet rules
2) Performance – items related to understanding why ridership has declined, and highlighting steps local agencies are taking to address these losses
3) Technology and Mobility Innovations – items related to transportation network companies, ITS, advanced technologies, and other mobility innovations

The discussion items below are proposed and speakers have not yet been contacted. Suggestions from RTTAC members are welcome.

Winter 2022 (January 31)

- **Regulatory Compliance Standing Item**
  - 2024 RTP Overview and Schedule
- **Performance Standing Item**
  - SCAG Transit Performance dashboard
- **Technology and Mobility Innovations Standing Item**
  - Regional Microtransit Update
    - LADOT LAnow Program update
  - Regional Dedicated Transit Lanes Study update
  - MaaS Feasibility Study White Paper update
- Metro's Fareless System Initiative
- 2022 RTTAC agenda look ahead

Spring 2022 (March 30)

- Regulatory Compliance Standing Item
  - TAM and Transit Safety Target Setting Update
- Performance Standing Item
  - SCAG-UCLA Ridership Study Phase 2 – Neighborhood Change
- Technology and Mobility Innovations Standing Item
  - RTA Free Fares for Youth and College Students Program
  - Access Services autonomous paratransit vehicle program
  - Regional Dedicated Transit Lanes Study update
  - MaaS Feasibility Study White Paper update
  - Monterey Salinas Transit pilot
- SBCTA – Redlands Passenger Rail Project (Arrow)

Summer 2022 (June 29)

- Performance and Regulatory Compliance Standing Item
    - 2024 Connect SoCal Update
- Technology and Mobility Innovations Standing Item
    - Regional Microtransit Update
        - OC Flex
    - Metro Mobility Wallet Pilot
    - Regional Dedicated Transit Lanes Study update
    - MaaS Feasibility Study White Paper update
- 710 Mobility Hub study
- MOVE Culver City
- HQTC/A Mapping

Fall 2022 (August 31)

- Regulatory Compliance Standing Item
    - MAP 21 Regional Transit Safety Target Setting Update
- Performance Standing Item
    -
- Technology and Mobility Innovations Standing Item
    - Riverside Transit contactless payment
    - VCTC Cal-ITP mobile ticketing and contactless payment update
    - Innovative Clean Transit update
        - SCAG region readiness analysis
        - Zero Emission Bus Rollout Plans Updates
- MTS San Diego Iris BRT Route (All Electric buses)
- Transportation Network Company (TNC) Access for All Program Update

Fall 2022 (November 30)

- Regulatory Compliance Standing Item
    - MAP 21 Regional Transit Safety Target Setting Update
    - TAM Plan update
- Performance Standing Item
    -
- Technology and Mobility Innovations Standing Item
    - Metro I-405 corridor studies
    - OC Mobility Hub study Update
- Transit and Transit Oriented Development (TOD) Updates
- Metro Fare Capping Policy

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.3
January 31, 2022

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:

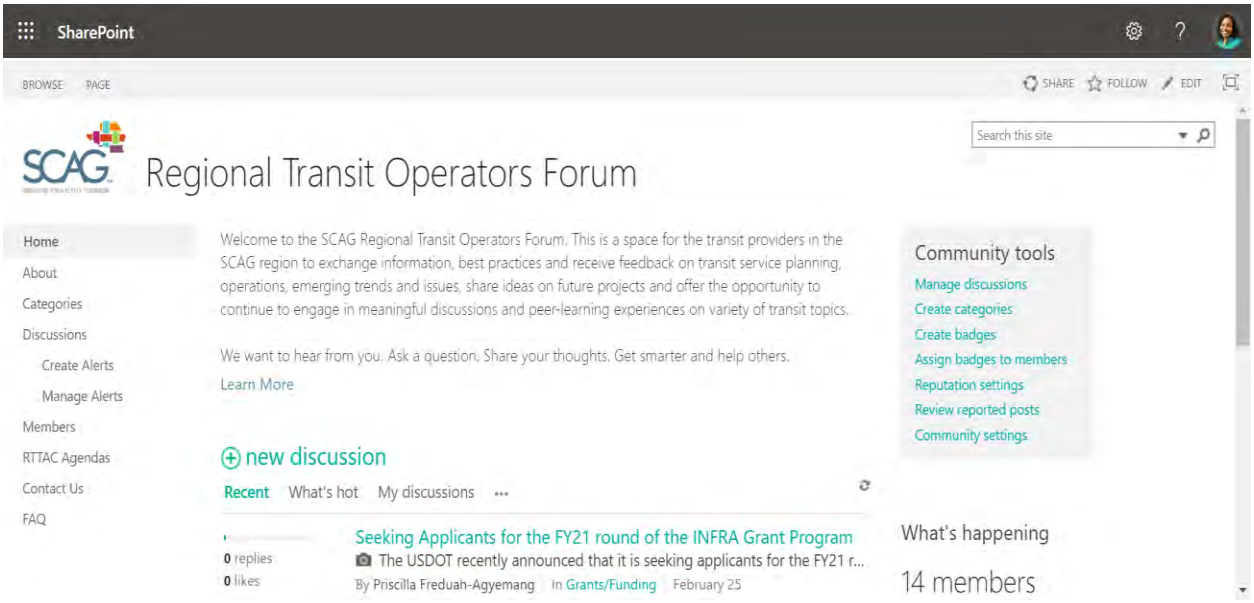
This is to remind the RTTAC members of the SCAG regional transit operators' forum, which was introduced and launched at the January 27, 2021 meeting. The community forum is a platform for operators to discuss relevant topics related to transit in the region.

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
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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
Seeking Applicants for the FY21 round of the INFRA Grant Program
The USDOT recently announced that it is seeking applicants for the FY21 r...
0 replies
0 likes
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. 3.4
January 31, 2022

To: Regional Transit Technical Advisory Committee (RTTAC)

From: James Morimoto, Active Transportation Fellow,
213-630-1490, morimoto@scag.ca.gov

Subject: Transit and Transportation Network Company (TNC) Partnership Survey

SUMMARY

Staff is requesting transit operators to answer a short survey about TNC Partnerships to collect data within the SCAG region. The initial data will help track the planning and implementation of past, current, and future Transit/TNC Partnerships. This will be used to support Connect SoCal initiatives in Transit/ TNC Partnerships as we further develop Sustainable Communities Strategies (SCS) in the 2024 Regional Transportation Plan (RTP).

There is currently no updated data on the planning and implementation on Transit/TNC partnerships within the region. The Connect SoCal initiatives will track data on the location and coverage area of these partnerships, and identify gaps in the coverage, to help analyze where the gaps can be addressed by other alternatives for access to transportation and public transit.

Staff will follow-up separately with each transit agency based on responses received. For additional information please contact James Morimoto (morimoto@scag.ca.gov) or Priscilla Freduah-Agyemang (agyemang@scag.ca.gov).

Survey Link: https://arcg.is/05KiOD

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
January 31, 2022

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: American Public Transportation Association (APTA) Publication – Tackling the Driver Shortage (Report by Optibus)

SUMMARY

From https://knowledgehub.apta.com/resource/optibus-tackling-the-driver-shortage

The report highlights driver shortages have been a growing problem across the globe for quite some time, and the pandemic has exacerbated an already troubling situation. As a result of the pandemic, driver shortages — across virtually every aspect of the transportation industry — are at record highs worldwide.

The Report addresses how to create schedules that attract and retain drivers and increase driver happiness.

The report includes:

- Challenges and benefits of bus driving
- How can we change the current paradigm?
- Case study: reducing split schedules and runs
- How to create lifestyle rosters that attract and retain drivers

GoPass Fareless Pilot Program
SCAG Regional Transit Technical Advisory Committee (RTTAC)
January 2022

Devon Deming
Robin O'Hara
LA Metro

Metro

Fareless System Initiative (FSI)

- September 2020 – Previous CEO, Phil Washington, launched Fareless System Initiative (FSI) Task Force
  - Fares suspended due to COVID and rear-door boarding
  - Fare recovery pre-COVID was 13% of operating costs
  - Task Force focused on ways to help low-income riders
- May 2021 – Metro Board approved a recommendation to initiate a phased implementation of fareless initiative beginning with students
- September 2021 – Metro Board approved launch of Phase 1 for K-14 students effective October 1, 2021
- Phase 2 would expand to low-income participants (pending funding)
- Reinstatement of full fare collection January 10, 2022

Background for Phase 1

- 69% of 1.4 million K-12 students qualify for Free and Reduced-Price Meal programs for low-income families
- 20% of junior high school students and 23% of LA adults are obese
  - Up to 37% of junior high school students in lower income communities
- According to the American Heart Association, people who take transit are 44% less likely to be overweight due to a more active lifestyle
- A two-year AA degree increases income potential by up to 47%
- Only 30% of community college students graduate, and only 26% of African American students and 22% of Latino students
- Studies have shown that students receiving a transit pass have over 20% higher graduation rate

Phase 1 K-14 – Objectives

- Increase student ridership, improve student health, and student success by building on existing programs
- Establish cost-sharing partnerships with K-12 districts, community college districts, and transit agencies
- Create regional student passes through collaboration with other transit agencies in the county
- Create a new generation of lifelong transit riders

District Cost-Sharing

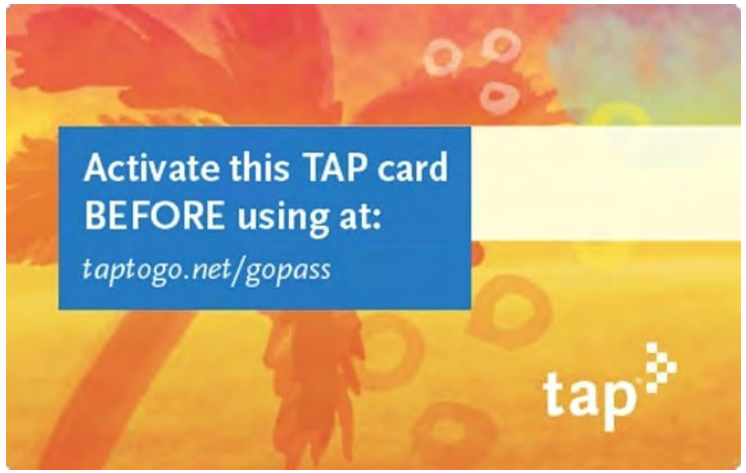
Cost-sharing for District Partnerships is $3 per enrolled student per year K-12 districts and $7 per enrolled student per year for Community College districts includes:

- ✓Distribution of free TAP Cards through District ($2 value)
- ✓Unlimited rides on all Metro services and participating FSI partner transit agencies for each pilot year.
- ✓Year 1 is October 1, 2021, through July 31, 2022. Year 2 is August 1, 2022, through June 30, 2023

- Program covers passes that need to be provided for homeless students, foster youth, special education, juvenile transition, attendance improvement and other programs
- Potential revenue increase due to improved attendance
- Community College Partnerships are $7 per student per year

GoPass Logistics

- ✓One (1) week turnaround for delivery of GoPass TAP Cards and informational materials
- ✓Districts receive GoPass TAP cards and informational materials for distribution to all schools/students
- ✓Schools are responsible for distributing only ONE card per student at a time (methodology to be determined by district)
- ✓School will only be required to track distribution for district purposes, but not to share any student information with Metro
- ✓Students need to register cards to activate
- ✓The registration process is simplified
- ✓Lost card replacement process
- ✓Registration codes for existing/virtual cards



District Partnerships

- Over 70 districts have expressed interest in becoming Partners representing:
  - ✓Representing 1,500 schools and 900,000 students
  - ✓11 Community Colleges representing 300,000
  - ✓Cost-sharing revenue of $2.5M/year (10% of $49.9M pilot cost)

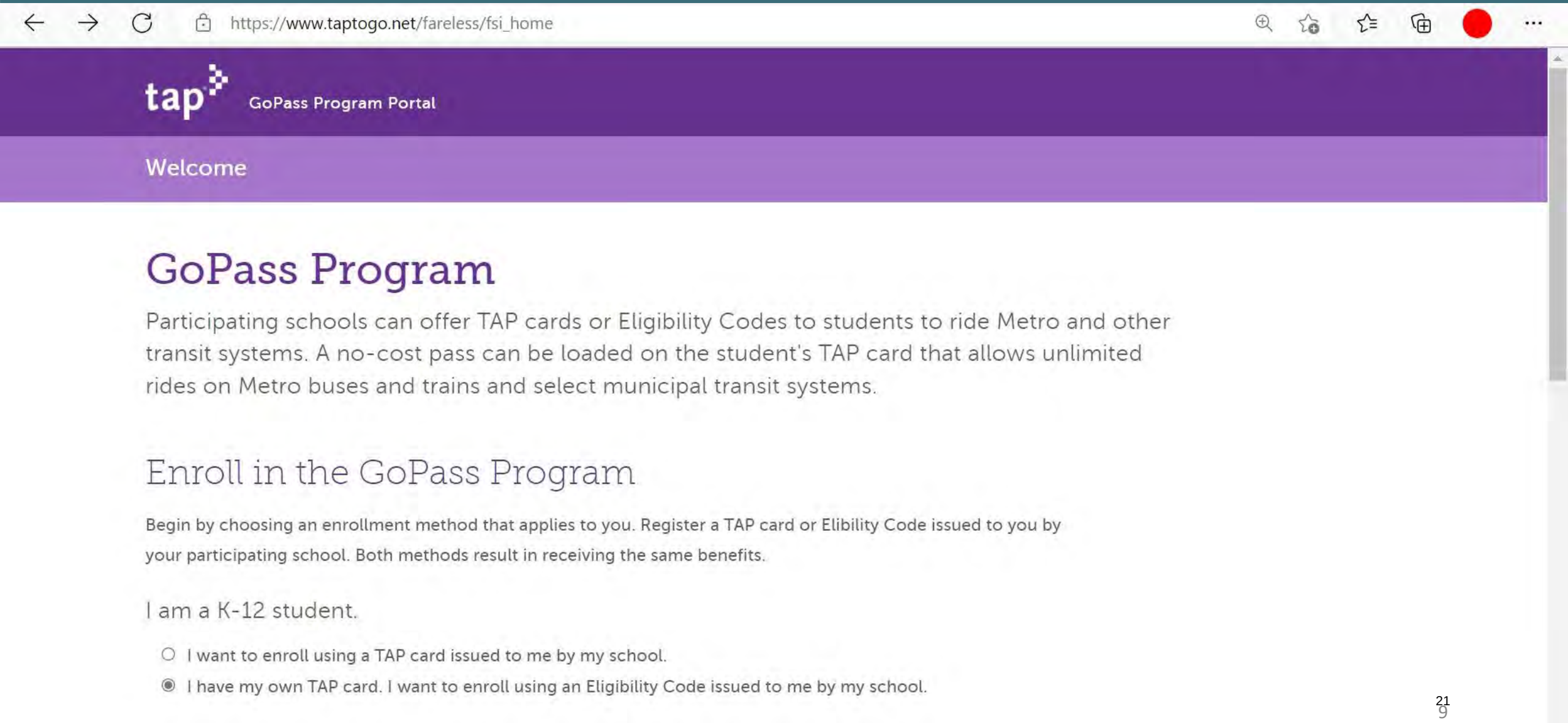
- Transit Agency partners:
  - City of Commerce
  - Culver CityBus
  - DASH
  - Foothill Transit
  - Gardena Transit (GTrans)
  - Long Beach Transit
  - Norwalk Transit
  - Montebello Bus
  - Pasadena Transit (eff. 2/1/2022)
  - Santa Monica Big Blue Bus
  - Torrance Transit

Phase 1 – Participation

- As of 1/24/2022:
  - ✓514,000 cards have been distributed
  - ✓37,620 cards have been registered in the portal
  - ✓18,000 unique cards have been used on the system from 588 schools
  - ✓Over 168,070 boardings have been recorded (Metro reinstated fare collection on January 10, 2022)

- Registration portal created by TAP has run very smoothly with less than 1% errors

Registration Portal - Landing Page



Registration Portal - Student Page

To enroll in the program, students must first receive a TAP card or Eligibility Code from an administrator at a participating school. Students 13 years or older must complete the form below to register the card or to use the code. Parents or guardians must complete the form for students under 13 years of age.

Student Information

* FIRST NAME: First Name
* LAST NAME: Last Name
* BIRTH DATE: mm/dd/yyyy
* SCHOOL NAME: Begin typing and select your school from the list of names
* GRADE LEVEL: Select one
* TAP CARD NUMBER: Enter 16- or 20-digit TAP card number — Locate card number
* ELIGIBILITY CODE: Enter code

Household Information

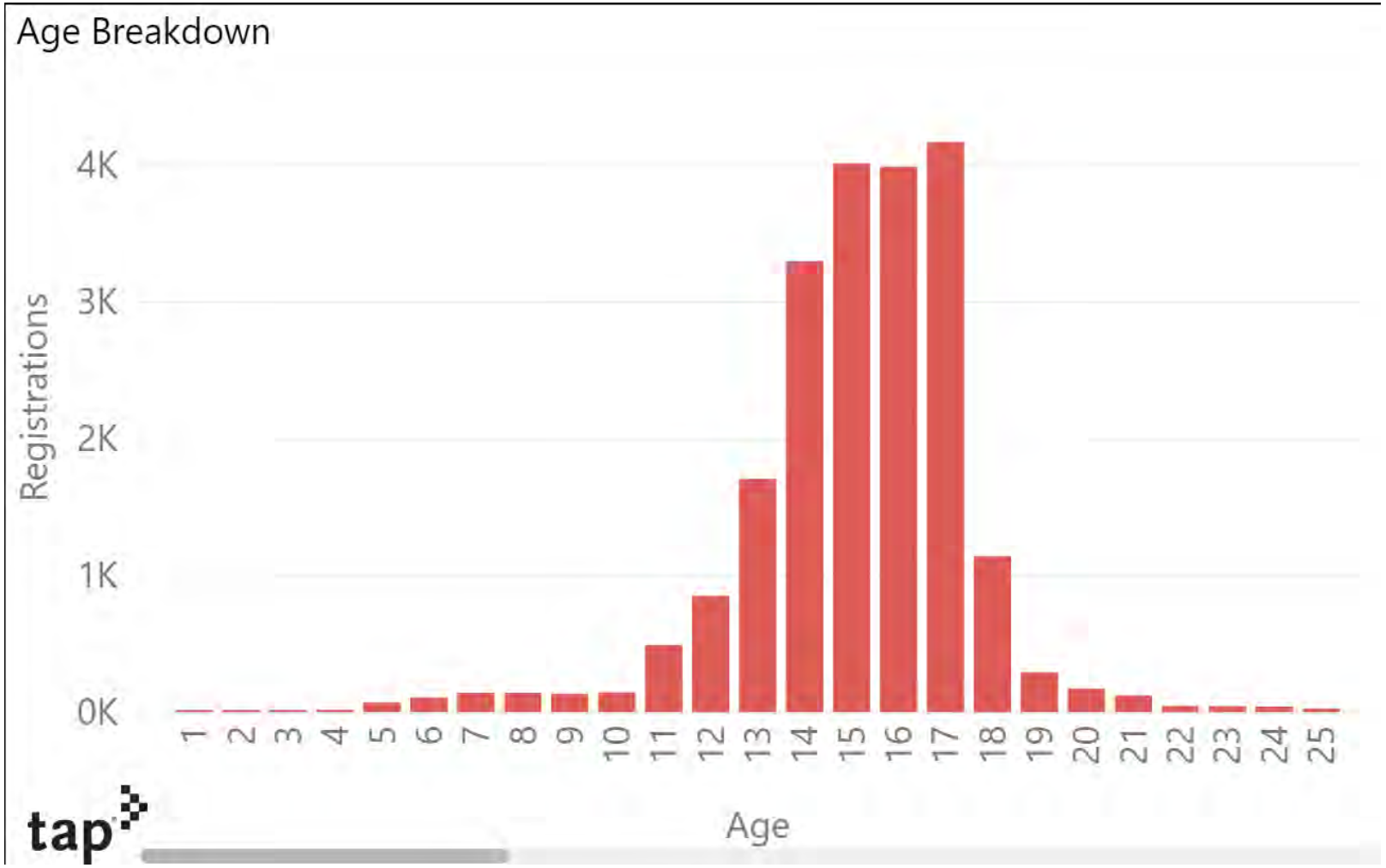
This information is collected to help evaluate the program. It will not be shared.

* ETHNICITY: Select one
* ANNUAL HOUSEHOLD INCOME: Select one

☐ I hereby expressly agree (opt in) to receive future communications regarding program participation, products and services offered by Metro, a business partner, or Metro's contractor for Metro programs, using my contact information provided above.

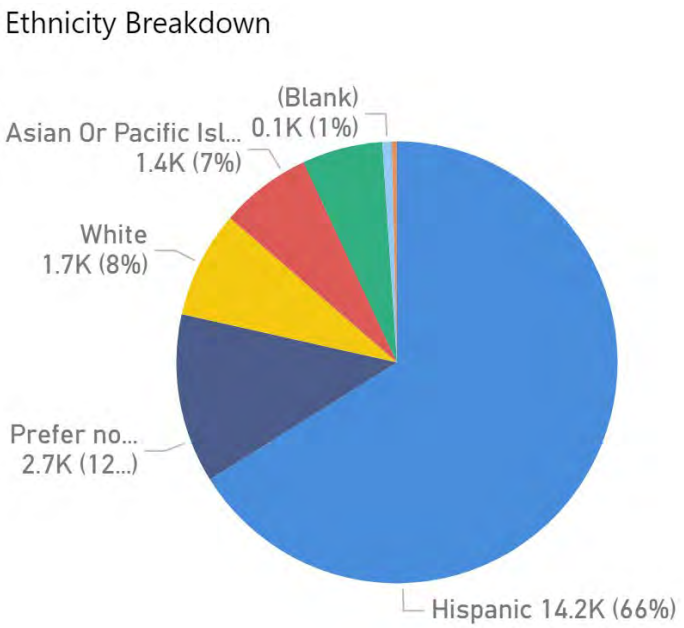
Phase 1 K-14 – Participation

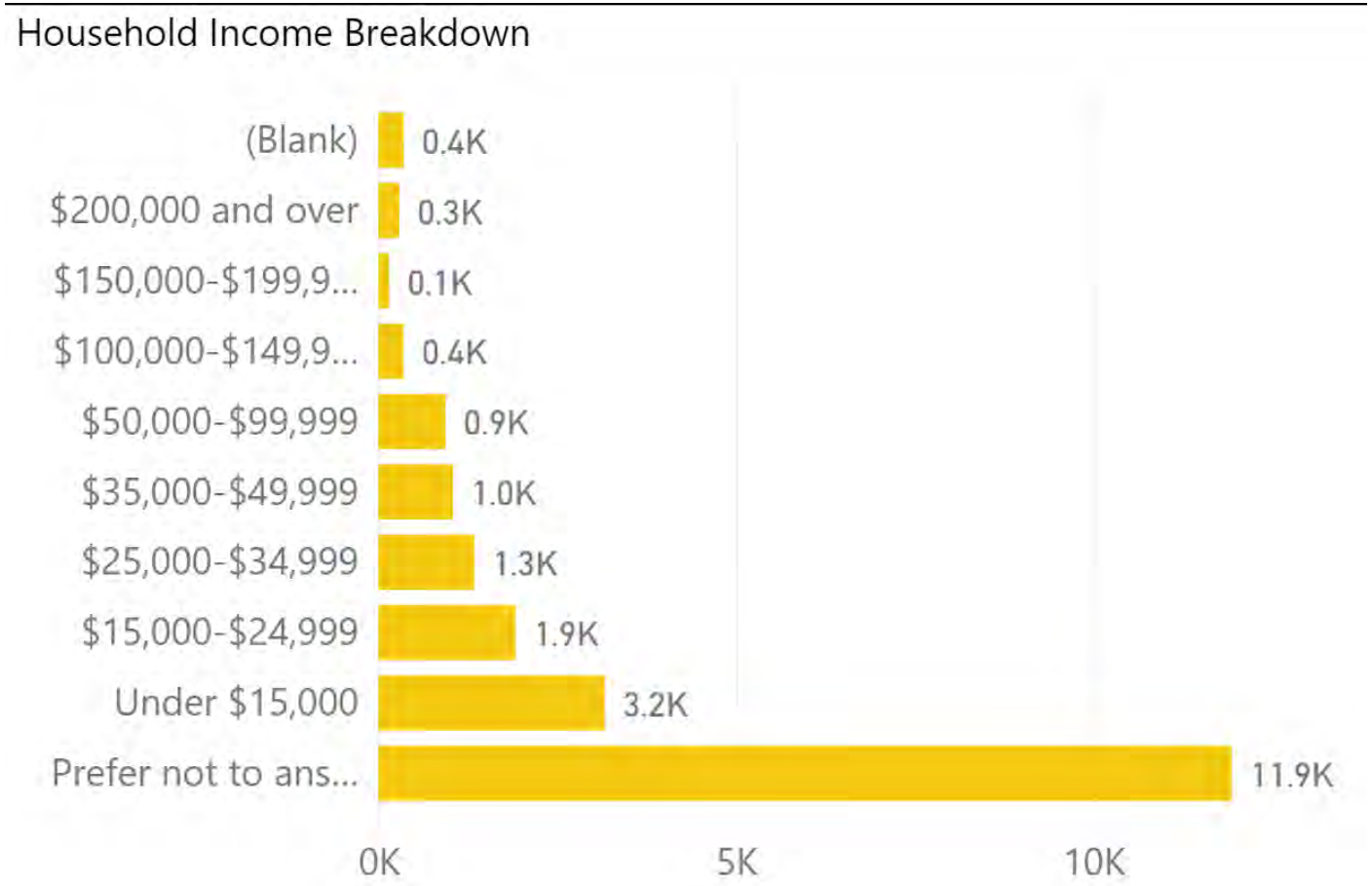
Majority of registrants are in the 14-17 age range, followed by 11-13 age range



Phase 1 K-14 – Testing

Ethnicity Background
Hispanic = 66%
White = 8%
Prefer not to answer = 12%
Asian or Pacific Islander = 7%
Black = 7%





Majority (45%) of registrants chose “prefer not to answer”.
Of 845 responses, 44% under $35K/yr. year and 50% under $50K/yr.

Q&A and Links

- Low-Income Fare is Easy (LIFE) Program:
  - New Online Application
  - Self-certification of income
  - 90-day free pass promotion
  - 50% off monthly pass promotion
  - 20 free rides per month
  - https://www.metro.net/riding/life/
- Additional GoPass Resources:
  - www.metro.net/gopass
  - www.taptogo.net/gopass
- Q&A

Contacts

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TAP Customer Experience
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Devon Deming
Deputy Executive Officer
Fareless System Initiative (FSI)
demingd@metro.net
(213) 922-7957

Fareless System Initiative

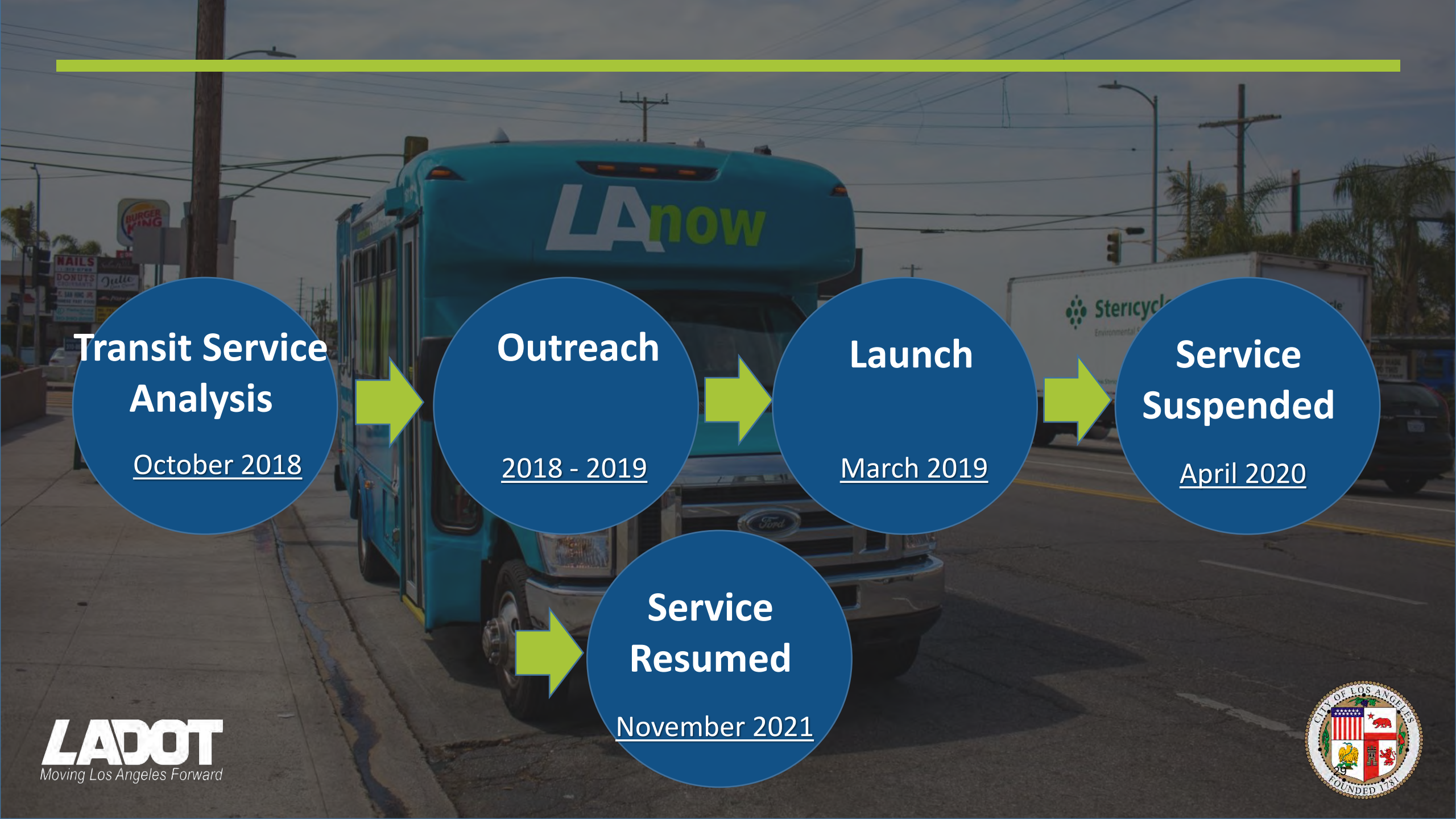
Metro

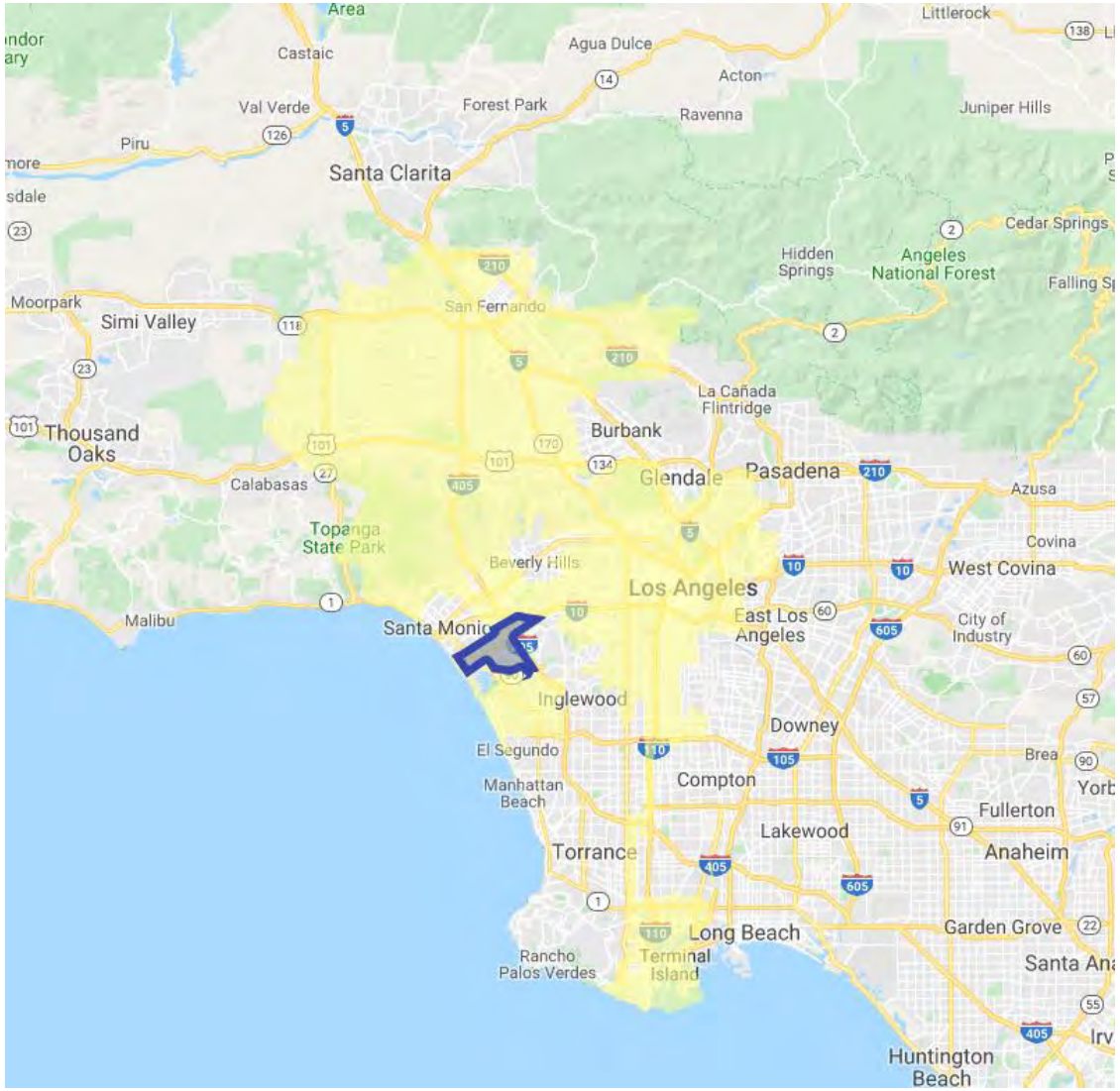
LAnow

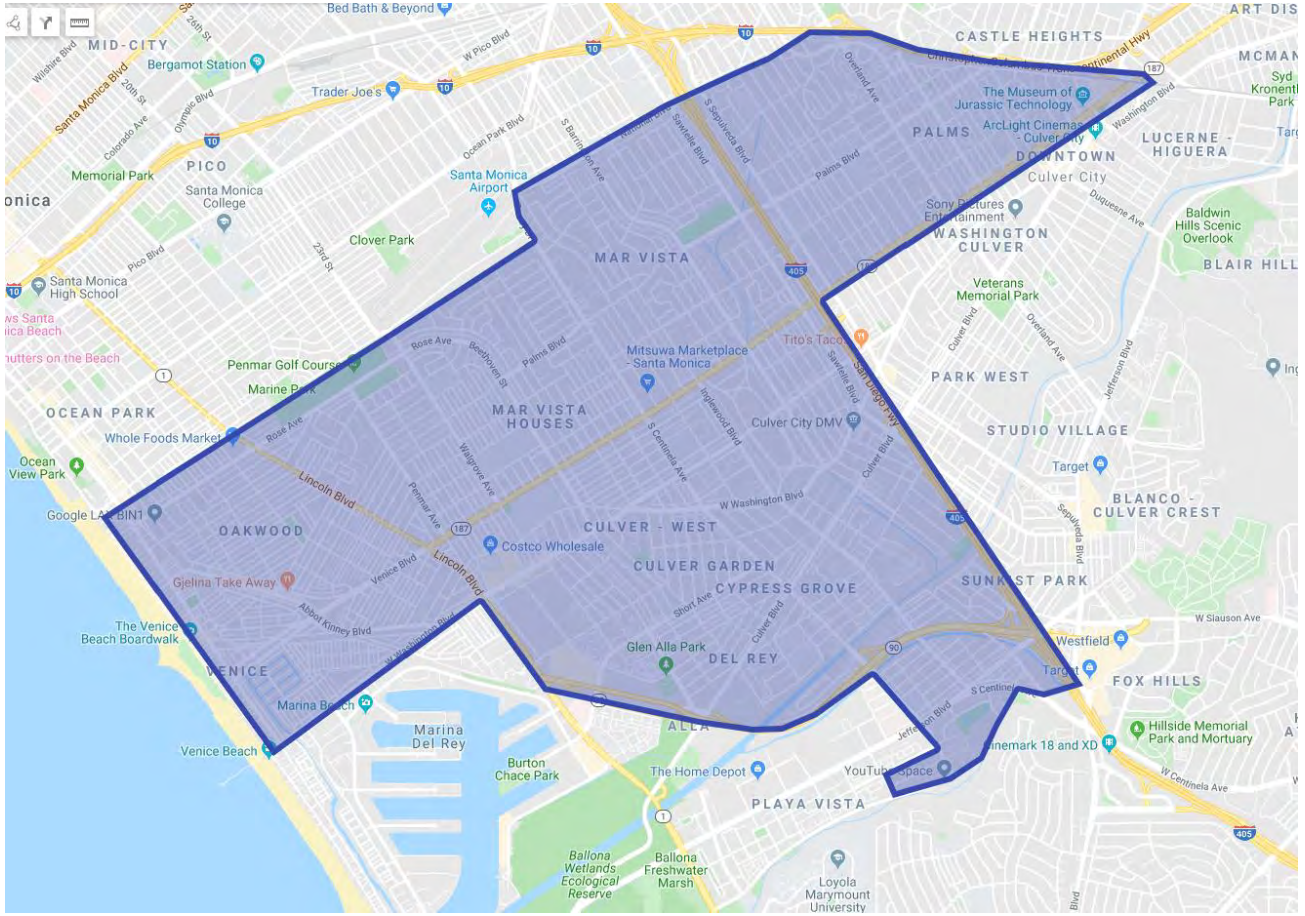
Connecting Palms, Mar Vista, Del Rey, & Venice

LADOT
Moving Los Angeles Forward

LADOT
Moving Los Angeles Forward


LAnow
Transit Service Analysis
October 2018
Outreach
2018 - 2019
Launch
March 2019
Service Suspended
April 2020
Service Resumed
November 2021
LADOT
Moving Los Angeles Forward



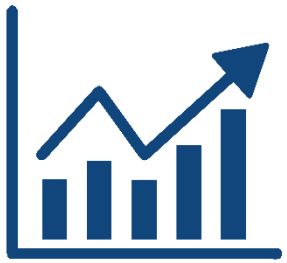


LADOT
Moving Los Angeles Forward

Service

Days of Operation

Monday - Friday



Peak Hour
6 vehicles
6:00am – 9:00am ,
4:00pm – 7:00pm

Off-Peak Hours
4 vehicles ,
9:00am – 4:00am

Vehicles can accommodate 12 seated passengers, with a 4 wheel chair capacity.

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Fare (One-way)

FREE	Children 4 years or younger
$1.50	Adults/Children 5+
$0.75	Seniors/Disabled

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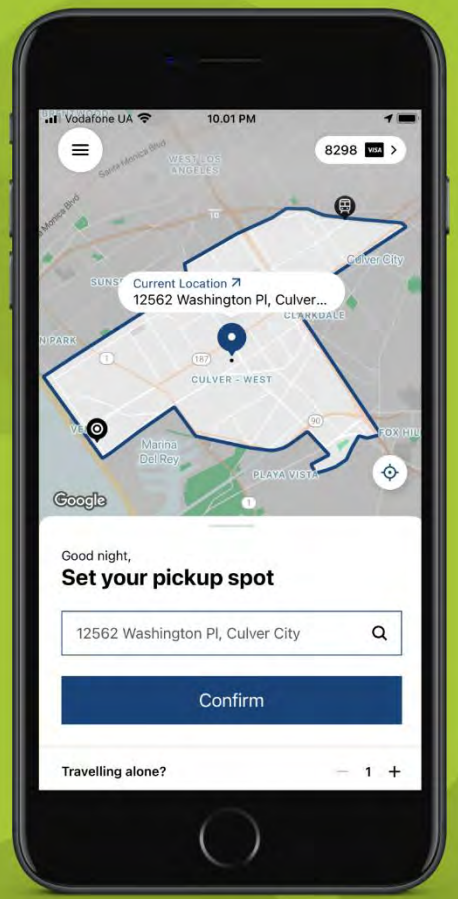
Book rides straight from your phone.

Tell us where you're going.



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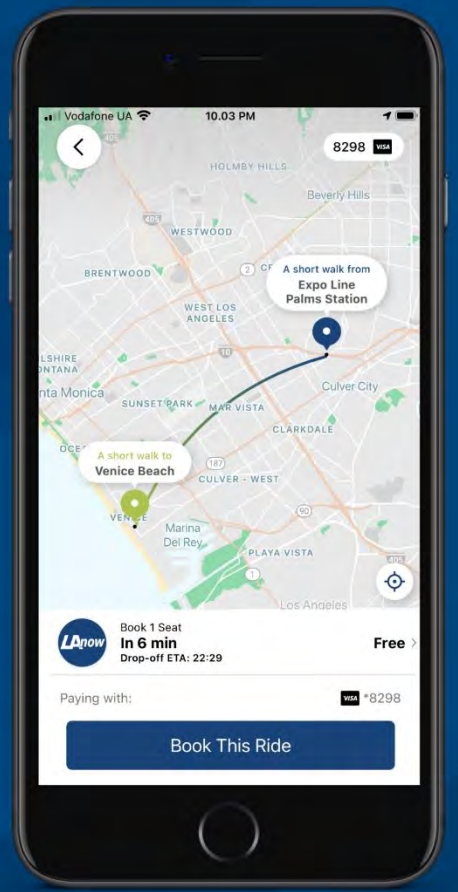
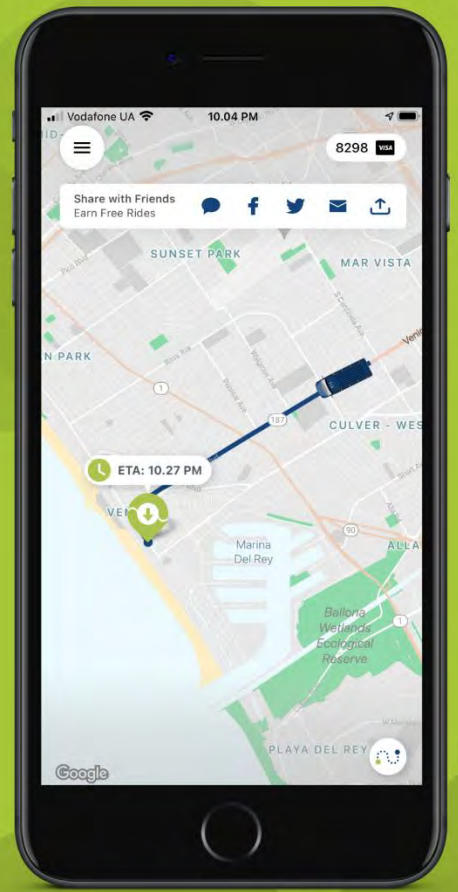
Choose a ride option.



Track your ride in real-time.



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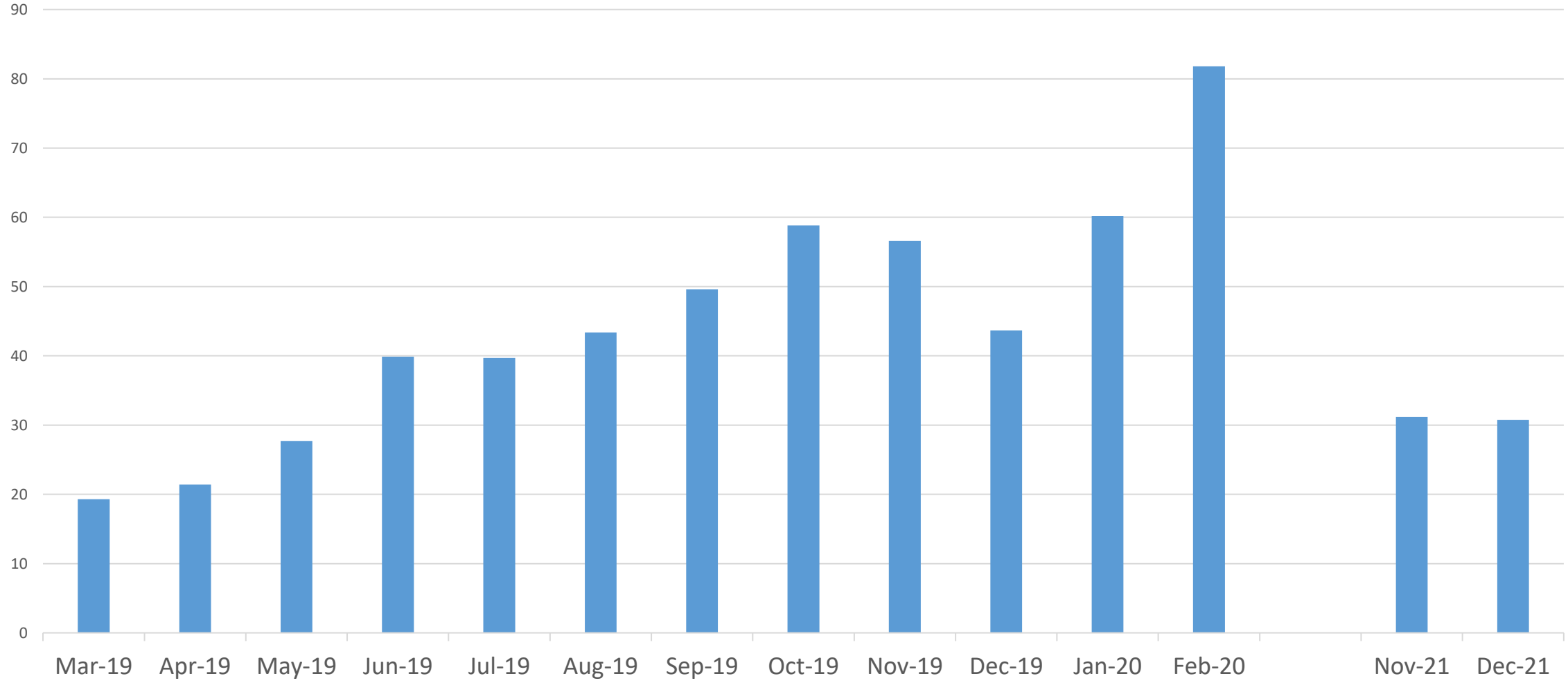
Average Boardings Per Day



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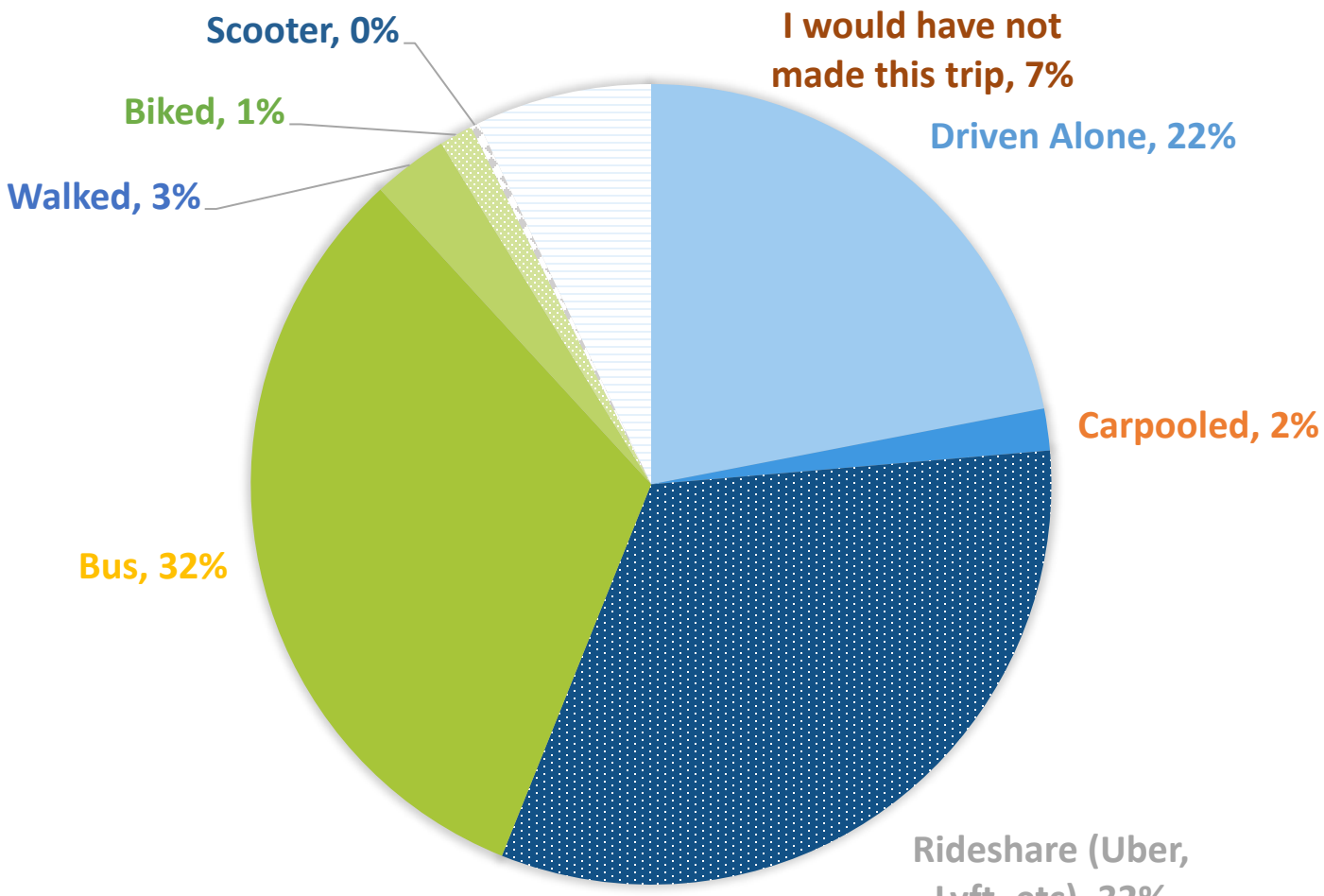
Travel Mode Survey Response



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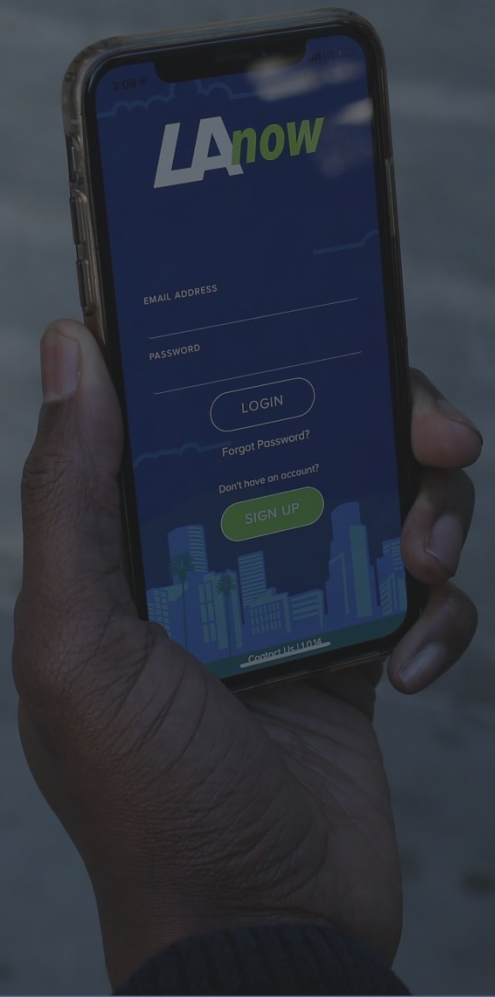
MOVING FORWARD



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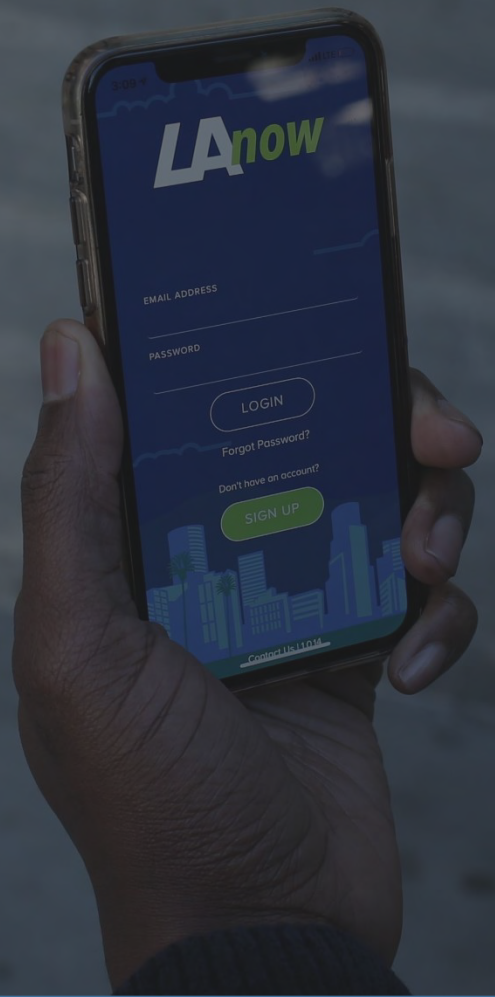
LESSONS LEARNED



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Thank You

Josh Fogelson
LAnow Project Manager, LADOT
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Regional Dedicated Transit Lanes Study

Project Briefing to the RTTAC

SCAG/Cambridge Systematics/Nelson Nygaard/HereLA

January 31, 2022

www.scag.ca.gov

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Project Purpose

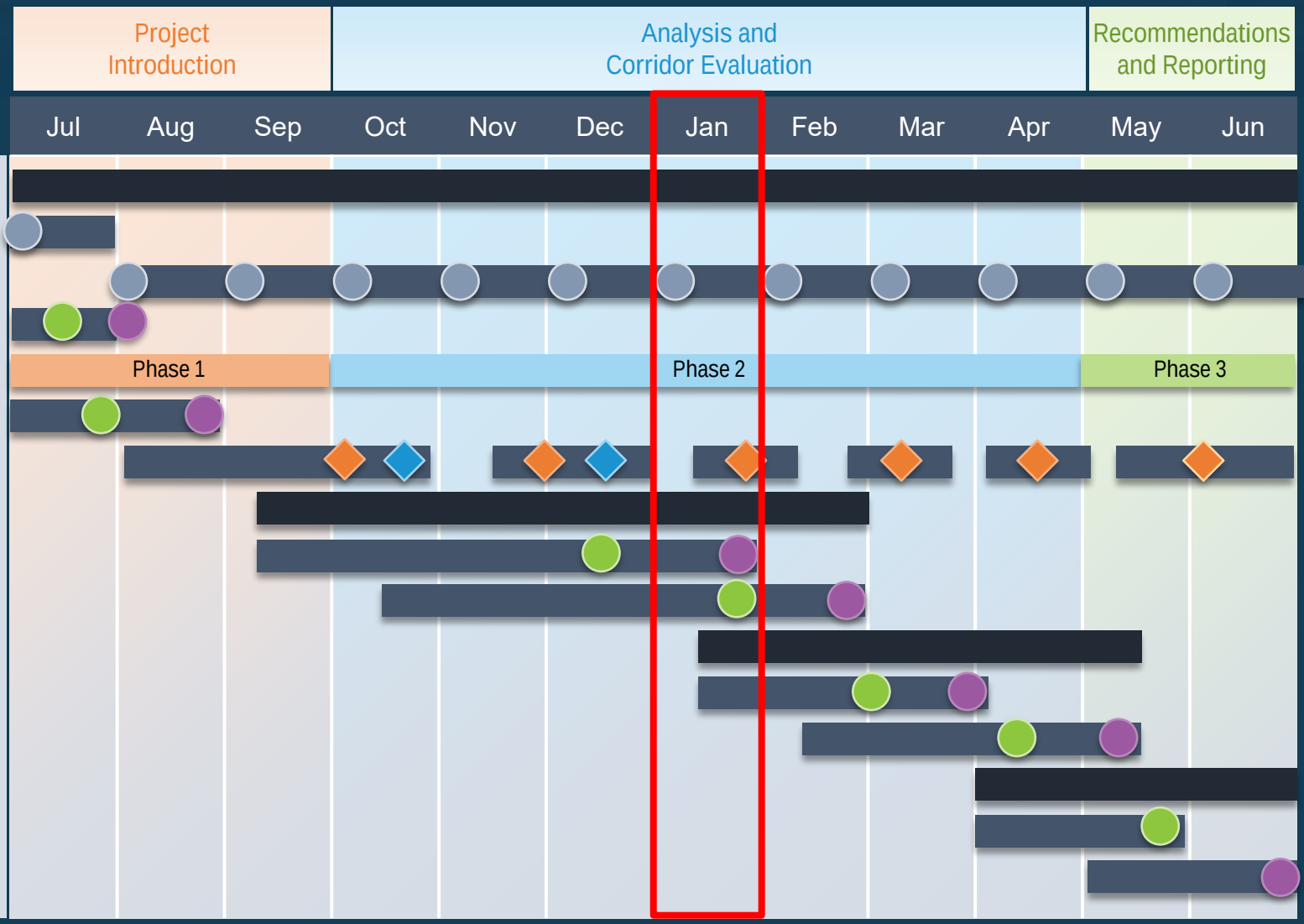
Support the development of a regional network of dedicated bus lanes and priority treatments to enable enhanced transit services, improve mobility, accessibility and sustainability, and advance implementation of Connect SoCal.

The Study will :

- Identify key benefits of dedicated bus lanes and priority treatments and primary factors for implementation,
- provide a preliminary assessment on where dedicated bus lanes and priority treatments might be most feasible and beneficial in the SCAG region, and
- provide recommendations and guidance for local jurisdictions that are seeking to pilot or implement bus lanes or priority treatments.

Project Schedule

Management Meeting | Draft Deliverable | Final Deliverable
Stakeholder/TAC Meeting | Other Stakeholder Meetings



Task	
1.	**Project Initiation and Workplan**
	1.1 Project Kickoff Meeting
	1.2 Monthly Project Meeting
	1.3 Project Work Plan and Schedule
2.	**Stakeholder Engagement**
	2.1 Stakeholder Engagement Plan
	2.2 Stakeholder Engagement Process
3.	**Best Practices and Existing Conditions Report**
	3.1 Best Practices
	3.2 Review of Existing Conditions
4.	**Corridor Identification Report**
	4.1 Corridor Identification
	4.2 Corridor Evaluation
5.	**Draft and Final Report**
	5.1 Draft Report
	5.2 Final Report

Stakeholder Engagement: Technical Advisory Committee

	Stakeholder Kickoff	TAC 1	TAC 2	TAC 3	TAC 4	Draft Report Review
Audience	• CTC • COG • Other agency staff • Transit operators	• Technical Advisory Committee	• Technical Advisory Committee	• Technical Advisory Committee	• Technical Advisory Committee	• TAC • Other CTC, COG, CBO, or agency staff
		Discovery & Visioning	Corridor Identification and Eval Framework	Refined Corridor Evaluation	Recommendations and Implementation	
When	October 6	November 30	January 25	March 8	April 19	June
Discussion Topics	• Introduce project • Discuss objectives and needs • Identify TAC participants • Identify discovery interviewees • Identify document and data sources	• Review best practices and peer cases • Group meeting themes • Identify additional interview or data needs	• Review existing conditions and future forecasts • Discuss screening goals, criteria, methodology • Discuss preliminary screening universe	• Discuss screening results • Select evaluation corridors • Discuss evaluation methodology	• Discuss evaluation results • Discuss implementation planning • Discuss final report format and roll out	• Review draft report (purpose, best practices, existing conditions, evaluation method and results, implementation guidance)

Stakeholder Engagement: Additional Meetings

Imperial

- *11/8: Group Meeting with ICTC*

Los Angeles

- *11/8: Group Meeting with Metro, LADOT, SBCCOG, West Hollywood, Culver City, Santa Monica, Long Beach Transit*
- *11/10: Group Meeting with Metro, SGVCOG, AVTA, AVCJPA, Foothill Transit, SFVCOG*
- *1/18: Group Meeting with Metro Bus Operations Subcommittee (BOS)*

Orange

- *11/2: Group Meeting with OCTA*
- *Future Meeting – OCCOG TAC*

Riverside

- *11/4: Group Meeting with RCTC, WRCOG, Sunline, RTA*
- *11/16: Meeting – RCTC TAC*

San Bernardino

- *11/4: Group Meeting with SBCTA, SBCOG, Omnitrans, VVTA*

Ventura

- *11/2: Group Meeting with VCTC, VCCOG, Gold Coast Transit, Ventura County Public Works*
- *Future Meeting – VCTC TAC and/or TransCOM*

Best Practices and Peer Cases

Best Practices Case Studies and Research include:

1. WHY build dedicated lanes and priority treatments?

- Four key elements: **Reliability, Speed, Comfort,** and **Convenience.**
- Results in faster travel times, safer traveling environments, improved schedule reliability, user confidence, convenience and experience

2. WHERE are lanes most feasible and beneficial?

- Metrics used to identify and evaluate potential corridors
- Supportive conditions and context for potential implementation

3. HOW do jurisdictions pilot or implement?

- Peer regions and agency stakeholders with track record of successful implementation

Best Practices Focus Areas

1. Project Identification and Prioritization
2. Speed & Reliability Design Treatments
3. Speed & Reliability Operations and Technology
4. Coordination and Implementation
5. Getting On Board

Potential Transit Priority Treatments and Solutions

1. Example Capital Improvements

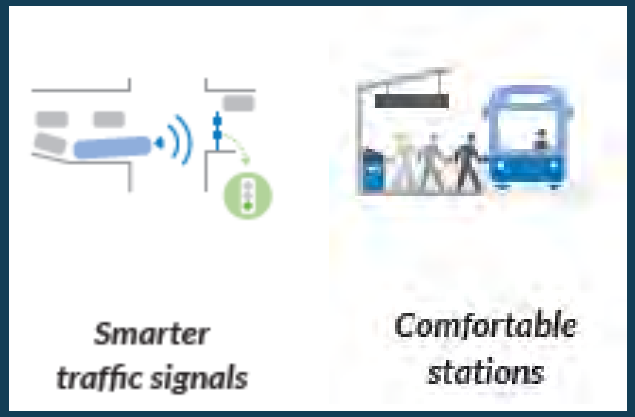
- Transit-only lane configurations
- Stop positioning and spacing/consolidations
- Curb extensions (bus bulbs) and bus pullout lanes
- Station area enhancements and level boarding
- Bus and bicycle facilities

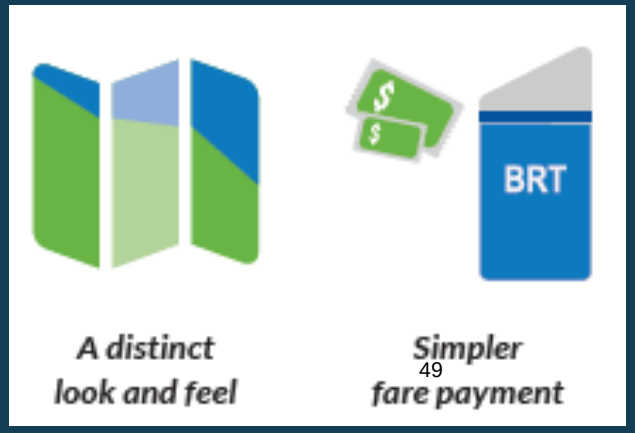
2. Example Operational and Technology Enhancements

- Traffic Signal Priority (TSP) and queue jumps
- Real-time information
- Fare collection and all door boarding
- Route realignment

3. Example Policies and Other Actions

- Technology, information, and responsibility sharing
- Enforcement
- Project programming and funding





Priority Treatment Example: Transit-Only Lanes

Cost	Coordination
$$-$$$$	High

What is it?

Transit Only / Bus lanes keep buses out of general traffic. Can be exclusive to transit or permit certain other vehicles. Hours of operation can vary (e.g. peak commute hours only)

What does it look like?

- **Curbside**: The lane adjacent to the curb is dedicated for transit use. Right-turning vehicles may be permitted as well to allow access to businesses and driveways.
- **Center running**: The two center lanes of the road are bus only. Center-running lanes are often separated from other traffic by curbs or median islands.
- **Floating lane**: Buses run in the right lane, but are offset from the curb by street parking, curb extensions, or raised cycle tracks

Considerations

- Station layout may vary depending on lane configurations
- Can be achieved through repurposing ROW or facility expansion
- Designated spaces through marking or barrier separation

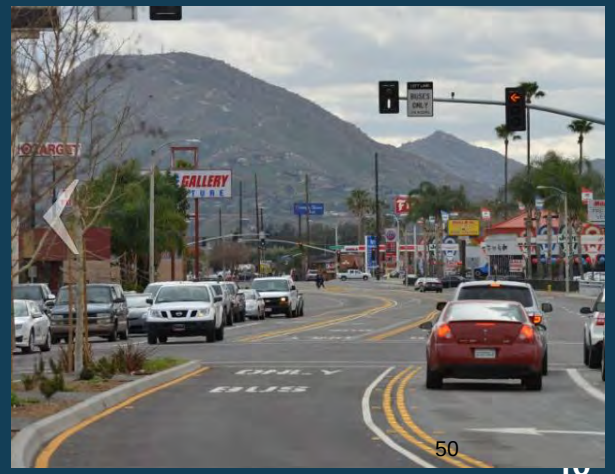
Potential Benefits

WMATA (D.C.) improved travel times by 10% - 25%
LA Metro peak reliability improved 12% - 27%

Curbside lane in Los Angeles

Source: Streetsblog LA

Center Running lane in San Bernardino



Source: Omnitrans

Priority Treatment Example: Transit-Only Lanes

Operational Considerations

- **Peak-Only lanes** are reserved for buses at peak travel periods (such as the morning and evening commute)
- **Contraflow** lanes operate against the flow of traffic on a one-way street, enabling more direct routing and decreasing bus-lane violations.
- **Reversible lanes** have access and egress controls (signage, signals, etc.) to allow use of the same space (lane) for alternate directions of travel during different parts of the day, based on demand

Policy Considerations

- Managing turning movements across transit lanes
- Thresholds and justifications for reallocating ROW
- Thresholds for potential impacts to surrounding traffic operations
- Consistent enforcement of transit exclusivity, especially for parking violations
- Coordination of bus lane use across transit agencies/local DOTs/DPWs, as well as changes in roadway conditions geometry, traffic volumes, etc..

Peak-Only Bus lane Signage in Seattle

Source: SDOT

Contraflow lane in San Francisco

Source: SFMTA

Transit Priority Policy Examples

SB 288 – CEQA Exemptions for Transportation Related Projects

Exemptions from CEQA review requirements expanded to projects that:

- Institute or increase new bus rapid transit, bus, or light rail services on public rail or highway ROW
- Designate and convert general purpose lanes, high-occupancy toll lanes, high-occupancy vehicle lanes, or highway shoulders
- Improve customer information and wayfinding or include pedestrian and bicycle facilities
- ZE vehicle fueling or charging facilities
- Reduce minimum parking requirements
- Projects over $100K require equity analysis and community engagement

Sunsets January 1, 2023

AB 917– Video Imaging of Parking Violations

Expands current law applicable to City/County SF to include all of CA

- May install automated devices on public transit vehicles for the purpose of video imaging of parking violations occurring in transit-only traffic lanes and at transit stops

Sunsets January 1, 2027

Project Identification and Prioritization

- Strong leadership from the top – setting transit as a priority at the top levels of government
- Adopt a regional network plan long-range plan that allows you to take advantage when funding opportunities arise
- Identify KPIs and appropriate metrics to identify priority corridors and hotspots
- Incorporate equity and climate impacts within capital project planning and prioritization
- Scalable solutions applicable across geographies and jurisdictions
- Foster a sense of ownership, competency and capacity with stakeholders
- Identify complementary treatments and/or projects promoting complete streets, station access and connectivity

Example speed and reliability hotspot analysis visualization

Understanding Community Needs

Key community-first questions

- How does this project satisfy unfulfilled community needs or issues?
- How would the proposed project benefit bus riders and surrounding communities? Who would be burdened? How does it potentially benefit other users?
- How would the proposed project impact the ways residents, local businesses, workers, and visitors currently use the corridor?

Data collection

- Supplement traditional performance data with on-board rider surveys or use community engagements to gather public data and input
- Engage bus operators who drive the corridor to learn about issues and trends they observe
- Record observations on street and curbside activities during different types of days

Data Analytics and Key Metrics

Potential Performance Indicators

- Schedule Reliability
- Vehicle Delay and Passenger Delay
- Travel Time Savings and Delay Reduction
- Racial and Social Equity
- Access to Jobs and Opportunities
- People Throughput
- Changing Travel and Land Use Patterns
- Climate and Environmental Equity

Potential Analysis Approaches

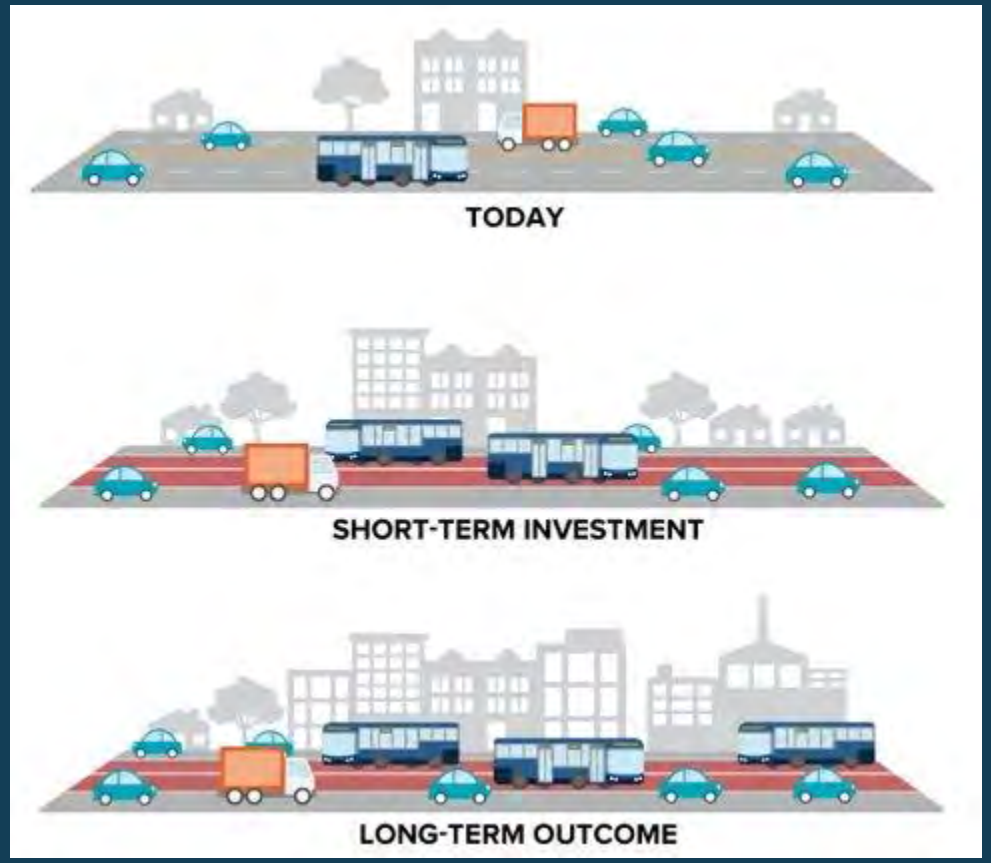
- Systemwide
- Line-level
- Project-specific
- Location-specific
- Person / Rider-level

Establish appropriate targets and thresholds

Project Development & Implementation

- Where possible, alleviate the burden of proof and mitigation for local stakeholders and partners
- Don't be afraid of the details to break down barriers through data sharing , conflict identification and resolution
- Develop shared design and procurement standards to expedite reviews, funding, procurement, and implementation.
- Align schedules of transit priority with implementation of complementary infrastructure and land use changes
- Capitalize on pilot project opportunities and jurisdictional willingness/ability to implement and demonstrate success
- Demonstrate and report on successes to build the business case and user confidence to continue investment and preserve ROW
- Capitalize on decreased auto traffic to pilot bus lane and transit priority during the pandemic

(2022 traffic volumes approaching 80% of previous levels)



Example evolution of transit priority treatments and land uses

Getting Communities On Board: Explaining the Benefits

- Education and storytelling of potential benefits
- Amplify messages of success
- Innovate outreach strategies that meet potential riders where they are
- Benefits for non-transit users

Transit priority projects benefit the entire transportation system and everyone who travels through it.

A bus-only lane in downtown saves the bus time and keeps it running on schedule...

...which means the bus saves time along the entire route. People outside of downtown benefit from an on-time departure, too.

As transit travel times become more competitive with driving, more people take the bus, relieving traffic congestion across the network.

Next Steps

1. Finalize best practices review
2. Finalize existing conditions report
3. Conduct initial corridor screening
4. Evaluate screening results
5. Complete model sensitivity testing
6. Determine evaluation criteria
7. Select and evaluate corridors
8. Develop draft and final report

Transit System Performance Dashboard

Proof of Concept and Request for Input

Marisa Laderach

Mobility Planning & Goods Movement

January 31, 2022

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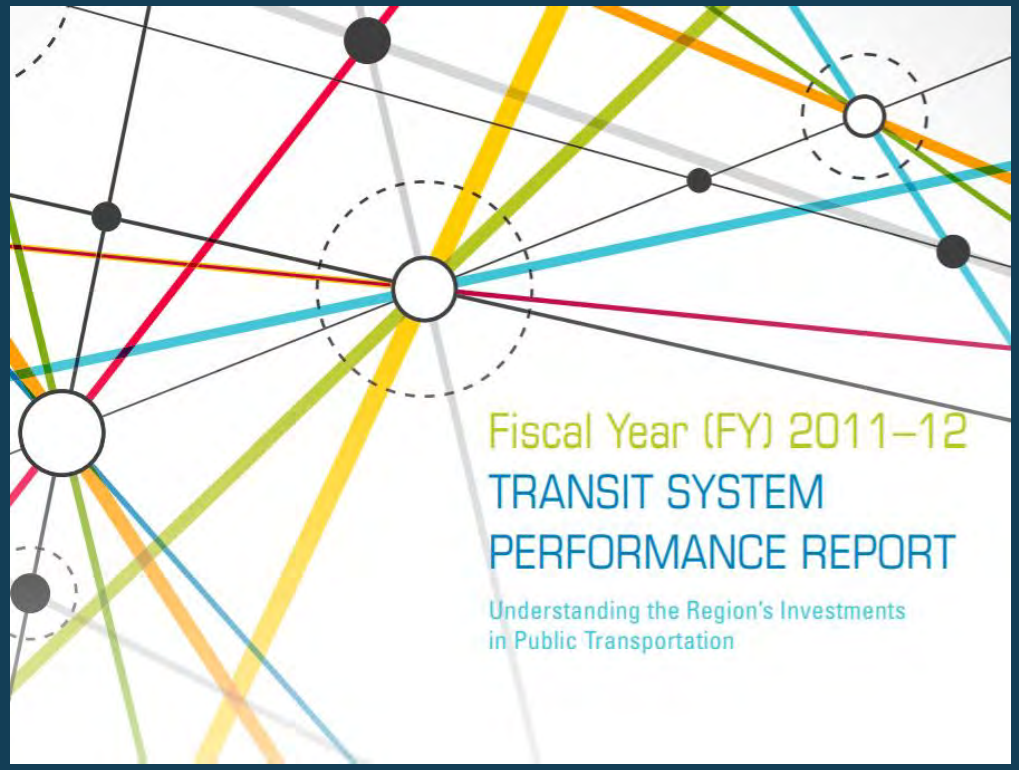
Transit Performance Monitoring at SCAG

- SCAG compiles data and metrics to better understand existing conditions
  - Performance Monitoring of some kind has been at SCAG since 1998
- SCAG previously produced the Transit System Performance analysis for FY12, FY14, FY16
- Metrics developed for the original Transit Report were approved by RTTAC
- Metrics also fed into RTP performance measures



Main Dashboard Components

- Public Transportation in the SCAG Region
- Regional Performance Metrics and Operator Profiles
  - Metrics are a mix of cost efficiency/effectiveness, productivity, and speed/mobility
- COVID-19 Impacts

Dashboard Data Sources & Metrics

- National Transportation Database (NTD), 1991–2020/21*
  - Operating Expenses
  - Fare Revenues
  - Unlinked Passenger Trips (UPT)
  - Passenger Miles Traveled (PMT)
  - Vehicle Revenue Miles (VRM)
  - Vehicle Revenue Hours (VRH)
- SCAG COVID-19 Snapshot Analysis
  - More NTD data
  - PeMS and Streetlight data
  - Ridership data from LA Metro, Metrolink

**data available through November 30, 2021*

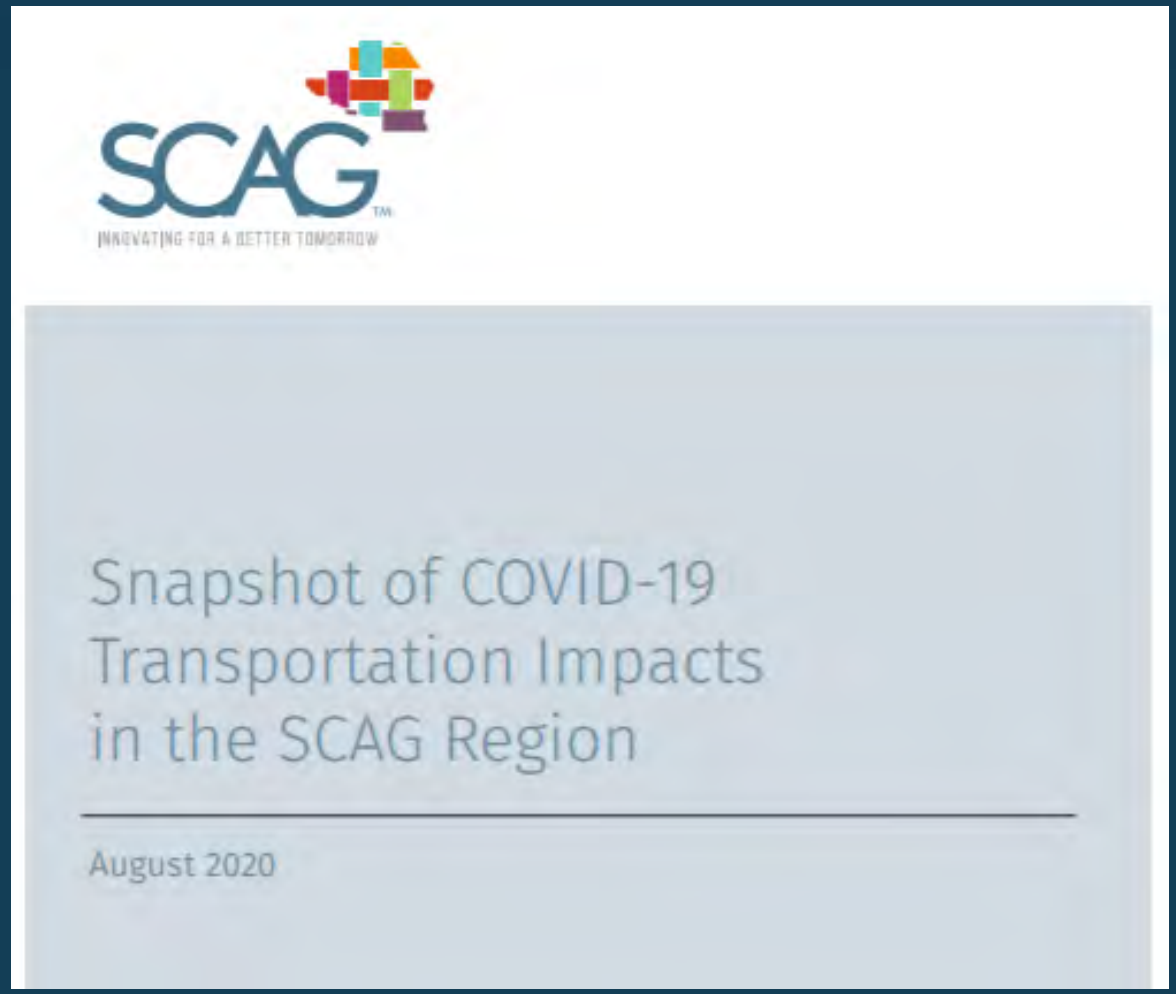
- Cost per Hour
  - Operating Expenses / VRH
- Farebox Recovery
  - Fare Revenues / Operating Expenses
- Cost per Trip
  - Operating Expenses / UPT
- Cost per Passenger Mile
  - Operating Expenses / PMT
- Trips per Hour, Trips per Mile
  - UPT / VRH
  - UPT / VRM
- Average Speed
  - VRM / VRH

Transit Performance Metrics

Ridership	• Total Passenger Trips
Service	• Vehicle Revenue Miles • Vehicle Revenue Hours
Productivity	• Trips per Service Hour • Trips per Service Mile • Average Speed
Costs	• Cost per Vehicle Revenue Hour • Cost per Passenger Trip • Cost per Passenger Mile • Farebox Recovery

Transit and COVID-19 Impacts

- Dashboard will incorporate findings from SCAG's August 2020 COVID-19 Snapshot Report
  - With updated data (when available)
  - Focusing on vehicle miles traveled, transit and passenger rail ridership
  - Staff will later assess feasibility of adding COVID-19 impacts on other transportation sectors (aviation, freight)



Some Limitations and Considerations

- Data incompleteness, inconsistencies in NTD reporting
- Frequency of NTD database updates, reporting from operators
- Changes in mode and service type over 30 years
- Difficult to compare some metrics across 30 years of reporting

Next Steps

- RTTAC to receive link to published Proof of Concept dashboard in February
- SCAG will post the dashboard link on the RTTAC Operators Forum
- Provide comments by Friday, March 18th, 2022, at 5:00 p.m.
- SCAG staff to present final dashboard at March 30 RTTAC meeting

Questions / Suggestions / Concerns, please contact:

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.5
January 31, 2022

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Mobility as a Service Feasibility White Paper Update

SUMMARY
The Mobility as a Service (MaaS) Feasibility White Paper will assess the feasibility of implementing MaaS within the SCAG region, including the identification of challenges and opportunities, key policy issues and potential solutions, leading to the development of an implementation guide, to advance Connect SoCal's goals of improving mobility, sustainability, and air quality.

BACKGROUND:
This is an update to the MaaS Feasibility White Paper staff previously provided to the RTTAC. Connect SoCal identified Key Connections that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and create better partnerships to increase progress on the regional goals. One of these Key Connections is shared mobility and MaaS, emphasizing that the future of travel will be shaped by technology and the ability of residents to easily choose from and use a variety of travel options.

MaaS will allow travelers to research and compare different transportation options from one screen and plan, book and pay for their trip and encourage use of multi-modes including access to buses, bikes, trains, taxis, ride-hailing, ridesharing and new micro-mobility options such as e-scooters. Maas can equitably offer customized mobility options for all persons – if effectively implemented, and can help to address some of the equity challenges related to mobility, access to opportunities, trip payment and trip planning for low-income residents.

Study progress to date includes the draft literature review and case studies analysis, existing conditions, and feasibility, challenges and opportunities. These reports will inform the development of goals, objectives and key strategies that provide a framework the implementation guide and the white paper recommendations.

MaaS Definition
To provide clarity and build a strong framework and for the purposes of the white paper, the project team sought input from the study's Advisory Group on developing a MaaS definition. The working definition is, "*MaaS integrates transportation services into a single mobility platform that provides competitive alternatives over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices.*" The project team will continue to refine the definition as the study progresses, and based on feedback from the Advisory Group.

FINDINGS

Staff identified key framework elements in the scope of work to guide the study, which also serves as the building blocks for MaaS implementation in the SCAG region. These include, infrastructure, data and technology, management and operations, governance, institution, finance, and equity and public engagement. These framework elements informed the preliminary findings of the literature review, case studies and existing conditions analysis.

Literature Review and Case Studies

The study examined MaaS case studies in Manchester, UK; West Midlands, U.K; Helsinki, Finland; Vienna, Austria; Gothenburg/Stockholm, Sweden; Dublin, Ireland; and Pittsburgh, US. While MaaS has been developed in several European countries, there are only a few examples in the US. The literature review focused on characteristics of successful implementation but also included case studies where MaaS implementations failed, to provide valuable insights and lessons learned that might be applicable to the SCAG region. The summary of key findings is discussed below:

Infrastructure: A well-established infrastructure is key to the successful implementation of MaaS (EU, West Midlands, Helsinki, City of Pittsburgh). MaaS will meet most people's needs when there are a variety of robust and attractive alternative mobility options to private vehicles in place (Vienna). Investing in mobility hubs can facilitate transfers between modes and support the implementation of MaaS.

Data and Technology: The ability to integrate different modes and level of integration using open Application Programming Interface (API) and user interface determines the success of MaaS (Vienna, West Midlands, Manchester). One of the main requirements of a MaaS system is real-time data (Stockholm & Gothenburg). A private company can help develop the digital platform and streamline the implementation of MaaS.

Management and Operations: A balance of flexible policies to encourage a wide range of operators to participate and regulate the MaaS market is critical (West Midlands). Similarly, management model selected needs to be adaptable and dynamic to meet an eclectic mix of user needs. Each of the successful deployments of MaaS (Helsinki, Vienna, and Stockholm) used a different managerial structure. Helsinki and Stockholm are privately operated while Vienna is publicly operated. There are advantages and disadvantages to each of the managerial structures, and it is important to consider the political, stakeholder, and public environment of the SCAG region to determine the right structure. In addition, the private companies operating the MaaS does not mean the public agencies would lose control of the system, effective communication and partnership between both sectors is crucial to make this system function.

Governance and Finance: Legislation to streamline essential data requirements from all mobility providers to make services, ticket sales and reservations accessible from an API can streamline the development of MaaS. Regulations should be balanced to also meet the needs of both private and public entities. Public agencies lead in the integration of MaaS can mean a foundation to address

equity concerns. Financing from the public agencies can also ensure control over the MaaS system regardless of system operator types. Funding availability and significant funding to support MaaS deployment and implementation are critical.

Institutional Practices: Strong coordination with key partners is vital to the successful implementation of MaaS. Some MaaS systems, including SMILE in Vienna and other MaaS programs in West Midlands and Manchester, have failed or have been put on hold due to stakeholder coordination issues. MaaS implementation tends to succeed where there are mutually beneficial agreements in place between public and private entities. In Pittsburgh, UbiGO and Spin created an institutional cooperation, Stockholm and Gothenburg as well.

Equity and Public Engagement: Engaging the public throughout the development of MaaS helps create a system that people would want to use. People are always reluctant to accept new technologies and use them (eg. West Midlands). Offering different subscription plan options can allow people to find a plan that meets their needs and preferences. Forming a subsidy program such as Universal Basic Mobility (UBM) programs in Stockholm and Gothenburg, for low-income residents can address some of the equity concerns related to MaaS.

MaaS Advisory Group

Since the staff introduction in June 2021 and update last September, the project team has completed all of the interviews with the Advisory Group members to solicit input to guide the research and analysis. Three (3) meetings have also been conducted in August and October of 2021, and recently January 2022, with the Advisory Group to seek their input on study analysis and findings. Key takeaways have been incorporated in the white paper to the extent applicable. Below are the key highlights from the Advisory group interviews and meetings.

Infrastructure

- MaaS will require significant investment in transit and mobility hubs
- Information infrastructure needed such as construction and maintenance of the cloud

Data & Technology

- Discounts need to be applied to other modes as they are applied to transit
- Data and information should be managed as assets
- Smaller/developing counties do not generate strong attraction for private service providers such as on-demand vendors
- Public agencies need to compete with tech giants in hiring software engineers
- There is need for a common payment platform
- There is need for data privacy and consideration for Freedom of Information Act requests
- MaaS must address cost barriers and needs of the unbanked

Management & Operations

- A resilient system needs to be designed for multiple operators.
- A MaaS system would need to have both public and private operators
- Vendor lock-in can be an issue for closed-loop systems

Governance

- Agencies need a toolbox of best practices
- Establishment of statewide, regional, and city policy framework is critical
- Revenue collection and distribution among all operators need to comply with regulations and existing agreements

Institution

- SCAG has the ability to convene agencies and lead policy discussions
- There is lack of philosophical alignment across sectors
- There is the need to educate future public agency staff and empower them to make decisions

Finance

- Funding is critical and must be available, including a dedicated funding source
- Universal Basic Mobility should serve as a goal of MaaS
- Congestion pricing revenue should be explored further
- There is need to develop better value-capture mechanisms instead of relying on Venture Capital money for technologies
- Smaller agencies will need additional resources and funding for implementation

Equity and Public Engagement

- MaaS should be clearly defined and include direct community engagement to address equity related barriers that can be associated with its implementation
- There exists an uneven attitude regarding new modes across the region
- There is need to define the bottom line for a digital solution

Challenges and Opportunities

Following the review of existing conditions, literature review and case studies with inputs from the advisory group the project team conducted an analysis of opportunities and challenges to determine the feasibility of MaaS in the SCAG region. Based on the feedback from the Advisory group the following are the key challenges and opportunities for MaaS implementation.

Key challenges

Infrastructure: There are multiple payment services and infrastructure among public agencies and mobility providers in the region, including mobility hubs, which makes it difficult to provide uniform mobility alternatives and payment services.

Data and Technology: There are currently no mandates and regulations on data and information sharing between private mobility providers and public agencies to facilitate proper coordination and partnerships, data sharing agreements, procurement of services and products, to help optimize decision making and protect user privacy, which are critical for MaaS.

Management and operation: A general lack of interoperability and coordination exist among vendors and public sector agencies. A successful MaaS implementation will thrive on good management and operational practices.

Governance and Institution: The SCAG region lacks appropriate policies and regulation which seem to create a market where only technology vendors benefit. This also create inconsistencies in mobility services provided and coordination between vendors and public agencies.

Finance: The inadequate and limited dedicated funding sources for mobility projects cannot be overemphasized. Most of the current projects have been funded through single source such as federal grants or formula funds.

Equity and Public Engagement: Several barriers, including social and financial, exist for different population groups to access new technologies, and for low-income communities, this can mean limited access to mobility options. There is also the difficulty to balance all the needs from the different communities, at the early stages of MaaS implementation.

Key Opportunities

Infrastructure: The current payment infrastructure transit agencies from the various counties continue to develop is a stepping stone, though additional work needs to be done.

Governance: There exist opportunities at the state, regional and local levels to formulate new regulations regarding data sharing agreement between public agencies and private partners.

Finance: When it comes to MaaS implementation public agencies can also explore private funding to support the limited federal, state and local funding sources required for MaaS.

Institutional Practices: The creation of the advisory group from this effort presents the opportunity to establish and on-going dedicated forum to discuss MaaS implementation in the SCAG region.

Equity and Public Engagement: MaaS can be critical to addressing equity if the access to payment can be expanded, and social service partners can be integrated into the payment structure or system.

NEXT STEPS

The project team is currently drafting key strategies and the implementation guide. Staff will continue to provide study updates to the RTTAC at key milestones.

Mobility As A Service (MaaS) Feasibility Whitepaper Update

Regional Transit Technical Advisory Committee

Priscilla Freduah-Agyemang, Senior Regional Planner

Monday, January 31, 2021

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Study Background – Connect SoCal

Mobility as a Service (MaaS) Feasibility White Paper

Background

Connect SoCal identified **Key Connections** that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and **create** better partnerships to increase progress on the regional goals.

Shared Mobility & Mobility as a Service (MaaS)

MaaS Feasibility White Paper

Objective

To assess the feasibility of implementing MaaS within the SCAG region, including identification of challenges and opportunities, key institutional and infrastructure needs, and to develop an implementation guide.

MaaS Feasibility White Paper – Summary

MaaS – Working Definition

MaaS Working Definition

MaaS integrates transportation services into a single mobility platform that provides competitive alternatives over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices.

MaaS Feasibility White Paper – Literature Review & Case Studies (Findings)

Infrastructure:

- A well-established infrastructure
- Robust and attractive alternative mobility options to private vehicles and investments (e.g. Mobility hubs)

Data & Technology:

- Open Application Programming Interface (API)
- Real-time data
- Private provider coordination

Management & Operations:

- A balance of flexible policies

Governance:

- Public agencies leadership
- Appropriate legislation
- Dedicated funding

Institutional Practices

- Strong coordination among key partners
- Mutually beneficial agreements between public and private entities

Equity & Public Engagement

- Early engagement with the public and throughout the development of MaaS
- Offering different subscription plan options
- Forming a subsidy program

MaaS Feasibility White Paper – Advisory Group Updates

Infrastructure:

- MaaS will require significant investment in transit and mobility hubs
- Information infrastructure needed such as construction and maintenance of the cloud

Data and Technology

- Discounts need to be applied to other modes as they are applied to transit
- Data and information should be managed as assets
- Smaller counties generate less attraction for private service providers such as on-demand vendors
- Public agencies need to compete with tech giants in hiring software engineers
- Need for a common payment platform
- Need for data privacy and consideration for Freedom of Information Act requests
- MaaS must address cost barriers and needs of the unbanked

Management and Operations

- A resilient system needs to be designed for multiple operators.
- A MaaS system would need to have both public and private operators
- Vendor lock-in can be an issue for closed-loop systems

Governance

- Agencies need a toolbox of best practices
- Establishment of statewide, regional, and city policy framework is critical
- Revenue collection and distribution among all operators need to comply with regulations and existing agreements

MaaS Feasibility White Paper – Advisory Group Updates

Institution:

- SCAG has the ability to convene agencies and lead policy discussions
- There is lack of philosophical alignment across sectors
- There is the need to educate future public agency staff and empower them to make decisions

Finance

- Funding is critical and must be available, including a dedicated funding source
- Universal Basic Mobility should serve as a goal of MaaS
- Congestion pricing revenue should be explored further
- Need to develop better value-capture mechanisms instead of relying on Venture Capital money for technologies
- Smaller agencies will need additional resources and funding for implementation

Equity & Public Engagement

- MaaS should be clearly defined and include direct community engagement to address equity related barriers that can be associated with its implementation
- There exists an uneven attitude regarding new modes across the region
- There is need to define the bottom line for a digital solution

MaaS Feasibility White Paper – Key Challenges & Opportunities

Key Challenges

- **Infrastructure:** Infrastructure development such as mobility hubs and payment infrastructure, varies widely across the SCAG region which makes it difficult to provide uniform mobility alternatives

- **Data and Technology:** Data sharing between private mobility providers and public agencies is yet to be mandated and regulated to encourage information sharing, optimizing decision making, and protecting user privacy at the same time

- **Management and Operation:** Lack of interoperability and coordination among vendors

- **Governance:** Lack of regulation creates a market where only technology vendors benefit

Key Opportunities

- **Infrastructure:** Payment infrastructure needs to be improved for both implementation and equity purposes.
- **Governance:** Formulate new regulations regarding data sharing agreements between agencies and private partners.

MaaS Feasibility White Paper – Key Challenges & Opportunities

Key Challenges

- Finance: Most of the projects have been funded through single revenue source such as federal grants or formula funds.

- Equity and Public Engagement:
  - Barriers exist to access new technologies for different population groups.
  - Hard to balance all of the needs from different communities at the early stage of MaaS.

Key Opportunities

- Finance: Private funding needs to be explored.

- Institutional Practices: Creation of the advisory group from this effort presents the opportunity to establish an on-going dedicated forum to discuss MaaS implementation in the SCAG region.

- Equity and Public Engagement: MaaS could improve equity if the access to payment can be expanded, and social service partners can be integrated into the payment structure/system

Next Steps

- Work with AECOM to advance the study
- Continue to share updates and solicit feedback from the RTTAC at the various stages of the study
    - Goals and Objectives
    - Key strategies and implementation guide

Thank you!

Questions & Comments?

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.6
January 31, 2022

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: 2024 Connect SoCal Overview and Schedule

SUMMARY
SCAG is currently in the process of developing the next Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS). An RTP/SCS is a long-range planning document that SCAG prepares every four years to meet Federal and State requirements. The next RTP/SCS, known as 2024 Connect SoCal will be adopted no later than April 2024.

BACKGROUND:
SCAG has responsibilities for coordination and target setting as part of the Regional Transportation Plan (RTP) development, under the Metropolitan Planning Final Rule (23 CFR 450) available at https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/final-rule-statewide-and-nonmetropolitan.

The Metropolitan Transportation Planning Final Rule also includes requirements that MPOs, the State, and transit providers cooperatively determine mutual responsibilities in carrying out the metropolitan transportation planning process, and that these responsibilities be clearly identified in written agreements. SCAG has metropolitan planning agreements in place with the county transportation commissions (CTCs) and transit providers that were updated in 2018 to incorporate provisions for data sharing and the coordinated development of transit performance targets.

As part of the process to develop the 2024 Connect SoCal, staff will be coordinating with the RTTAC to support and provide inputs, share data, and provide feedback at the various stages of the plan especially related to transit and the transit technical report/element related to Transit, including but not limited to the following:

- High Quality Transit Corridor (HQTC) methodology and data
- Transit Performance Measures
- Federal Performance targets for
    - Public Transportation Agency Safety (PTASP) Plan and targets
    - Transit Asset Management (TAM) plan and targets
- Current planning studies
    - Regional Dedicated Transit Lanes Study
    - Mobility as a Service Feasibility White Paper

NEXT STEPS

SCAG staff will continue to provide updates to the RTTAC during the various stages of the plan development and solicit feedback as required.

ATTACHEMENT (S)

1. 2024 Connect SoCal Schedule

2024 RTP/SCS PRELIMINARY MILESTONES

2021 | 2022 | 2023 | 2024

SPRING | SUMMER | FALL | WINTER | SPRING | SUMMER | FALL | WINTER | SPRING | SUMMER | FALL | WINTER | SPRING

FOUNDATIONS & FRAMEWORKS → **DATA COLLECTION & POLICY DEVELOPMENT** → **OUTREACH & ANALYSIS** → **DRAFT PLAN & ADOPTION**

STAKEHOLDER ENGAGEMENT

▼ SPRING 2021
- 2024 RTP/SCS Framework

▼ SUMMER 2021
- **SCS Subregional Delegation Guidelines**
- 2024 RTP/SCS Performance Framework
- Growth Forecast Framework Report

▼ FALL 2021
- **Regional Growth Forecast**

▼ WINTER 2022
- Policy Development Frameworks
- **Public Participation Plan and Consultation Policy with Tribal Governments and Federal Land Management Agencies**
- Early Public Outreach: Vision and Values

▼ SPRING 2022
- **Update Goals & Guiding Policies**
- **Draft Performance Measures**

LOCAL AGENCY DATA VALIDATION PROCESS

▼ FALL 2022
- Program Environmental Impact Report: Notice of Preparation
- Deadline for CTCs to Submit Projects to SCAG

▼ WINTER 2023
- Technical Methodology Submittal to CARB
- Local Agency Data Validation Process Complete
- Public Workshops: Draft Planning Policies and Strategies

▼ SPRING 2023
- Draft Plan Policy Discussions

▼ FALL 2023
- **Draft Connect SoCal 2024, Transportation Conformity Determination, and PEIR**

▼ SPRING 2024
- Comment Response Report and Plan Change Preview
- **Final Connect SoCal 2024, Transportation Conformity Determination, and PEIR**

MILESTONES COLOR CODING: **BOLD** = **ACTION ITEM**

- MODELING/FORECAST
- OUTREACH
- PLAN FOUNDATION (GOALS & PERFORMANCE MEASURES)
- LOCAL AGENCY INPUT PROCESS
- PLAN ELEMENT (POLICIES, STRATEGIES, TECHNICAL REPORTS)

2024 Connect SoCal Overview & Schedule

Regional Transit Technical Advisory Committee

Priscilla Freduah-Agyemang, Senior Regional Planner

Monday, January 31, 2021

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Connect SoCal

What is the RTP/SCS?

- **Long-term vision and investment framework**
- **State Requirements (SB 375)**
  - Integrated regional development pattern & transportation network
  - Reduce GHG emission to meet targets for passenger vehicles
- **Federal Requirements**
  - Updated every 4 years
  - 20+ years into the future
  - Revenues = Costs
  - Passes regional emission standards
  - Public involvement

What's new for this plan cycle?

- Continuation of 2020 RTP/SCS, Connect SoCal
  - Core Vision and Key Connections
  - Update data and refine strategies
- Reassessment of trends due to COVID-19 pandemic
- Reflect Recent Regional Council Resolutions
  - Equity
  - Resilience
  - Digital Divide

Who will be involved in Connect SoCal development?

County Transportation Commissions

Local Jurisdictions

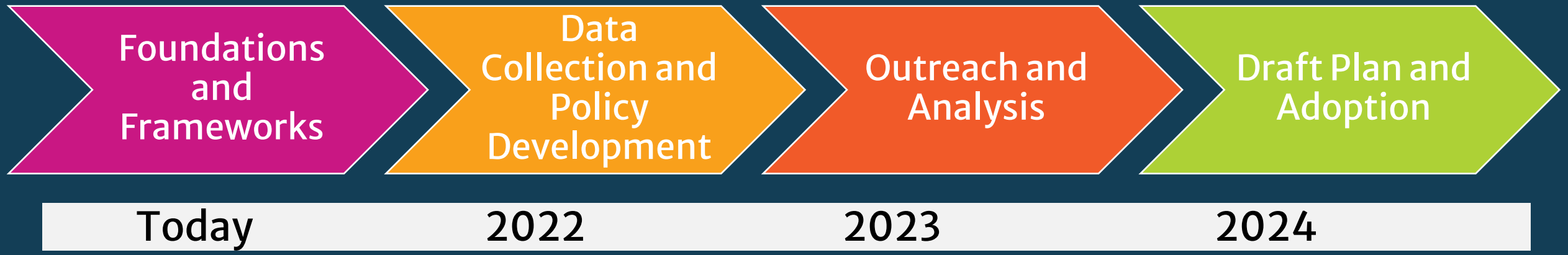
Transit Agencies

SCAG Policy Committees

Stakeholder Groups

General Public

What is next for Connect SoCal?



Connect SoCal 2024 – RTTAC Coordination

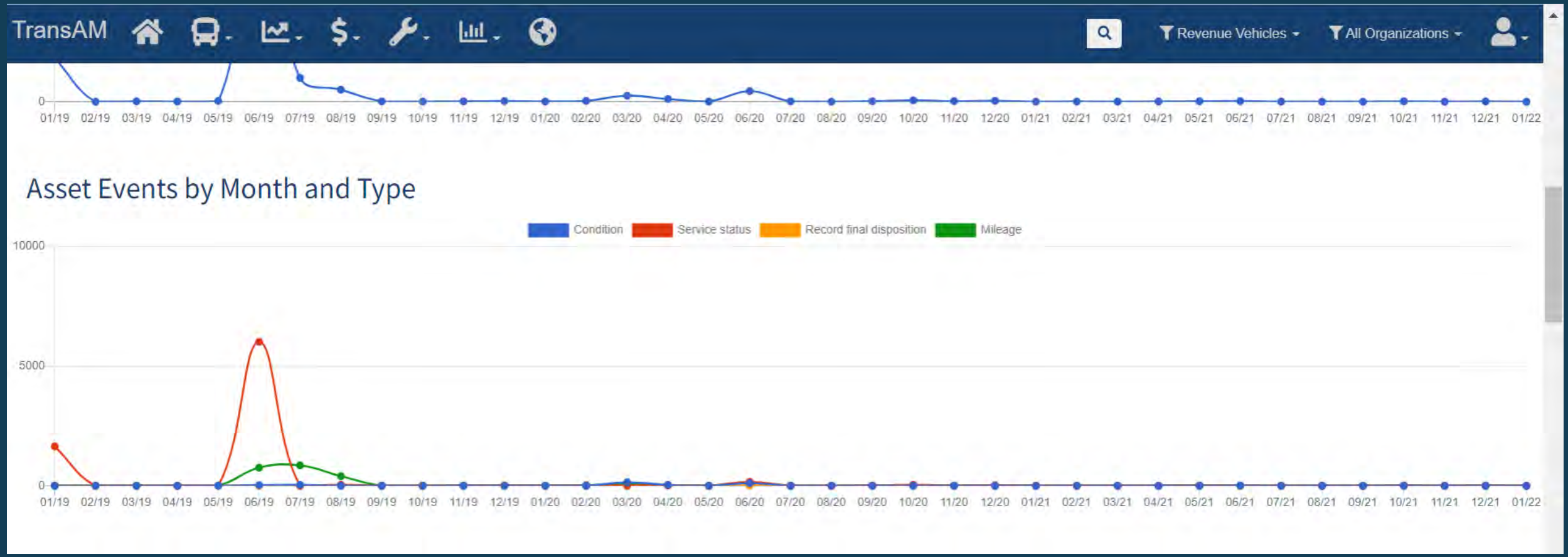
- Metropolitan Planning Final Rule

- Metropolitan Planning Agreements
  - Updated in 2018, with CTCs and transit providers

Connect SoCal 2024 – RTTAC Coordination

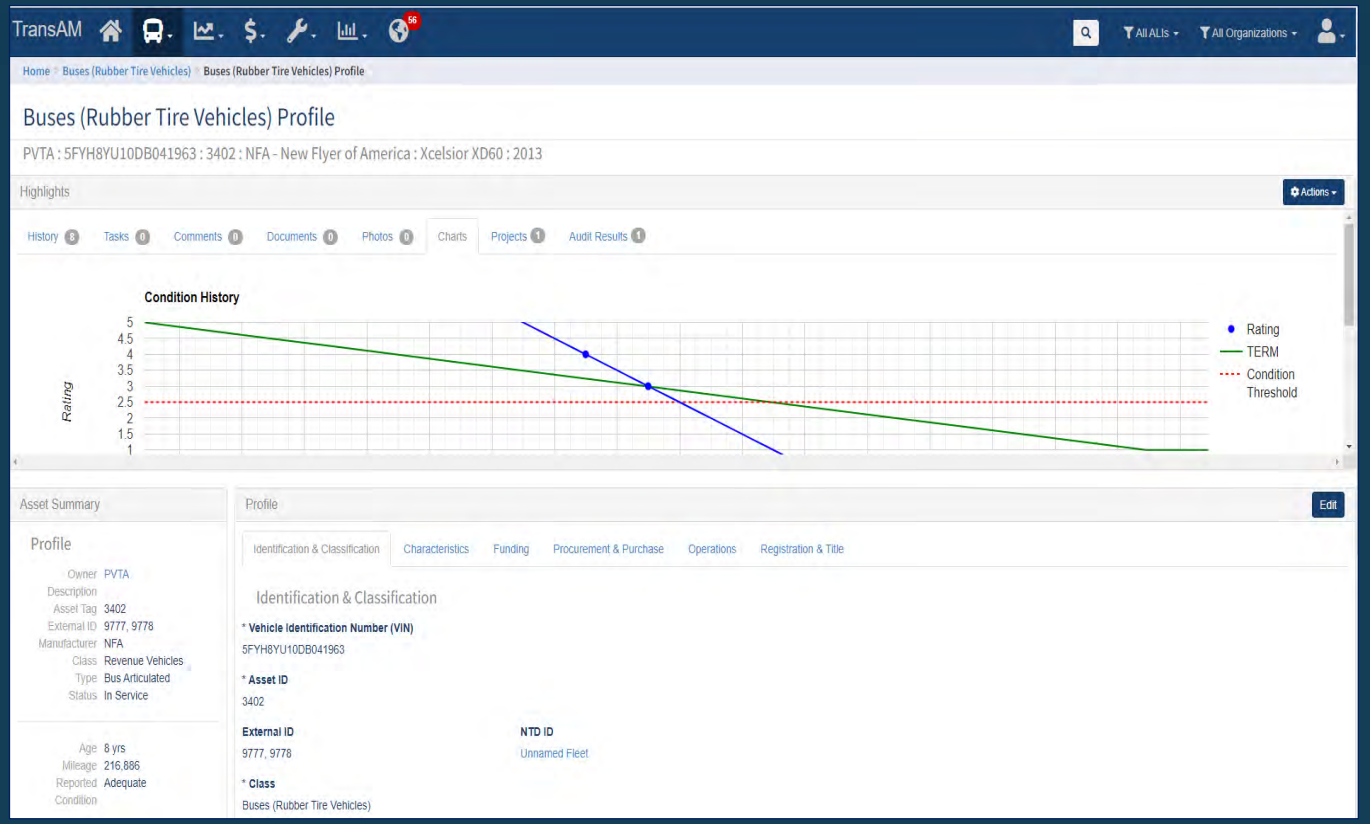
- High Quality Transit Corridors (HQTCs) methodology and data
- Transit Performance Measures
- Federal performance measures and targets for
  - Transit Safety
  - Transit Asset Management (TAM)
- Current planning studies
  - Regional Dedicated Transit Lanes Study
  - Mobility as a Service Feasibility White Paper

Transit Asset Management (TAM) – TransAM



TAM TransAM Benefits

- Provides historical data for all of your assets in one location
- Full life cycle information is available for active and disposed assets
- Support NTD reporting efforts
- Customizable reports and table views formatted to meet your agency's specific needs



Transit Asset Management (TAM)

AM/A-90 Data

Key
Bold/Pink: Inconsistent w/ NTD Data
Peach Cell: No TAM/A-90 Data provided or difficult to asses from M-Drive data

				2018 NTD Targets		2018 A-90 Form	
Reporter Type	Reporting Module	Form Section	Performance Measure	2018 Target (%	2019 Target (%)	2018 Target (%)	2019 Target (%)
Full Reporter	Urban	1) Rolling Stock - Perc	VN - Van		8	0.00	10.00
Full Reporter	Urban	2) Equipment - Percer	Automobiles		0		0.00
Full Reporter	Urban	2) Equipment - Percer	Trucks and other Rubber Tire Vehicles		0		0.00
Full Reporter	Urban	1) Rolling Stock - Perc	BU - Bus		71		71.00
Full Reporter	Urban	1) Rolling Stock - Perc	CU - Cutaway		0		0.00
			Automobiles				**12.50**
Full Reporter	Urban	2) Equipment - Percer	Trucks and other Rubber Tire Vehicles		12.5		**0.00**
			Passenger / Parking Facilities				**0.00**
Full Reporter	Urban	3) Facility - Percent of	Administrative / Maintenance Facilities		0		0.00
Full Reporter	Urban	1) Rolling Stock - Perc	AB - Articulated Bus		0		0.00
			AO - Automobile				**0.00**
Full Reporter	Urban	1) Rolling Stock - Perc	BR - Over-the-road Bus		0		0.00
Full Reporter	Urban	1) Rolling Stock - Perc	BU - Bus		0		0.00
			VN - Van				**0.00**

Public Transportation Agency Safety Plans (PTASP)

- Share Safety Plans
- Targets

PTASP Safety Performance Targets

Torrance Transit

FY21-22

Mode	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability (VRM/failure)	*Annual VRM (Total)
Fixed Route	0	0	10	.48	165	7.13	6,000	2,000,000
Demand Response								
Rail								

*Indicate Vehicle Revenue Miles (VRM) used to set targets

- Indicate if target year is different from FY21-22: Target for FY21-22
- Include additional modes if applicable
- Remove modes that are not applicable to your agency
- Include VRM rate if different from 100K (ie, 1000K)
- If using a 3-year average please indicate, total number, total VRM for the specific year and rate if different for each year
- Include additional documentation, if applicable

High Quality Transit Corridors (HQTCs)

- Current and future plans

- Transit Network
  - Base year 2019
  - Future years – specifically 2025

Next Steps

- Continue to share updates
- Continue to solicit feedback
- Various data request including one-on-one meetings

Thank you!

Questions & Comments?

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