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MEETING OF THE

REGIONAL TRANSIT  
TECHNICAL ADVISORY  
COMMITTEE

*Wednesday, July 29, 2020*  
*10:00 a.m. – 12:00 p.m.*

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

**VIDEOCONFERENCE AVAILABLE**

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**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](mailto:agyemang@scag.ca.gov)

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**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE  
AGENDA  
Wednesday, July 29, 2020**

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

**1.0 CALL TO ORDER**

*(Gary Hewitt, OCTA, Regional Transit TAC Chair)*

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

**3.0 RECEIVE AND FILE**

**Time   Page**

3.1	<u>Minutes of the March 30, 2020 RTTAC Meeting</u>	3
3.2	COVID-19 Transportation Dashboard <i>(Attachment will be sent separately)</i>	-
3.3	Transit Funding Primer Update <i>(Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)</i>	8
3.4	Cleaning and Disinfecting Guidance <i>(Published by the American Public Transportation Association's – APTA)</i>	23
3.5	Rapid Response: Emerging Practices for Transit Agencies <i>(Published by the National Association of City Transportation Officials – NACTO)</i>	24

**4.0 INFORMATIONAL ITEMS**

4.1	<b><u>Regional Microtransit Update – LANow</u></b> <i>(Joshua Fogelson, LADOT)</i>	20	25
4.2	<b><u>MAP 21 Regional Transit Safety Target Setting (PTASP)</u></b> <i>(Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)</i>	20	39

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE  
AGENDA  
Wednesday, July 29, 2020**

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4.3	<b><u>SCAG ADA Paratransit Forecasting Tool Development Update</u></b> (Bruno Penet, HDR Engineering) (Attachment will be sent separately)	20	-
4.4	<b><u>NextGen Update – Metro</u></b> (Conan Cheung, Metro)	20	65
4.5	<b><u>Connect SoCal Update</u></b> (Sarah Dominguez, Senior Regional Planner, SCAG)	10	83
<b>5.0</b>	<b><u>STAFF REPORT</u></b>		
5.1	<b><u>Transit Service Changes in Response to COVID-19 Update</u></b> (Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)	5	
5.2	<b><u>Alternative and Advanced Fuel Tours</u></b> (Steve Fox, Senior Regional Planner, SCAG)	5	
<b>6.0</b>	<b><u>ADJOURNMENT</u></b>		

*The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, September 30, 2020.*

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

March 30, 2020

**Minutes**

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

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

**Members Participating:**

Gary Hewitt (Chair)	Orange County Transportation Authority
Joyce Rooney (Vice Chair)	City of Redondo Beach/Beach Cities Transit
Johnny Dunning	Orange County Transportation Authority
Greg Nord	Orange County Transportation Authority
Eric Carlson	Orange County Transportation Authority
Charlie Larwood	Orange County Transportation Authority
Kevin Khouri	Orange County Transportation Authority
Josh Landis	Foothill Transit
LaShawn King Gillespie	Foothill Transit
Kevin Parks McDonald	Foothill Transit
Roberto Estrella	Foothill Transit
Joseph Raquel	Foothill Transit
Shirley Hsiao	Long Beach Transit
Christopher MacKechnie	Long Beach Transit
Sara Baumann	Long Beach Transit
Lorelle Moe-Luna	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Ariel Alcon Tapia	Riverside County Transportation Commission
Claire Grasty	Ventura County Transportation Commission
Heather Miller	Ventura County Transportation Commission
Manuel Alcala	SunLine Transit
Rohan Kuruppu	SunLine Transit
Rory Vaughn	Metrolink
Aubrey Smith	Metrolink
Rohan Anderson	City of Montebello
Kimberly Guillen	City of Montebello
Julia Brown	LACMTA
Gustavo Gomez	ICTC
Nancy Strickert	SBCTA

Anna Jaiswal	Omnitrans
Diana Chang	Culver City Transit
Kristin Warsinski	Riverside Transit Agency
Geraldina Romo	Antelope Valley Transit Authority
Kevin Kane	Victor Valley Transit Authority
Bill Tsuei	Access Services
Herb Higginbotham	Cambridge Systematics
Paul Padegimas	UNICO Engineering

**SCAG Staff:**

Philip Law	Stephen Fox
Priscilla Freduah-Agyemang	Nancy Lo

**1.0 CALL TO ORDER**

Gary Hewitt, OCTA, called the meeting to order at 10:02 a.m.

**2.0 PUBLIC COMMENT PERIOD**

No members of the public requested to comment.

**3.0 RECEIVE AND FILE**

- 3.1 Minutes of the January 29, 2020 RTTAC Meeting
- 3.2 Transit Ridership Update

**4.0 INFORMATION ITEMS**

**4.1 Regional Microtransit update – OC Flex**

Johnny Dunning, OCTA, provided an update on OC Flex. Mr. Dunning stated OC Flex is an on-demand service offered as a one-year pilot in two areas, Huntington Beach and Aliso Viejo-Laguna Niguel-Mission Viejo. He noted the service is a way to explore untapped customer markets and its operated under contract using transit vans that are also ADA accessible. He reviewed the pilot zones, service hours and how customers can request a ride from the service. Additionally, rides can be requested to and from anywhere inside the test zones as well as first/last mile trips for those entering and leaving the zones.

Mr. Dunning noted the fare is \$4.50 for pre-paid, and \$5.00 for onboard cash paying customers which is consistent with the cost of a Day Pass for fixed route service. Additionally, it allows free transfers to/from an OC Bus stop or Metrolink Station with a valid full fare OC Bus Day Pass, Metrolink ticket or Amtrak ticket. He noted the service addresses several agency goals including extending the reach of OC Bus and Metrolink service as 32% of the trips are transfers connecting to transit and 34% are shared rides. He noted total boardings are 43,721 with 850+ weekly. He noted future activity includes streamlining operations and improving productivity by reducing span of service hours and improving service

response time while continuing to track performance. Additionally, pass considerations include “train buddies” where multiple riders can be scheduled together.

Nancy Strickert, SBCTA, asked about the total cost of the project. Mr. Dunning responded that the cost was \$1.2 million but with recent productivity improvements only \$1 million has been spent.

Philip Law, SCAG staff, asked if there was an impact on the Metrolink station parking. Mr. Dunning responded that no impact has been seen.

Charlie Larwood, OCTA, asked about the cost of the vehicles. Mr. Dunning responded that vehicles were \$65,000 each for a total cost of \$260,000.

#### 4.2 Regional Microtransit Update - Metro

Julia Brown, Metro, provided an update on Regional Microtransit. Ms. Brown stated greater than 50% of all trips in Los Angeles County are under 5 miles and currently Metro captures few of these trips. She noted Metro seeks to explore Microtransit to increase ridership by pairing the best operation practices of a public agency with private technology. Ms. Brown reported that riders will order Microtransit rides using a mobile application, a call center or through an internet browser and that the service will be staffed by Metro employees. Riders will board the service from priority transit stations or pick up spots and that the Microtransit fleet will consist of different vehicles offering different service features.

Ms. Brown reviewed the strategic parameters noting that the effort is in line with Metro’s NextGen Bus Plan. She reviewed the staff training structure and its goals to improve customer safety. Further, vehicles will feature on-board cameras which allows for vehicle monitoring. Additionally, customers will receive real time drop-off and pick-up service. She reviewed the pilot location requirements including network connectivity and economic mobility. Next, she reported on pilot locations including service in Watts/Willowbrook, Northwest San Fernando Valley and Highland Park. Service would be available 7 days a week, 12 hours each day.

Joyce Rooney, Beach Cities Transit, asked how many vehicles would be in service in each zone. Ms. Brown responded, that profile is still developing as the goal is to keep service times flexible in order to achieve specific service metrics.

#### 4.3 Public Transportation Agency Safety Plan (PTASP) and Safety Targets

LaShawn King Gillespie, Customer Service and Operations Director, Foothill Transit, reported on PTASP and Safety Targets. Ms. Gillespie stated the PTASP is required by the Federal Transit Administration and seeks to improve public transportation safety by guiding public transit agencies in reducing safety risks in their systems.

She noted several training programs were undertaken for their board and staff as part of the plan's development. She noted the plan is required to be based on the agency's safety management system and that it ought to establish, manage and track safety performance targets by identifying trends that are occurring within the system and look for opportunities for improvement. She stated components of the plan include a safety management policy, safety risk management safety assurance and safety promotion.

Ms. Gillespie reviewed the components and noted that safety risk management efforts include identifying and analyzing hazards, safety teams as well as drug and alcohol oversight. She noted safety assurance asks that agencies prioritize areas of primary safety focus in order to insure improvements in these areas. Each agency is asked to track the number and rate of collisions, fatalities, injuries, safety events and system reliability. She reviewed training programs for staff and noted safety metrics are tracked monthly.

Kevin Kane, Victor Valley Transit Authority, asked since some services are contracted, how were responsible officers identified. Ms. Gillespie responded that the agency maintains responsibility for safety. Additionally, safety specifications are outlined in contracted services.

#### 4.4 TAM and Performance Monitoring/Reporting Update

Herb Higginbotham, Cambridge Systematics, provided an update on Transit Asset Management (TAM) and Performance Monitoring. Mr. Higginbotham reviewed the project's progress noting that after key data was received from operators, performance targets were established under different scenarios which provided information for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). He reviewed the reporting requirements and noted the information contributes to the Federal Transportation Improvement Plan (FTIP) and the 2024RTP/SCS. Additionally, in 2021 operators are required to report on their progress toward meeting the performance-based planning targets including TAM. The FTIP ought to demonstrate how that project contributes to meeting TAM goals outlined in the RTP/SCS.

Mr. Higginbotham provided examples of linking transit asset procurement and reporting requirements. He reviewed NTD reporting information as well as asset capital planning noting a broader explanation was provided in a recent workshop. He noted next steps including data sharing and training opportunities.

#### 4.5 Draft Connect SoCal Comments and Response

Nancy Lo, SCAG staff, provided an update on Draft Connect SoCal Comments and Responses. Ms. Lo reported that the Draft Connect SoCal Plan was released for public comments from November 14, 2019 to January 24, 2020. During this time

107 separate communications were received from 81 agencies and organizations as well as members of the public. In total, over 1,800 comments were received. She reviewed the comments received and the area of transportation addressed.

Ms. Lo noted that several comments were received regarding high-quality transit corridors as well as transit, active transportation, aviation, goods movement, transportation finance, sustainable communities strategy and emerging technology. She noted the full plan is available on SCAG's website.

Joyce Rooney, Beach Cities Transit, asked if changes to the plan are anticipated due to COVID-19. Philip Law responded that changes in Connect SoCal are not anticipated as information related to the effects of COVID-19 are developing. He noted changes in the plan can be reflected in the future when more information is known.

## **5.0 STAFF REPORTS**

### **5.1 Transit Service Changes in Response to COVID-19**

Priscilla Freduah-Agyemang, SCAG staff, updated the committee on transit responses to COVID-19. She noted this is an unprecedented time for transit agencies and the intent of the information compiled is to help agencies learn from each other to better respond to the current emergency. She reviewed initial transit operator concerns such as cleaning of transit vehicles, how to establish social distancing and fare payment methods. She informed attendees a link to the Google document will be shared with everyone after the meeting.

## **6.0 ADJOURNMENT**

Joyce Rooney, Redondo Beach Transit, adjourned the meeting at 11:47 a.m.



## **A Primer on Transit Funding and Potential COVID-19 Impacts**

This primer was prepared as part of SCAG’s Mobility Innovation and Pricing project. In order for our region to equitably provide innovative mobility services and programs, SCAG believes that policymakers must better understand the travel patterns and needs of underrepresented communities throughout the region. This effort aims to provide a forum for a shared learning experience with community members, that can provide a foundation for increased participation in transportation policy, both through COVID recovery and beyond.

To facilitate discussions with underrepresented communities on the potential impacts of COVID-19 on transit services, SCAG has prepared a primer on how transit in the region is funded, how those funding sources could be affected by COVID-19’s impact on our economy and travel, and changes to transit agency operations to address public health concerns during the pandemic. These materials can help provide a starting point for discussions with community members on how to approach recovery in a way that builds a more equitable foundation for transportation innovations in the future.

The first section of this primer is intended to provide background on core funding sources that transit agencies throughout the SCAG region typically rely on to support their capital and operating programs. The second section then discusses the possible impacts of COVID-19 and associated policy responses on current sources of funding. Lastly, it surveys a variety of short-term changes transit agencies throughout the region have implemented in response to COVID, and preliminary plans for recovery.

### **1 Current Transit Funding Sources**

Transit is generally funded through various programs and sources at the federal, state, and local levels. Local transportation includes both funding that is raised by local and county governments, and revenues generated directly by transit agencies. The table below describes the main categories of transit funding in the SCAG region, as well as the underlying sources of revenues that fund these programs.<sup>1</sup>

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<sup>1</sup> This list outlines the main sources of transit funding but is not exhaustive. Depending on the local jurisdiction, other sources of transit funding may include but are not limited to local general revenues, property taxes, development impact fees, and tax increment financing. For information on transportation funding in California more broadly see <https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics/transportation-funding-in-ca>.

**Table 1: Description of Transit Funding Sources**

	Type of Transit Funding	Description	Main Source of Revenue
Local	<b>Local Option Sales Tax Measures</b>	Revenues are derived from locally imposed 0.5 to 2 percent sales taxes for select counties. Five counties in the SCAG region (all counties except Ventura) currently have sales tax measures dedicated to transportation expenditures. The percentage of sales tax revenues dedicated to transit varies among the counties.	Local sales tax revenue
	<b>Transportation Development Act (Local Transportation Fund)</b>	The Transportation Development Act (TDA) provides two major sources of funding for public transportation—the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. LTF funds are derived from a 0.25 percent sales tax on retail sales statewide.	Local sales tax revenue
	<b>Transit Farebox Revenue*</b>	Transit fares collected by transit operators in the SCAG region.	Transit usage
	<b>Highway Tolls</b>	This category includes revenues generated from express lanes operated by LA Metro to fund transit in toll corridors. LA Metro operates express lanes along Interstate 10 and Interstate 110.	Express Lane revenue
	<b>Transit advertising and auxiliary revenues*</b>	Varies across agencies. Includes advertising, income of transit agency-owned property, and commercial revenues.	Various
State	<b>State Transportation Improvement Program (STIP)</b>	The STIP is a five-year capital improvement program that provides funding for capital projects that increase the capacity of the transportation system. The STIP may include projects on state highways, local roads, intercity rail or public transit systems. The Regional Transportation Planning Agencies (RTPAs) propose 75 percent of STIP funding for regional transportation projects in Regional Transportation Improvement Programs (RTIPs). Caltrans proposes 25 percent of STIP funding for interregional transportation projects in the Interregional Transportation Improvement Program (ITIP).	The STIP provides funding from the State Highway Account (SHA), which is funded through a combination of the state gas tax, the Federal Highway Trust Fund, and truck weight fees.

	Type of Transit Funding	Description	Main Source of Revenue
	<b>State Transit Assistance Fund (STA)</b>	The STA distributes funding to transit operators based on a formula. The funds can be used for either operational support or to fund capital projects based on local priorities.	The STA is funded by diesel sales taxes and the transportation improvement fee (an additional registration fee paid on the value of a vehicle) established under Senate Bill 1 (2017), which increased the state gas tax, and introduced other vehicle fees, to fund transportation statewide
	<b>Cap-and-Trade Auction Proceeds</b>	The Global Warming Solutions Act of 2006 (AB 32) established the goal of reducing greenhouse gas (GHG) emissions statewide to 1990 levels by 2020. In order to help achieve this goal, the California Air Resources Board (ARB) adopted a regulation to establish a Cap-and-Trade program that places a “cap” on the aggregate greenhouse gas emissions from entities responsible for roughly 85 percent of the state’s greenhouse gas emissions. As part of the Cap-and-Trade program, ARB conducts quarterly auctions where it sells emission allowances. Revenues from the sale of these allowances fund projects that support the goals of AB 32, including transit and rail investments.	Fee levied on GHG from the manufacturing and oil refining sector.
Federal	<b>Federal Transit Administration (FTA) Formula Funding</b>	This category includes a number of FTA programs distributed by formula, including FTA Section 5307 for transit capital and operating assistance under certain circumstances, and is distributed to urbanized areas with a formula based upon population, population density, number of low-income individuals, and transit revenue and passenger miles of service.	Federal gas tax, federal general funds
	<b>Federal Transit Administration (FTA) Discretionary Grant Funding</b>	This category includes discretionary grant funding available on a competitive basis through FTA 5309 Capital Investment Grants for new fixed guideways or extensions and bus rapid transit projects and projects that improve capacity on an existing fixed guideway system.	Federal general funds
	<b>Other Federal Funding</b>	The federal government also provides funding through programs such as Congestion Mitigation Air Quality (CMAQ) to fund new transit service and system expansion needs, in addition to numerous non-transit projects, that help support efforts to reduce mobile source emissions in areas designated as non-attainment or maintenance of the National Ambient Air Quality Standards (NAAQS). Other programs include the Surface Transportation Block Grant (STBG), which provides flexible funding to preserve and improve the conditions on federal-aid highways, public roads, pedestrian and bicycle infrastructure, as well as transit capital projects.	Federal gas tax, federal general funds

Note: funding sources denoted by \* are raised directly by transit agencies. Because direct funding sources (e.g. farebox revenue) are earned locally, they can be consolidated into the local funding category.

Table 2 shows the amount and percent of funding by source for all transit operators within the SCAG region based on historical data from the 2018 National Transit Database (NTD), the most recent year for which data is available. NTD data is self-reported by transit operators and must conform to standardized categories. Thus, funding from various state programs described above are aggregated into a single category, along with other minor discrepancies in categories. This data includes funding for both capital investment and operations.

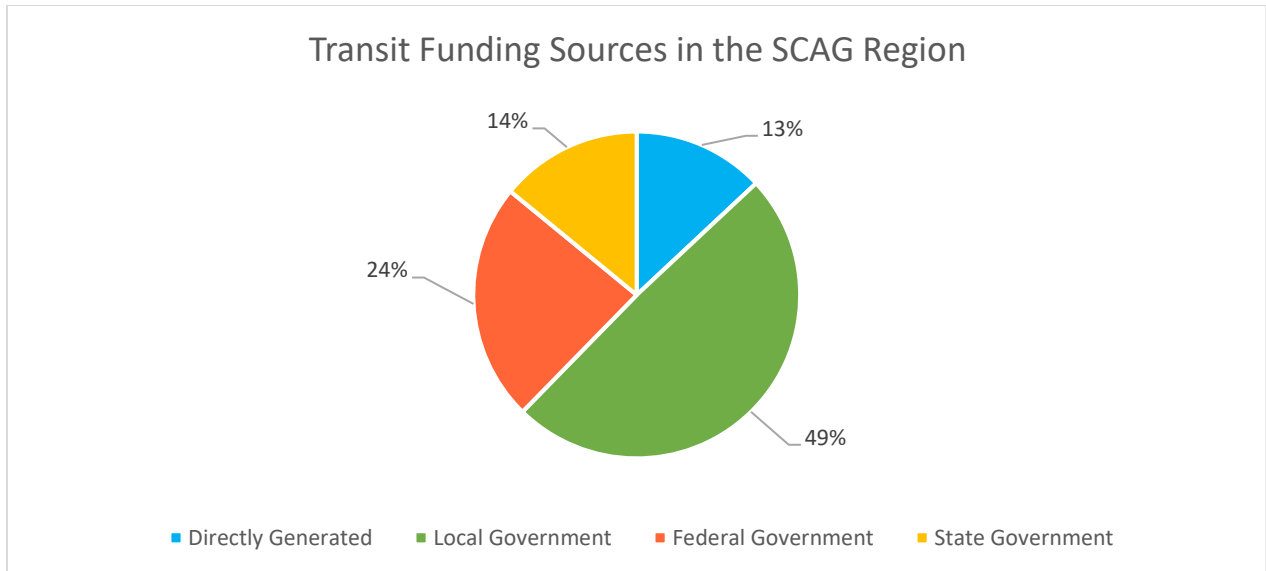
While there is some variation between operators in the region, discussed further below, in aggregate, the largest single source of funding for transit in the SCAG region are sales taxes for transit enacted at the county level, which account for over 40% of all transit funding. Federal Transit Administration formula funding (13%), various sources of state transit funding (12%), and revenues from passenger fares (11%) also provide sources of transit funding.

**Table 2: Percentage of Transit Funding in the SCAG Region by Source**

Funding Program	Percent of Total Regional Transit Funding
Sales Taxes	44.20%
FTA Formula Funds	12.53%
State Transportation Funds	11.75%
Total of Passenger Fares	10.81%
FTA Capital Program	7.86%
Revenue from Local General Fund	3.75%
State General Fund Revenue	2.13%
Other Direct Revenue	2.05%
Tolls	1.34%
Other Federal Funds	2.91%
Other Local Funds	0.66%
<b>Total</b>	<b>100.00%</b>

### 1.1 Funding Source by Government Level

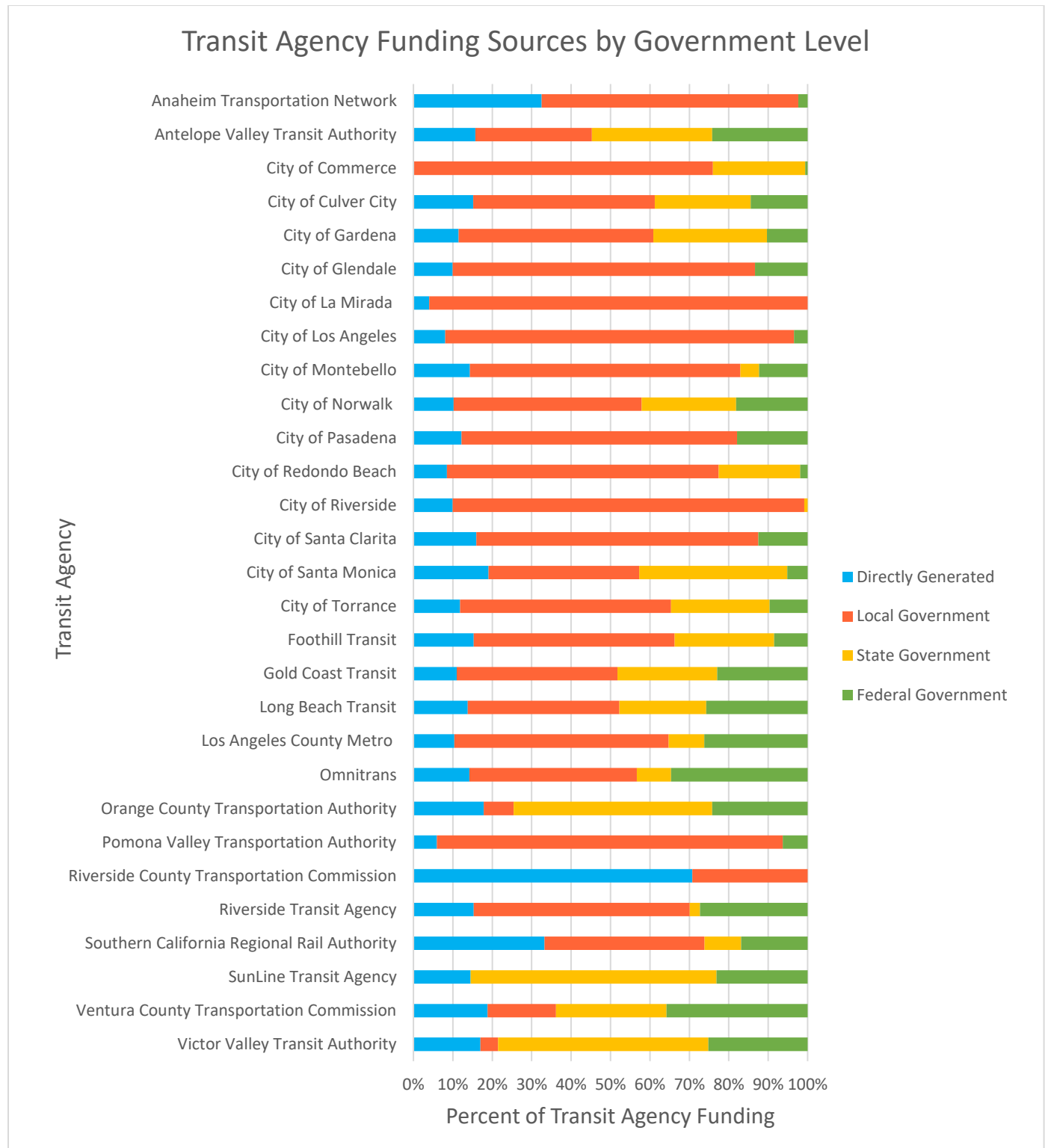
As described in the table above, transit funding comes from a variety of federal, state and local sources, in addition to revenues raised by transit providers directly. Figure 1 below shows the breakdown by funding source for all transit providers in the SCAG region. Directly generated funding includes farebox revenue and other revenue raised by transit agencies (including advertising, income of transit agency-owned property, and commercial revenues).



**Figure 1: Percentage of Transit Funding in the SCAG Region by Government Level**

Local and directly generated sources provide almost 75% of all transit funding in the SCAG region. Further, the predominance of federal funding is restricted to capital uses. Local sources are necessary to support operations and maintenance needs, which will only become more critically important as transit agencies plan for COVID recovery.

Each operator within the SCAG region relies on its own mix of funding from these sources. The chart below shows the distribution of revenues by funding source for each operator. Due to the unique funding mix of each operator, the degree of potential impacts from COVID-19 and associated policies may vary among operators. Note that this data does not include smaller transit operators within the SCAG region that did not report income to NTD.



Note: Riverside County Transportation Commission is not a transit agency, but reports revenue from vanpool service to NTD.

**Figure 2: Percentage of Transit Agency Funding by Government Level**

## 2 Impacts of COVID to Transit Funding

The table below briefly describes in more qualitative terms, the possible impacts from COVID and associated policies to each of the funding sources described above. SCAG and our partner agencies continue to monitor preliminary attempts to quantify the impacts of COVID and associated policies on funding sources, but this assessment is intended to provide some context on how the source of funds, depending on how it’s generated, can be impacted.

**Table 3: Potential Impacts of COVID-19 on Transit Funding Sources**

	Type of Transit Funding	Main Sources of Funding	Description of Potential COVID-19 and Associated Policy Impacts
Local	<b>Local Option Sales Tax Measures</b>	Local sales tax revenue	Local sales tax revenue is directly linked to general economic conditions. During a recession, people buy less, which reduces sales tax revenues.
	<b>Transportation Development Act (Local Transportation Fund)</b>	Local sales tax revenue	Local sales tax revenue is directly linked to general economic conditions. During a recession, people buy less, which reduces sales tax revenues.
	<b>Transit Farebox Revenue</b>	Transit usage	Transit farebox revenue is directly linked with the level of transit ridership. If people who can, choose not to ride transit due to health and safety reasons, farebox revenue will decline. Additionally, during the epidemic, some transit agencies suspended fare collection, and it remains to be seen when and how fare collections would be reinstated. Reductions in service that lower ridership would lower farebox revenues, but also lower costs.
	<b>Highway Tolls</b>	Express Lane toll revenue	Reduced travel due to a recession and a likely increase in telework could reduce congestion, lowering the incentive to use express lanes.
	<b>Transit advertising and auxiliary revenues</b>	Various	Varies, but presumably would decrease in conjunction with a recession.

	Type of Transit Funding	Main Sources of Funding	Description of Potential COVID-19 and Associated Policy Impacts
State	<b>State Transportation Improvement Program (STIP)</b>	State gas tax revenues	Gas tax revenue depends on how many miles people drive, which could decrease due to a recession and a likely increase in telework.
	<b>State Transit Assistance Fund (STA)</b>	The STA is funded by diesel sales taxes and the transportation improvement fee (“TIF,” an additional registration fee paid on the value of a vehicle) established under SB 1	TIF revenues increase with the purchase of newer vehicles. While a recession may cause many to defer buying a newer and more expensive cars, early reports from China indicate that overall car purchases may increase because people want to avoid using transit, leading to a possible increase in revenues. Diesel fuel purchased largely by trucks and depends on overall level of economic activity.
	<b>Cap-and-Trade Auction Proceeds</b>	Fee levied on GHG from the manufacturing and oil refining sector	Cap and Trade revenues are based on the emissions by the manufacturing and oil refining in California. A reduction in overall economic activity due to a recession would reduce emissions from these sectors, reducing Cap and Trade revenues. Cap and Trade revenues from the oil refining industry would also decrease if people drive less due to job loss and increased teleworking.
Federal	<b>Federal Transit Agency Formula Funding</b>	Federal gas tax, federal general funds	Federal funding levels are determined through federal legislation. The main source of funding for federal transportation spending is the federal gas tax. Gas tax revenue depends on how many miles people drive, which could decrease due to a recession and a likely increase in telework. However, the federal government can use federal general funds for spending on transportation.
	<b>Federal Transit Agency Discretionary Grant Funding</b>	Federal general funds	Federal funding levels are determined through federal legislation. The main source of funding for federal transportation spending is the federal gas tax. Gas tax revenue depends on how many miles people drive, which could decrease due to a recession and a likely increase in telework. However, the federal government can use federal general funds for spending on transportation. FTA Discretionary 5309 Fixed Guideway Capital Investment Grants program is funded by federal general funds.
	<b>Other Federal Funding</b>	Federal gas tax, federal general funds	Federal funding levels are determined through federal legislation. The main source of funding for federal transportation spending is the federal gas tax. Gas tax revenue depends on how many miles people drive, which could decrease due to a recession and a likely increase in telework. However, the federal government can use federal general funds for spending on transportation.



### 2.1.1 Economic Recession

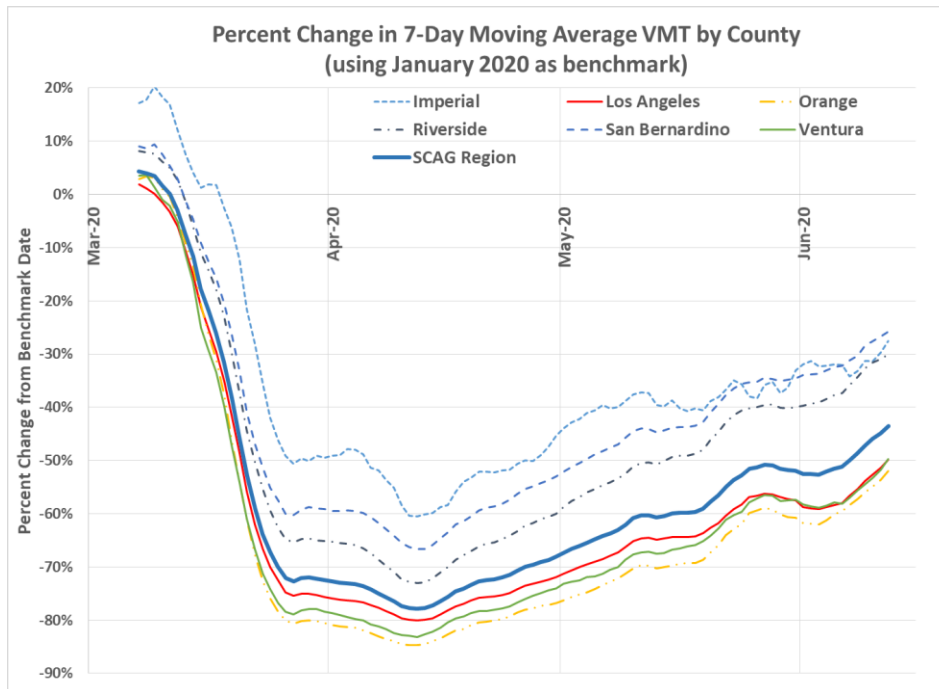
The likelihood of a prolonged economic recession resulting from COVID will probably cause the greatest transit funding crisis in the SCAG region. The largest impact on transit funding will likely be a reduction in sales tax revenue, both because of the importance of this source of funding and a reduction in general consumer spending. This would result in a decrease in funding through local sales taxes, and also in state transit funding through the TDA. A reduction in consumer demand for goods would also extend to a reduction in trucking activity that would reduce diesel tax revenues that fund transit at the state level.

### 2.1.2 Transit Ridership Changes

Transit farebox revenue is directly linked with the level of transit ridership. If people who can, choose not to ride transit due to health and safety reasons, farebox revenue will decline. Additionally, during the epidemic, some transit agencies suspended fare collection to limit driver/passenger interaction, and it remains to be seen when and how fare collection would be reinstated. Reductions in service that lower ridership would lower farebox revenues, but could also lower costs. As of June 2020, information reported to the California Transit Association (CTA) shows transit operators in the SCAG region have lost about 65% to 85% of their ridership. The region's largest operator, Metro, reported a 65% decline in bus ridership and 75% decline in rail ridership about two months into the stay at home order, and reported a 95% reduction in passenger fare revenues during the last two weeks of March. More recent data reported to the National Transit Database (NTD) suggest a modest recovery of ridership levels coinciding with the phased reopening of the economy, but overall ridership remains far below pre-pandemic levels.

### 2.1.3 Vehicle Miles Travelled (VMT) Changes

Vehicle Miles Travelled VMT directly impacts funding sources derived from fuel taxes, including state and federal gas taxes. Stay-at-Home orders led to severe short-term reductions in VMT. The chart below shows the average reduction in daily VMT for each county in the SCAG region for the period of early March 2020 through mid-June 2020, compared with the average daily VMT for January 2020. At their lowest points in mid-April, Daily VMT reductions ranged from 85% in Orange County to 60% reduction in Imperial County. Daily VMT has risen steadily since then as reopening has begun, and ranged from 25%-50% reduction by mid-June.



**Figure 3: Percent Change in Daily VMT by County**

Source: Streetlight Data

Longer-term forecasts of VMT depend on several factors. Historically, VMT has decreased in the short-term during past economic recessions but increased in the long-term in the SCAG region. Increases in telework, either on a short-term or permanent basis could lead to a decrease that is greater and longer compared to previous economic downturns. Conversely, travelers switching modes from transit to personal car due to health concerns, and possible service reductions, could put upward pressure on VMT and increase congestion. Early evidence from China shows that there has been an increase in vehicle purchases following reopening.

#### 2.1.4 CARES Act Federal Funding Package

As part of the CARES Act, the federal government provided \$25 billion in emergency funding for public transit agencies nationwide, with \$22.7 billion provided through the Sec. 5307 Urbanized Area Formula Grant funding program<sup>2</sup> and \$2.2 billion provided through the Sec. 5311 Rural Formula funding programs.<sup>3</sup> The funding can be used for transit operations including operations

<sup>2</sup> The CARES Act provides funding to the Section 5307 Urbanized Area Formula Grant program through the formulas identified in Section 5336, Section 5337 - State of Good Repair, and Section 5340 Growing States and High Density Formula Factors. These amounts are combined to show a single amount. An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities funds, Section 5337 State of Good Repair, and Section 5340 Growing States and High Density States formula funds, as appropriate. See <https://www.transit.dot.gov/funding/apportionments/table-2-fy-2020-cares-act-section-5307-urbanized-area-apportionments>.

<sup>3</sup> Section 5311 and Section 5340 were combined to show a single amount. The State's apportionment under the column heading "Section 5311 and 5340 Apportionment" includes Section 5311 and Growing States funds. See

and maintenance, safety and sanitation, and staff expenses (including salaries and administrative leave).

Under the Sec. 5307 urban program, the SCAG region will receive a total of \$1.612 billion. The funds are apportioned by area by existing FTA formulas to urbanized areas, as opposed to by transit provider. The distribution of funding depends upon population, density, and transit service. The initial federal apportionments are as follows:

- The Los Angeles-Long Beach-Anaheim area receives \$1,215,978,439.
- The Riverside-San Bernardino area receives \$137,566,673
- The Indio-Cathedral City, CA area receives \$16,055,891.
- The Lancaster-Palmdale, CA area receives \$47,875,609.
- The Mission Viejo-Lake Forest-San Clemente, CA area receives \$42,599,365.
- The Murrieta-Temecula-Menifee, CA area receives \$14,423,497.
- The Oxnard area receives \$41,148,230.
- The Santa Clarita area receives \$20,865,603.
- The Thousand Oaks area receives \$18,272,209.
- The Victorville-Hesperia area receives \$24,756,254.

Additional funding was apportioned to state governors for smaller urbanized areas, including in the SCAG region:

- The Camarillo area receives \$4,048,903
- The El Centro-Calexico area receives \$10,590,846
- The Hemet area receives \$9,841,873
- The Simi Valley area receives \$7,955,434
- The Yuma area receives \$60,951

Under the CARES Act, funding is received by the County Transportation Commissions (e.g. Metro, OCTA, RCTC), which then allocates the funding among transit agencies within the county. Because urbanized areas within the region spans multiple counties (for example, Los Angeles-Long Beach-Anaheim), SCAG first apportioned the funding among the County Transportation Commissions. Similarly, SCAG allocated funding for Metrolink throughout the region.

### 3 The Impact of COVID-19 on Transit Operations

Any funding changes that result from COVID-19 must ultimately be viewed through the lens of how they relate to the services offered to riders, and there is much that we cannot predict about what the transportation system and travel patterns will look like in the near future. Declining revenues will likely lead to a reduction in new capital investment and could lead to service reductions in some situations. But the impact from COVID-19 will undoubtedly be a transit system dramatically altered to reflect the “new normal”, incorporating concerns about health and safety

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<https://cms7.fta.dot.gov/funding/apportionments/table-3-fy-2020-cares-act-section-5311-rural-area-apportionments>.

of both passenger and transit agency employees, the likely continued implementation of some social/physical distancing measures, and adaptation to changing travel patterns. The crisis has highlighted more than ever that transit provides a critical “frontline” service to essential workers and the most vulnerable members of our communities.

### 3.1 How SCAG Region Operators Are Responding to COVID-19

SCAG asked the transit agencies on its Regional Transit Technical Advisory Committee (RTTAC) to identify how they were responding to the COVID-19 crisis to 1) facilitate information sharing and inter-agency coordination and to 2) serve as a resource for agencies while planning for service changes. Transit agencies were asked to share information on safety measures, service changes, fare collection, communication strategies, changes to school service, challenges and next steps as they navigate the reduction in demand due to the shelter in place orders. The summary provided below reflects the responses received from March 30 to May 7. As transit operators navigate the current reopening measures in their respective counties and cities, conditions are changing. Agencies are setting up recovery plans for operations that align with health officials’ directives. For instance, LA Metro’s Recovery Task Force recommendations not only outlines what the agency is doing to increase service hours but also steps to reintroduce riders to transit and overall improvements in the long term.

#### 3.1.1 Public health concerns

Transit operators engaged in best practices to cleaning and disinfecting transit vehicles as recommended by the CDC and public health professionals in order to reduce the spread of the virus to transit workers and the riders. Most transit agencies increased cleaning and disinfecting buses and trains (e.g. Metro and Metrolink), and at transit stops, shelters, facilities and maintenance yards. High contact points such as doors, armrests, stop pull chords, fareboxes and Ticket Vending Machines (TVMs) were cleaned and disinfected regularly (e.g. Montebello Bus Lines, Antelope Valley Transit Authority, Victor Valley Transit Authority).

While many agencies required face coverings for both operators and riders (e.g. City of Beaumont), other agencies such as City of Norwalk Transit, Ojai and Gold Coast Transit, supplied face coverings to bus operators. To maintain social/physical distancing, agencies posted signs on the buses to alert riders to maintain at least six (6) feet separation per CDC guidelines. Long Beach Transit (LBT) launched a “Skip a Seat, Skip a Row, Stop the Spread” campaign to encourage social distancing on their buses. Agencies also erected barriers to protect bus operators.

#### 3.1.2 Service changes

Agencies implemented service adjustments to respond to the slow ridership and lower demands following the stay at home orders. Service changes for most transit agencies in the region ranged from shift to weekend, Saturday/Sunday, holiday schedules, to completely newly created modified schedules. Metrolink started implementing reduced service changes in late March. Other agencies like Foothill Transit created different scenarios through their Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) platform meant to be implemented as the crisis

unfolded based on ridership levels. Imperial County Transportation Commission (ICTC) operated all transit services except Imperial Valley College stops, while LADOT implemented different changes by a percentage (e.g. 15% on DASH, 50% on Commuter Express) on the various services they provide based on ridership decline.

For agencies that operated school related schedules, such school trippers were either suspended (e.g. Orange County Transit Authority, Beach Cities Transit, Santa Clarita Transit, Montebello Bus Lines, Riverside Transit Agency) or reduced (e.g. LBT, Santa Monica Big Blue Bus) due to the school closures.

ADA Paratransit service providers continued to provide service but many rides were restricted to only medical or essential life sustaining (such as grocery) trips, e.g. Gold Coast Transit District. Access services did not implement any service reduction despite about 50% ridership decline, and offered only “solo trips” in lieu of shared rides due to the need for social/physical distancing.

### 3.1.3 Rear door boarding and fare suspension

Transit agencies implemented mandatory rear-door boarding on buses to further protect operators and riders from contracting the virus. Boarding through the front doors were restricted to riders with mobility devices that require the use of the bus ramp. Rear-door boarding policies were associated with fare suspension for many agencies like Omnitrans, Sunline Transit, and LA County municipal bus operators.

### 3.1.4 Other challenges

In addition to the reduced fare revenues associated with the significant ridership loss, transit agencies outlined additional short- and long-term challenges that may impact the way transit is delivered in the region.

Agencies expressed concern about the ability to keep transit staff employed, and how to protect operators from catching the disease while they interacted with riders daily. The American Public Transportation Association (APTA) reported that an overwhelming majority of transit agencies are using their CARES Act funding to maintain their workforce and avoid layoffs.

Agencies also acknowledged the need for decision-making processes for future service modifications while others were concerned about how interruptions to planned service plan implementations and delivery schedule of infrastructure projects will impact planning (e.g. LADOT’s Zero Emission Buses)

Finally, not only did transit agencies fear the potential tax revenue reduction that will impact annual Transportation Development Act (TDA) allocations, they were also concerned about the additional cost related to increased cleaning and procurement of Personal Protective Equipment (PPE).

### 3.2 Planning for Recovery

As the stay-at-home orders are lifted and the economy gradually begins to reopen, safety and social/physical distancing requirements present a challenge to operators already facing funding shortfalls. Not only will transit agencies be confronted with increased costs due to cleaning and disinfecting, but they may need to operate more vehicles at greater frequencies to meet demand while still allowing for a 6-foot separation between passengers.

#### 3.2.1 Level of service restoration

Demand for transit may be returning, and transit agencies must determine whether to continue to run reduced services and gradually switch to regular schedules, or resume regular services outright. Beginning June 1, some agencies planned to resume regular local and commuter services, but the such plans will need to be considered through the lens of the safety and health of both transit workers and riders. The notion of people likely to return to their personal vehicles until such time when a vaccine is found is undauntedly true, but the demand for transit will continue to grow as the traffic congestion increases, among other factors. Non-essential workers returning to work including those who can no longer afford cars due to pandemic related job losses, for instance, will benefit from frequent transit services. Transit agencies need to place themselves in the position to respond to the demand sooner than later. Some agencies have already received requests to restore Express lines but lack the fiscal capacity to quickly do so. Agencies are also thinking about how to safely run school trippers when schools reopen.

Los Angeles County Metropolitan Transportation Authority (LA Metro), the largest transit operator in the SCAG region issued a 4-phase plan to restore service as follows: <sup>4</sup>

- Phase 1 is projected to take place in June with some modest gains in service on their busiest corridors to accommodate returning non-essential trips.
- Phase 2 is projected to take place as early as July and August with additional service with an eye toward providing transit service for students returning to school and additional people returning to work.
- Phase 3 is projected to take place between September and November and include modest gains in service in areas where and when we see demand growing.
- Phase 4 is projected to take place between December and January and is expected to begin implementing changes and enhancements proposed under the ongoing NextGen bus restructuring effort.

#### 3.2.2 Fare collection in the post-pandemic era

Transit agencies suspended fare collection to allow for rear-door boarding and limit interaction between riders and operators. When returning to regular or phased services, agencies now need to think about how fares will be collected. In concurrence with resuming regular schedules, some

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<sup>4</sup> <https://thesource.metro.net/2020/05/14/metro-to-pursue-four-phase-plan-to-restore-bus-and-rail-service/>

agencies have installed temporary and permanent barriers (eg. using plexiglass and vinyl) with plans to begin front door boarding and fare collection effective June. Agencies in the region with the TAP or other mobile ticketing systems may be able to quickly adopt a fare payment system, however, on-board cash fare collection will require additional training, planning and expertise. For instance, operators will need time to safely validate and quote the fare for cash customers which may likely cause delays on the systems.

### 3.2.3 CDC Guidelines for reopening transit

The CDC published guidelines for reopening transit urging agencies to adhere to public health protocols in their respective states and/or local jurisdictions. The CDC's mass transit decision tool provides information to transit agencies on how to promote healthy hygiene practices, such as, handwashing and wearing face coverings and communicating effectively with their employees especially those that interact with riders daily. The CDC also encouraged transit agencies to increase cleaning and disinfecting of vehicles and facilities and provided social distancing measures, for instance, blocking off every other seat (s) on transit vehicles.<sup>5</sup>

### 3.2.4 APTA and transit service recovery

APTA issued a Pandemic Virus Service Restoration checklist to assist transit agencies as they restore service, incorporating best practices from transit agencies and information from the CDC and EPA. APTA also formed a new Mobility Recovery & Restoration Task Force led by LA Metro CEO Phil Washington. Its purpose is to develop a path forward for public transportation's core functions and financial stability and to explore new methods, tools, and approaches to reposition the industry's essential role in a post-pandemic mobility world. The end product will be a set of recommendations that cover a wide range of issues critical to public transit's success, including public and rider confidence, safe-guarding employees and riders, customer-focused operations, quick-strike rail and bus scheduling, as well as resiliency, equity and societal needs.

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<sup>5</sup> <https://www.cdc.gov/coronavirus/2019-ncov/community/mass-transit-decision-tool.html>

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

**Agenda Item No. 3.4**  
**July 29, 2020**

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

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

**Subject:** American Public Transportation Association (APTA) Cleaning and Disinfecting Guidance for Transit Agencies

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## SUMMARY

From [https://www.apta.com/wp-content/uploads/APTA\\_WP\\_Cleaning\\_and\\_Disinfecting\\_Transit\\_Vehicles\\_and\\_Facilities\\_During\\_a\\_Contagious\\_Virus\\_Pandemic\\_FINAL\\_6-22-2020.pdf](https://www.apta.com/wp-content/uploads/APTA_WP_Cleaning_and_Disinfecting_Transit_Vehicles_and_Facilities_During_a_Contagious_Virus_Pandemic_FINAL_6-22-2020.pdf)

APTA issued a white paper which discusses current industry practices for cleaning and disinfecting transit vehicles and facilities in response to a COVID-19 public health emergency, which will be updated periodically as new information becomes available.

This document is part of efforts by the APTA's new Mobility Recovery and Restoration Task Force led by LA Metro CEO Phil Washington, to assist transit agencies on the road to recovery and restoration of transit services. The guide is meant to assist transit agencies to develop viral pandemic response programs for maintenance, cleaning and disinfecting vehicles and facilities. APTA urges transit agencies to evaluate the elements of the guide with each agencies' requirements, plans and policies, in addition to information from local health department and regulations. Transit agencies should also plan to share their draft cleaning and disinfecting program with local health department and other stakeholders for review and comments before issuing the final document.

Additional Resource:

- APTA COVID-19 Resource page  
<https://www.apta.com/public-transit-response-to-coronavirus/apta-resources/>



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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

**Agenda Item No. 3.5**  
**July 29, 2020**

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

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

**Subject:** National Association of City Transportation Officials (NACTO)  
Rapid Response Tools for Transit Agencies

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**SUMMARY:**

From <https://nacto.org/covid19-rapid-response-tools-for-transit-agencies/>

The National Association of City Transportation Officials (NACTO) created rapid response tool for transit agencies to assist them to better respond to the current COVID-19 pandemic. The organization recognized transit as an essential service and acknowledged how quickly they must address critical impacts of the coronavirus pandemic, from operator and rider safety to the shift in travel demand. The summary of rapidly-deployed responses is updated regularly.

Current actions include:

1. Provide protections for operators and transit riders
2. Deploy staff and transit vehicles where they're needed most. Monitor ridership and adjust schedules to minimize crowding and maintain rider safety
3. Ensure room for sufficient social distancing – on vehicles and at transit facilities
4. Provide clear messaging to augment citywide public health guidance & explain service changes.
5. Bolster maintenance & cleaning to reduce virus spread
6. Expand protections & leave policies for transit employees
7. Use transit to support other city-wide COVID relief efforts
8. Explore options to continue necessary planned maintenance and construction

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# LAD<sup>o</sup>now

Connecting Palms, Mar Vista, Del Rey, & Venice



**Transit Service  
Analysis**

October 2018



**Outreach**

2018 - 2019



**Launch**

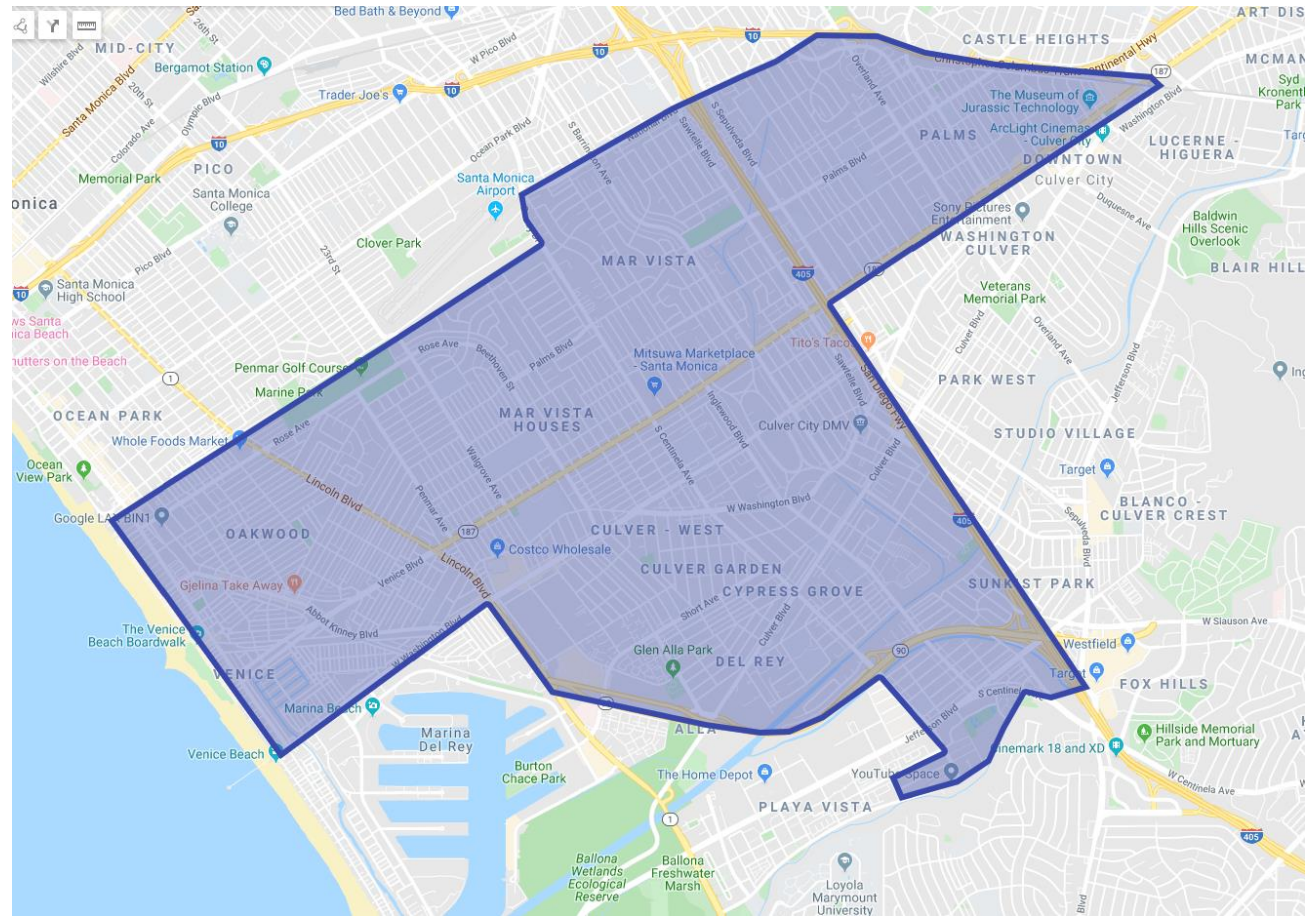
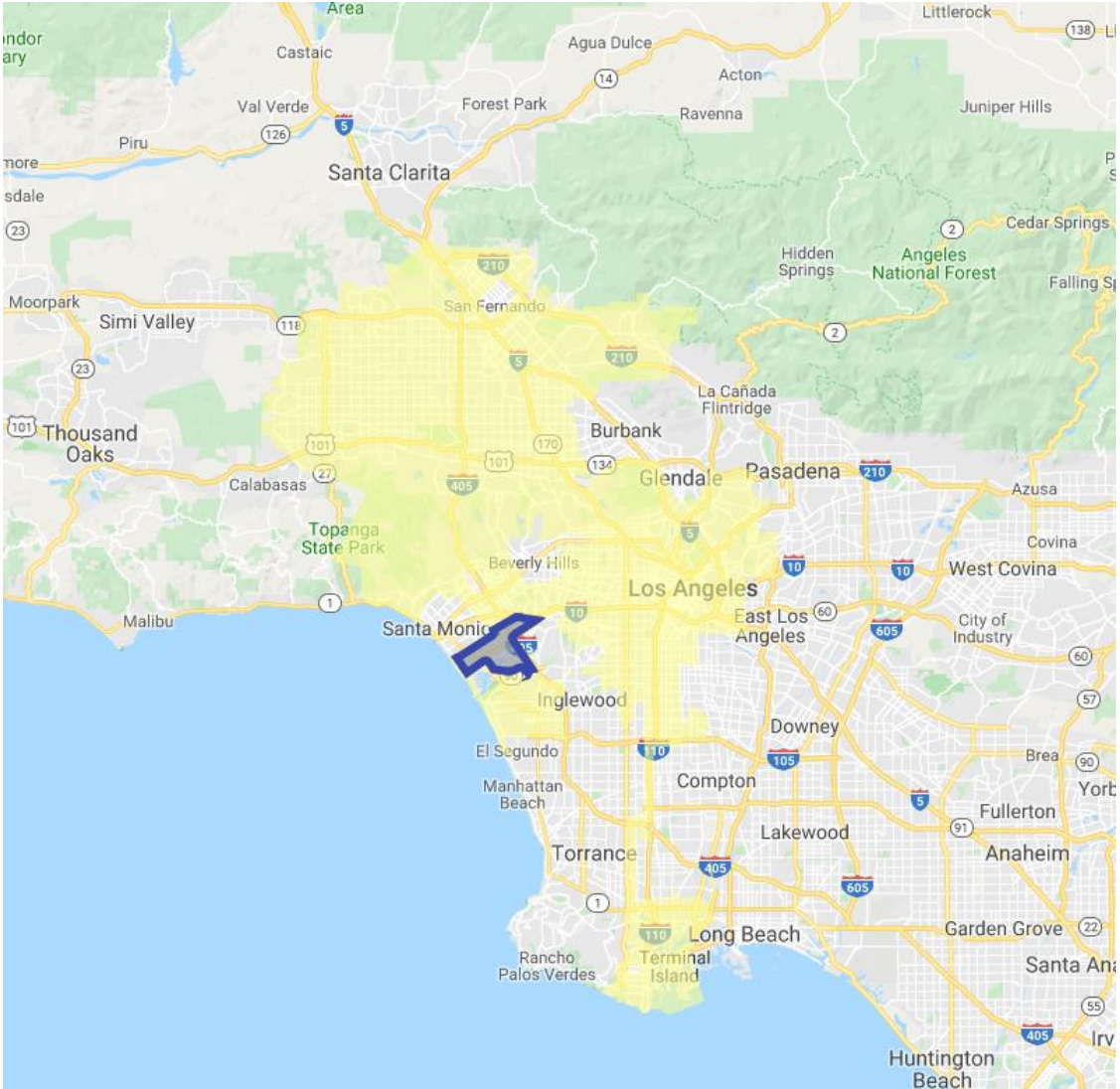
March 2019



**Service  
Suspended**

April 2020



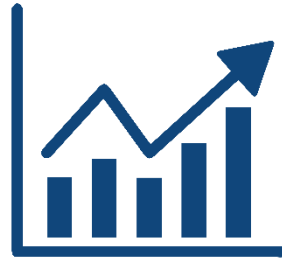


# Service



Days of Operation

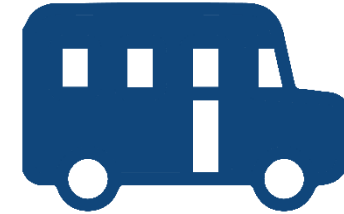
Monday - Friday



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.

# Fare (One-way)

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

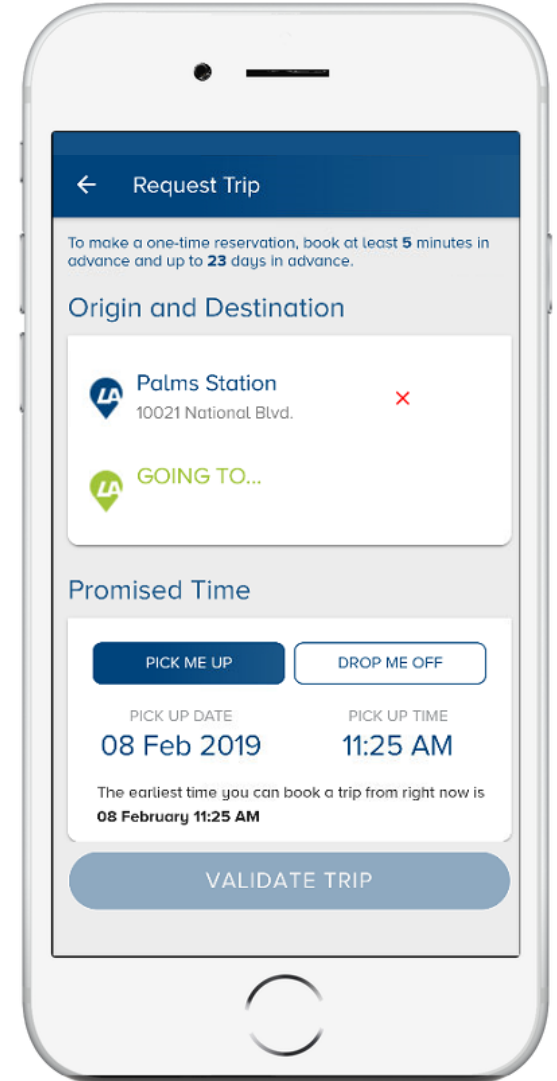
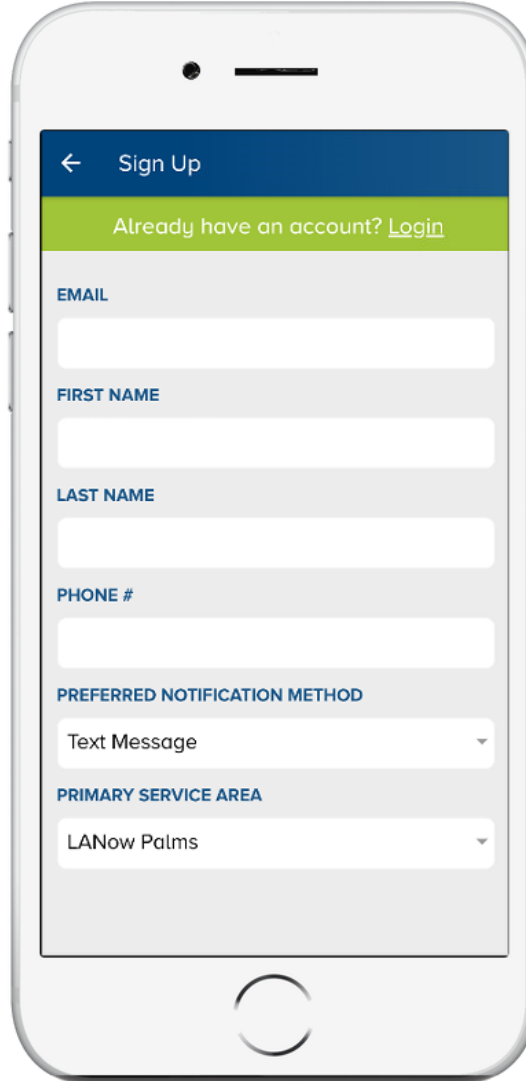
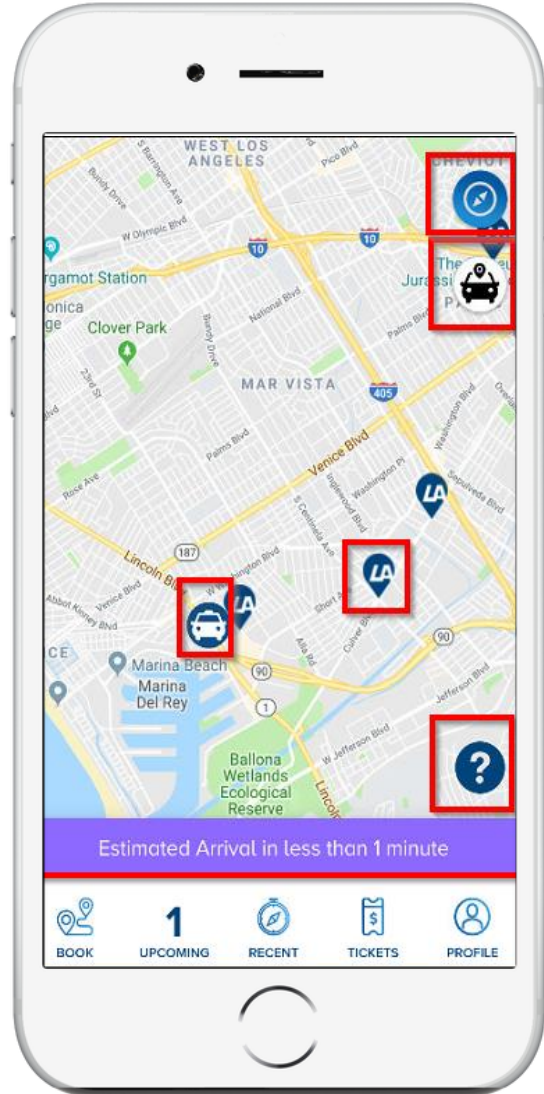
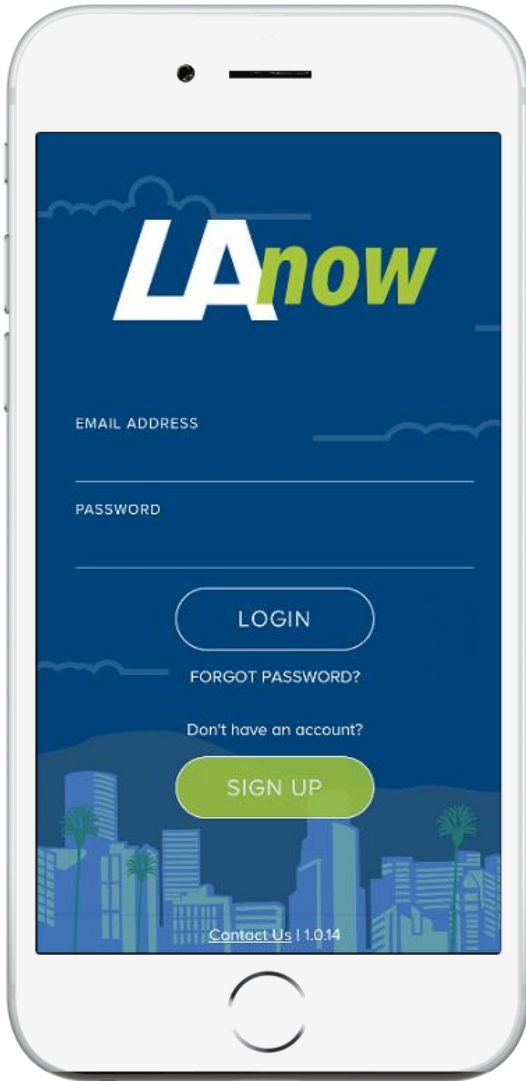
# HAIL YOUR RIDE

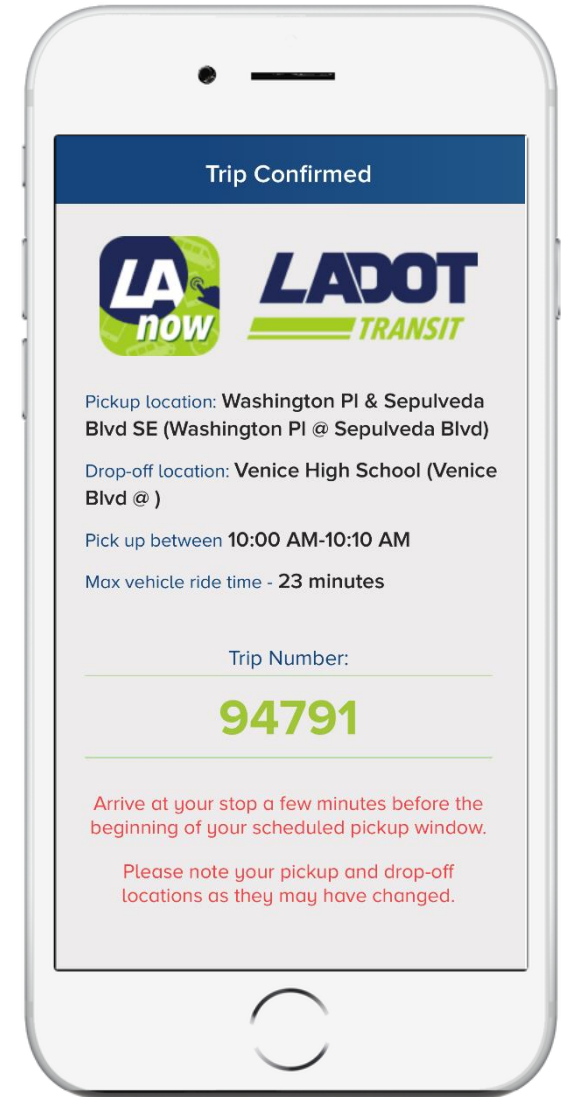
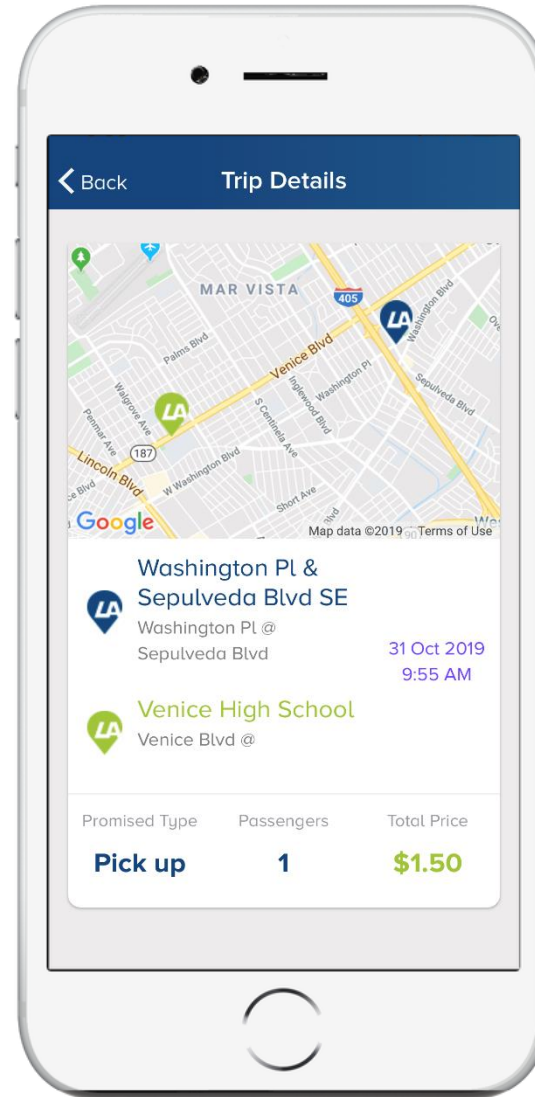
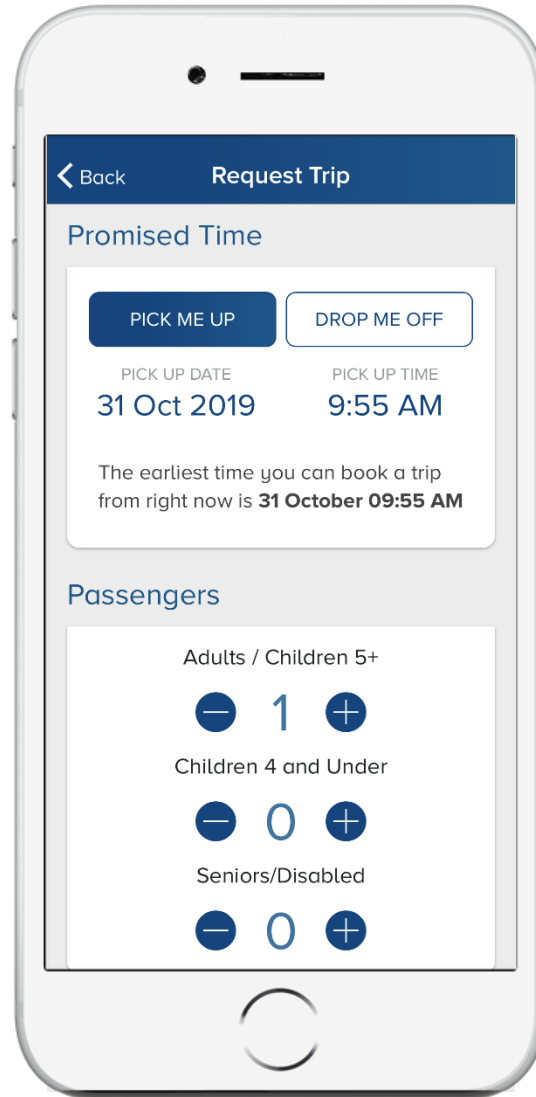
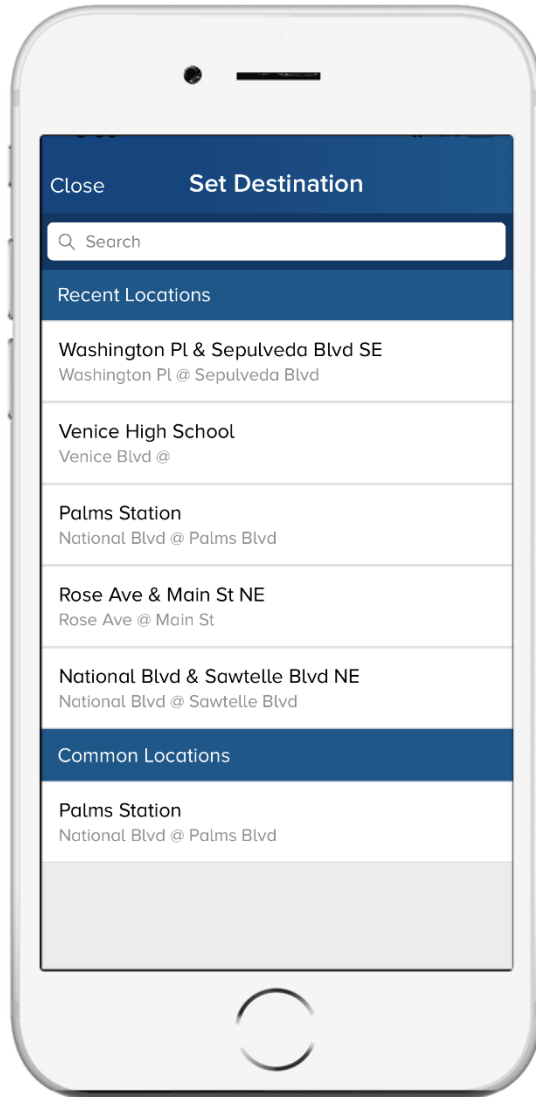
Users can reserve rides in the following ways:

1. Download at the **App Store** or **Play Store**
2. Call (818) 493-6211
3. Visit **LAnow Booking**

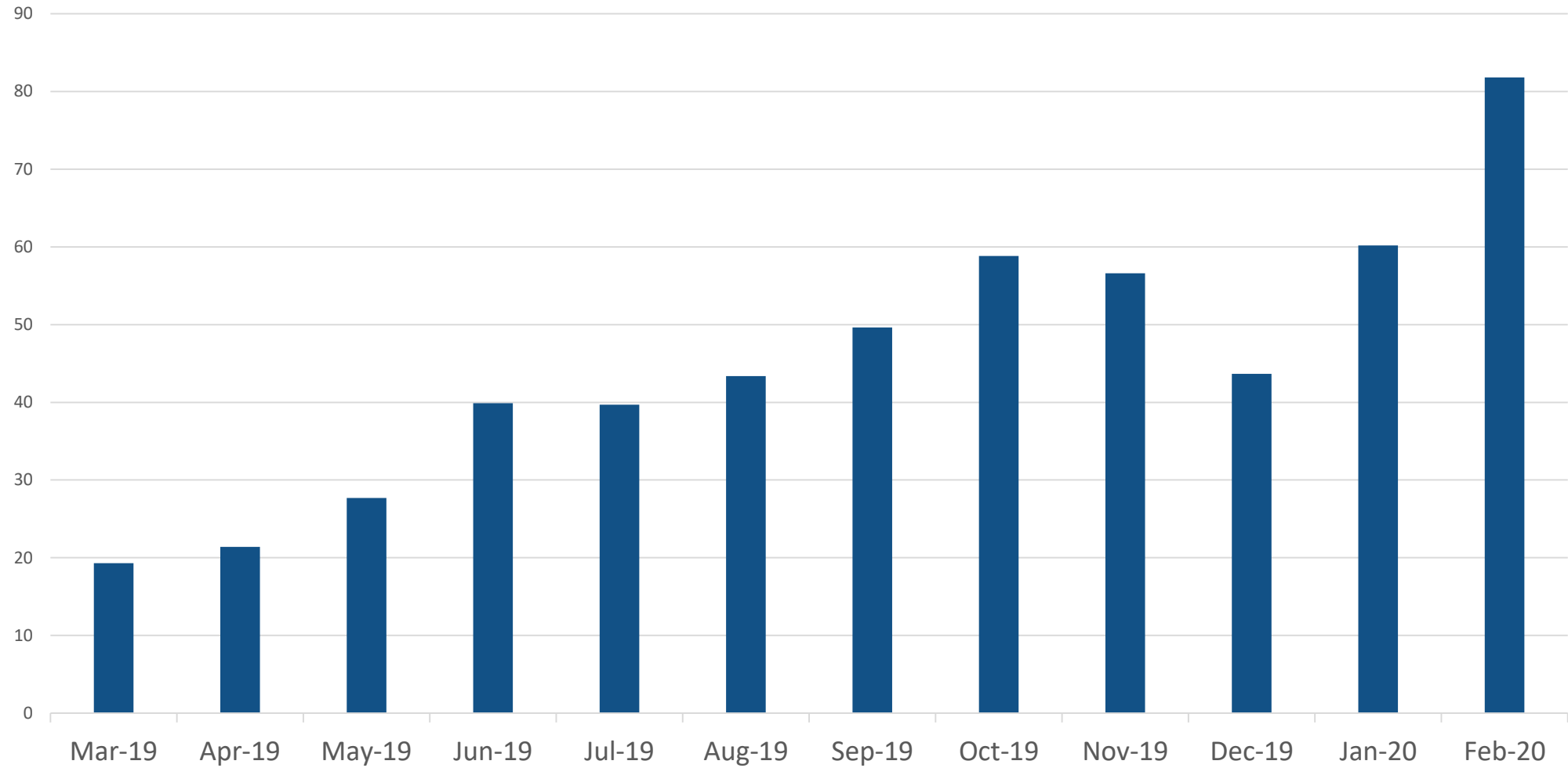




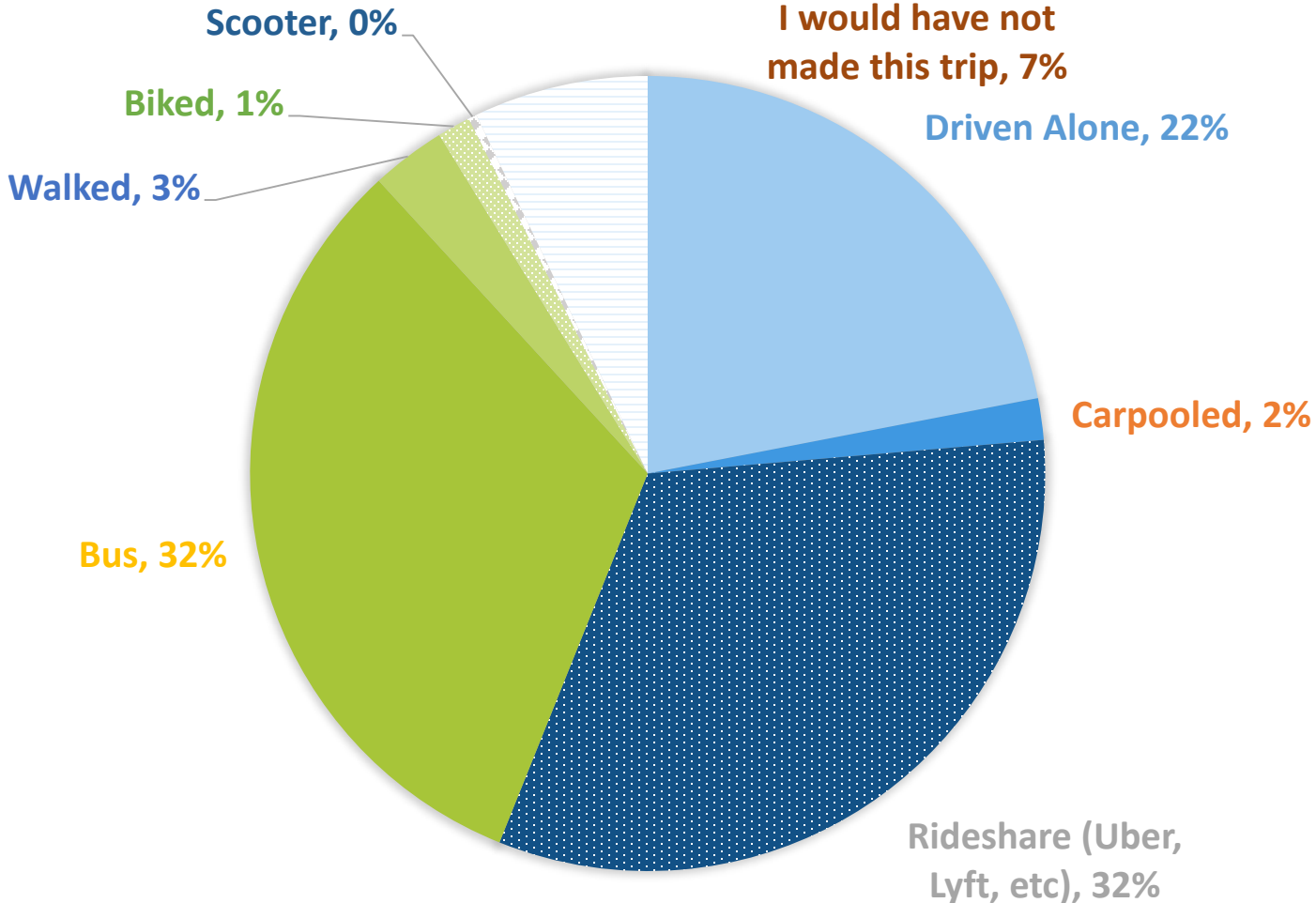




# Average Boardings Per Day

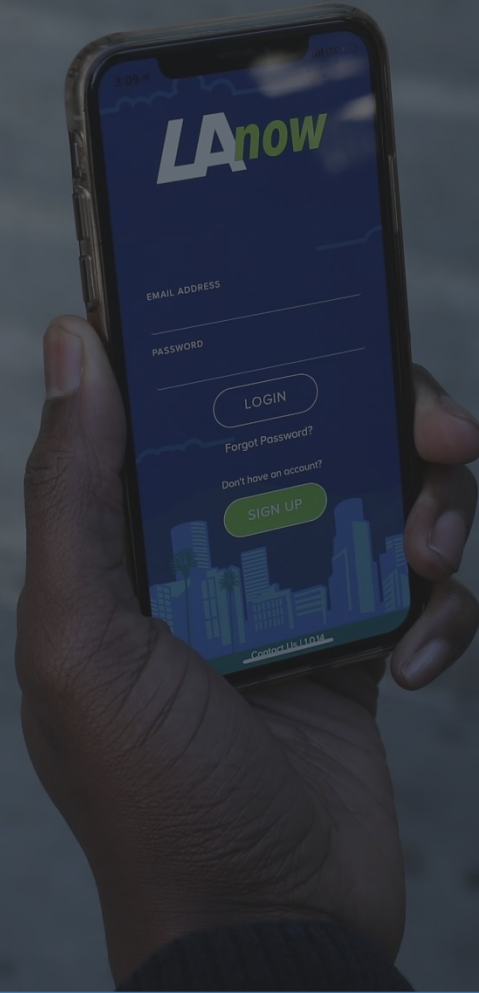


# Travel Mode Survey Response



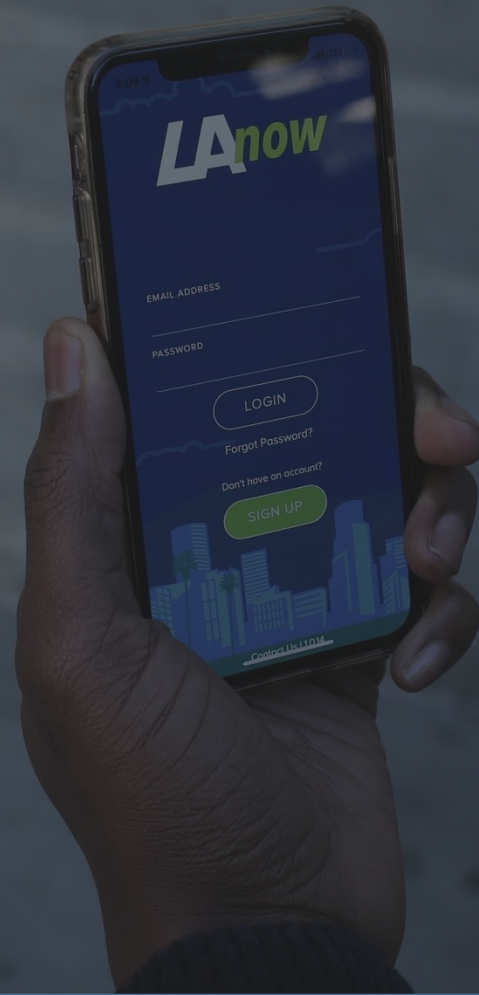
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# MOVING FORWARD



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# LESSONS LEARNED



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# Thank You

Josh Fogelson

LAnow Project Manager, LADOT

[Joshua.Fogelson@lacity.org](mailto:Joshua.Fogelson@lacity.org)

Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 4.2  
**July 29, 2020**

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

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

**Subject:** Regional Transit Safety Performance Targets

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#### SUMMARY:

This is an update to previous reports by SCAG staff to the RTTAC on the Public Transportation Agency Safety Plan (PTASP) Final Rule by the Federal Transit Administration (FTA). The Final Rule published on July 19, 2018, requires Transit operators who are recipients and subrecipients of the Federal financial assistance under the 49 U.S.C. Chapter 53, and rail transit agencies that are subject to Federal Transit Administration (FTA) State Safety Oversight (SSO) Program, to develop an Agency Safety Plan (ASP). Agencies must certify they have a plan in place, initially by July 20, 2020, now extended to no later than December 31, 2020, due to the current COVID-19 public health emergency. The ASP must also be updated and certified annually by the operator. Exceptions are made for commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries and recipients that only receive Section 5310 and/or 5311 funds.

The PTASP Final Rule also requires transit agency coordination with the metropolitan and statewide planning process, including sharing safety performance targets with the Metropolitan Planning Organization (MPO) and coordination with the MPO in the selection of MPO safety performance targets. The following guidance is taken from the FTA's **PTASP Technical Assistance Center** at <https://www.transit.dot.gov/PTASP-TAC>. Note that "Metropolitan Transportation Plan" is the same as "Regional Transportation Plan" in the SCAG region.

**The PTASP rule requires transit providers to have their certified agency safety plans in place, which includes the first set of required safety performance targets and share these targets with the MPO no later than July 20, 2020. Following the Notice of Enforcement Discretion, the compliance deadline has been extended to December 31, 2020.** MPOs still have 180 days from receipt of the agency performance targets to prepare their initial public transportation safety performance targets. (23 C.F.R. § 450.306d (3)) MPOs with multiple transit providers should work with the transit providers to identify appropriate targets for that metropolitan area.

The MPO is not required to set new transit safety targets each year but can choose to revisit the MPO's safety targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). **The first MPO MTP update or amendment to be approved on or after July 20, 2021, must include**



**the adopted transit safety targets for the region.** The next MTP update, but not each MTP amendment, also includes an updated system performance report that contains the adopted transit safety targets.

#### **DISCUSSION:**

SCAG's approach to developing initial regional safety targets follows the approach used previously for the initial regional Transit Asset Management (TAM) targets, involving coordination with the County Transportation Commissions (CTCs) and the transit agencies on the RTTAC. SCAG staff requested Transit operators in the region to share approved and certified safety targets on or by July 2020. An initial contact form to be returned to SCAG was also shared with the Transit agencies to establish agency contact for the ASP for further correspondence.

SCAG staff also began coordination with the CTCs in April during a kick-off meeting to discuss the process and schedule for establishing the initial regional safety targets. No county is currently developing countywide targets.

Consistent with the approach used for the initial regional TAM targets, SCAG staff and the CTCs concurred that countywide averages should be used in setting the safety targets for the four (4) main safety performance measures as stated in the National Safety Plan (NSP), 1) Fatalities, 2) Injuries, 3) Safety events, and 4) System reliability. Weighting of the county averages will be based on the agency's vehicle revenue miles (VRM). If an operator does not provide VRM, SCAG would default to using the latest available NTD reported VRM. The following are the definitions for the safety performance measures.

1. Fatalities: Total number of reportable fatalities and rate per total VRM by mode
2. Injuries: Total number of reportable injuries and rate per total VRM by mode
3. Safety Events: Total number of reportable events and rate per total VRM by mode
4. System Reliability: Mean distance between major mechanical failures by mode

The thresholds for "reportable" fatalities, injuries, and safety events are defined in the National Transit Database (NTD) Safety and Security Reporting Manual.

#### **Notice of Enforcement Discretion**

FTA issued a Notice of Enforcement Discretion (**Attachment A**) for the PTASP due to the COVID-19 public health emergency, which extends the compliance deadline from July 20, 2020 to December 31, 2020. Recipients or sub-recipients that are unable to certify their ASP will have until January 1, 2021 to do so after which FTA will apply enforcement actions.

SCAG’s expectation is that agencies will continue to work on their ASPs and certify by the initial July 20, 2020 deadline. However, the current crisis has shifted focus for many agencies who would want to take advantage of the compliance deadline extension. SCAG staff inquired from the operators in the region whether they plan to certify by the July or December deadline. Table 1 shows a summary of the responses as of mid-July. Foothill Transit, LA Metro, City of Commerce, OCTA and Omnitrans have already certified and submitted their plans and targets to SCAG.

**Table 1: Summary of Agency Safety Plan Certification responses**

Agencies expected to submit Safety targets to SCAG	32
*Agencies already certified and submitted to SCAG	6
Agencies planning to certify Safety targets by July 20, 2020 deadline	10
Agencies planning to certify Safety Targets by December 31, 2020 deadline	8
No Responses/Unknown	8

**Submission of targets**

SCAG staff developed a template for transit agencies to better coordinate the submission of the safety targets. Agencies will submit their certified targets to SCAG using this template or other that has all the information SCAG needs to develop the initial regional safety targets.

**Coordination with the State Department of Transportation**

According to the PTASP Final rule “States must draft and certify Safety Plans on behalf of any small public transportation provider that is located inside of that State” (49 C.F.R § 673.11(d)). Agencies may decide to draft their own plans and opt-out of the State plan. FTA defines “small public transportation provider” to mean “a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307, that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.”

Caltrans drafted a plan for the small public transportation providers, but agencies are not allowed to modify the plan. Agencies who modify the Caltrans plan to meet their needs must submit an opt-out letter to Caltrans. With an opt-out letter, agencies can still use the Caltrans Plan (template) but this provides more flexibility to alter the plan to meet the unique needs of their agencies.

Agencies who choose to use the plan without modification must 1) submit the draft plan to Caltrans for review, 2) get approval from respective Accountable Executive and receive board adoption and 3) send the plan back to Caltrans to certify. As of May, Caltrans notified SCAG that eight (8) agencies in the region have opted out of the Caltrans plan.

## Methodology

SCAG staff and the CTCs met in May to initiate discussion about the methodology for establishing initial regional safety targets. As with the TAM targets, safety targets by county represent a reasonable approach, particularly as local funding decisions for transit are made at the county level. The selected methodology will be used to calculate the county averages for the four (4) Safety Performance Measures discussed in the National Safety Plan using 100,000 VRM rate.

The following are the two proposed methodologies:

- Option 1: Weighted average – This will be determined by the sum of the products of operators' rates by annual total VRM (the weight) divided by total county annual VRM.
- Option 2: Simple average – This will be determined by the sum of operators' reported safety measure (eg. Injuries) divided by total county annual VRM by 100k to get the injury rate per County.

## Next Steps

SCAG staff developed a Coordination Timeline (**Attachment B**) to assist in the development of the initial regional safety targets. It incorporates the new FTA compliance deadline due to the public health emergency. The coordination timeline will guide the process and workplan for developing the initial regional safety targets.

SCAG is seeking inputs from RTTAC and will incorporate the feedback to better refine the methodology. The intention is to apply the two methodology options to the data received from operators and return with results for further discussion at the next RTTAC meeting SCAG will continue to work with RTTAC throughout the coordination process to develop the initial regional safety targets.

NOTICE OF ENFORCEMENT DISCRETION  
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN REGULATION  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, as required by 49 U.S.C. § 5329(d). The effective date of the regulation was July 19, 2019. The PTASP regulation implements a risk-based Safety Management System approach and requires recipients or subrecipients of financial assistance under FTA's Urbanized Area Formula Program (49 U.S.C. § Section 5307)<sup>1</sup> and rail transit agencies to establish and certify that they have an Agency Safety Plan in place that meets statutory requirements no later than July 20, 2020, as required by 49 U.S.C. § 5329(d)(1).

On January 31, 2020, the Secretary of Health and Human Services declared a public health emergency under section 319 of the Public Health Service Act, and on March 13, 2020, the President issued a Proclamation on Declaring a National Emergency Concerning the Novel Coronavirus Disease 2019 (COVID-19). During the COVID-19 public health emergency, transit agencies are providing essential transportation services. While ridership has fallen drastically during this emergency, transit agencies across the country are continuing to provide millions of trips a day to lifeline services and carry healthcare and other essential workers to critical jobs. Accordingly, Federal guidance includes transit workers on an advisory list of essential critical infrastructure workers. Cybersecurity and Infrastructure Security Agency, Memorandum on Identification of Essential Critical Infrastructure Workers During COVID-19 Response. <https://www.cisa.gov/publication/guidance-essential-critical-infrastructure-workforce>.

The FTA acknowledges that current and anticipated disruptions to transit agencies due to the extraordinary operational challenges presented by the COVID-19 public health emergency are seriously impacting their ability to meet the compliance and certification requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 by July 20, 2020. This Notice is to advise FTA recipients and subrecipients subject to the PTASP regulation that until December 31, 2020, FTA will refrain from taking enforcement action pursuant to 49 U.S.C. § 5329(g) and the FTA Master Agreement (26) (October 1, 2019) if those FTA recipients and subrecipients are unable to certify that they have established a compliant Agency Safety Plan.

This Notice will remain in effect until December 31, 2020. Notwithstanding this Notice's exercise of enforcement discretion, FTA expects affected recipients and subrecipients to continue to work

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<sup>1</sup> FTA has deferred applicability of the PTASP regulation to recipients and subrecipients that only receive funding under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Formula program (5310) and the Rural Area Formula program (5311). In addition, the PTASP regulation does not apply to recipients and subrecipients that are subject to the safety jurisdiction of another Federal agency, including commuter rail operators and ferry operators. Accordingly, the aforementioned recipients and subrecipients were not required to comply with the PTASP regulation by July 20, 2020.

toward meeting the July 20, 2020, effective date to the extent practical under the current circumstances caused by the COVID-19 public health emergency.

This document is a temporary notice of enforcement discretion. Regulated entities may rely on this notice as a safeguard from departmental enforcement as described herein. To the extent this notice includes guidance on how regulated entities may comply with existing regulations, it does not have the force and effect of law and is not meant to bind the regulated entities in any way. Issued

April 4/22/20 2020, in Washington D.C.

KIMBERLY  
JANE WILLIAMS

Digitally signed by KIMBERLY  
JANE WILLIAMS  
Date: 2020.04.22 17:17:17  
-04'00'

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K. Jane Williams, Acting Administrator  
Federal Transit Administration

## Attachment B – Initial Regional Safety Target Setting Coordination Timeline

<b>Date</b>	<b>Action</b>	<b>Responsible Agency</b>
<b>April 2020</b>	Kick-off meeting	SCAG & CTCs
<b>June 30, 2020</b>	Develop Draft Methodology	SCAG & CTCs
<b>July 20, 2020</b>	Receive Safety Targets from transit operators	CTCs & Transit Operators
<b>July 29, 2020</b>	Initial Regional Safety Targets Methodology Discussion with RTTAC	SCAG, CTCs & Transit Operators
<b>August, 2020</b>	Refine Methodology, review submitted targets	SCAG, CTCs & Transit Operators
<b>September 2020</b>	Develop County Averages (IC, OC & SB)	SCAG, CTCs
<b>September, 2020</b>	Review County Averages	SCAG, CTCs & Transit Operators
<b>September 3, 2020</b>	PTASP updates and Initial Regional Safety Targets methodology to TC	SCAG
<b>January 2021</b>	Receive remaining Safety Targets from transit operators	CTCs & Transit Operators
<b>January 2021</b>	Initial Regional Safety Targets update to RTTAC	SCAG
<b>February 2021</b>	*Develop Initial Regional Safety Targets	SCAG, CTCs & Transit Operators
<b>March 2021</b>	*Review Initial Regional Safety Targets	SCAG, CTCs & Transit Operators
<b>March 31, 2021</b>	Initial Regional Safety Targets update to RTTAC	SCAG
<b>April 1, 2021</b>	Initial Regional Safety Targets update to TC	SCAG
<b>June 2021</b>	Initial Regional Safety Targets to RC for final adoption	SCAG

\*Will include one-on-one meetings with CTCs and transit operator committee meetings

# Regional Transit Technical Advisory Committee (RTTAC)

## Regional Transit Safety Performance Targets

Priscilla Freduah-Agyemang, Senior Regional Planner

Mobility Planning & Management

Wednesday, July 29, 2020

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



# Background

- Public Transportation Agency Safety Plan (PTASP) Final Rule
- Metropolitan Planning Final Rule



# PTASP Final Rule Requirements

## Applicability:

- Transit providers that receive Chapter 53 Federal Financial Assistance
  - Exempt – agencies that only receive 5310 and/or 5311 funds
- Rail transit providers that are subject to the State Safety Oversight (SSO) program, regardless of funding source
  - Exempt – rail operators regulated by FRA

## Requirements:

- Transit agencies to develop PTASP by July 20, 2020
- Agencies must share their safety targets with their MPO
- MPOs must develop initial targets 180 days after July 20, 2020 (January 20, 2021)

## Safety Performance Measures

- **Fatalities** – total number of reportable fatalities & rate per total VRM by mode)
- **Injuries** – total number of reportable injuries & rate per total VRM by mode)
- **Safety Events** – total number of reportable safety events & rate per total VRM by mode)
- **System Reliability** – mean distance between major mechanical failures by mode)

## Applicability per mode

- **Fixed Route**
- **Demand Response**
- **Rail**

# PTASP Final Rule Requirements

## Exempt

- Metrolink
  - Access Services
  - LA Metro's Local Transit Systems Subcommittee (LTSS) members
    - County of Los Angeles DPW?
  - City of Ojai
- City of Needles
  - Mountain Transit
  - Morongo Basin TA

# PTASP Notice of Enforcement Discretion – Discussion



## Agencies expected to submit Safety targets to SCAG

- 32

## Agencies already certified and submitted to SCAG

- 6

## Agencies planning to certify Safety targets by July 20, 2020 deadline

- 10

## Agencies planning to certify Safety targets by December 31, 2020 deadline

- 8

## Agencies who haven't yet decided

- 8

\* Based on responses received as of 7/22/2020

# Certification Dates by County

County	July 20, 2020	December 31, 2020	Unknown
<b>Imperial County</b>	ICTC		
<b>LA County</b>	Torrance Transit	Redondo Beach	Arcadia
	Gardena - GTrans	Long Beach Transit	La Mirada
	Santa Clarita	Santa Monica BBB	LADOT
			Norwalk
			Montebello
			Pomona Valley
			AVTA
<b>Orange County</b>	Anaheim Tran. Network		
<b>Riverside County</b>	Riverside Transit A.	City of Riverside	
	Corona	Sunline	
<b>San Bernardino County</b>	VVTA		
<b>Ventura County</b>	VCTC	Thousand Oaks	
	Moorpark Transit	Simi Valley	
	GCTD	Camarillo	

## April

- SCAG & CTCs Kick-off Meeting
  - To discuss the process and schedule for establishing the initial regional safety targets

## May

- SCAG & CTCs follow-up Meeting
  - To initiate the discussion about the methodology

# Coordination Timeline

Date	Action	Responsible Agency
April 2020	Kick-off meeting	SCAG & CTCs
June 30, 2020	Develop Draft Methodology	SCAG & CTCs
July 20, 2020	Receive Safety Targets from transit operators	CTCs & Transit Operators
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## TAM Methodology

### County averages

- Determined a weighted average – sum of the products of the number of revenue vehicles by reported targets divided by the county total number of revenue vehicles
- Initial Regional TAM targets



# PTASP Safety Performance Targets - Template

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								
Demand Response								
Rail								

# PTASP Safety Performance Targets – Template (3 Year Average)



Mode: _____	Fiscal Year (1): _____	Fiscal Year (2): _____	Fiscal Year (3): _____	*3-Year Average
Fatalities (Total)				
Fatalities (per 100k VRM)				
Injuries (Total)				
Injuries (per 100k VRM)				
Safety Events (Total)				
Safety Events (per 100k VRM)				
System Reliability (VRM/failures)				
Annual VRM (Total)				

# Proposed PTASP Methodology

## Option 1:

- Weighted average – This will be determined by the sum of the products of operators' rates by annual total VRM (the weight) divided by total county annual VRM.

## Option 2:

- Simple average – This will be determined by the sum of operators' reported safety measure (eg. Injuries) divided by total county annual VRM by 100k to get the injury rate per County.

# Proposed PTASP Methodology



	Fatalities	Fatalites (per 100k VRM)	Injuries	Injuiries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	Total # of Major Mechanical failures	System Reliability (VRM/failures)	Annual VRM Total
Foothill Transit	0	0	6	0.05	25	0.20	1,111	11,250	12,500,000
Long Beach Transit	0	0	9	0.12	11	0.15	1,984	3,560	7,063,385

## Option 1: Weighted average (using injury rate)

625,000 – multiply operator's rate by its annual VRM total (the weight)

847,606 – multiply operator's rate by its annual VRM total (the weight)

1,472,606 (A) = sum the two products above

19,563,385 (B) = sum the weights (county total VRM)

0.075 (divide A by B to get the weighted average injury rate per 100k VRM) = County Injury rate

# Proposed PTASP Methodology



	Fatalities	Fatalites (per 100k VRM)	Injuries	Injuiries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	Total # of Major Mechanical failures	System Reliability (VRM/failures)	Annual VRM Total
Foothill Transit	0	0	6	0.05	25	0.20	1,111	11,250	12,500,000
Long Beach Transit	0	0	9	0.12	11	0.15	1,984	3,560	7,063,385

## Option 2: Basic average (using injuries reported)

15 – sum of operators number of injuries reported (A)

19,563,385 – sum of county total VRM (B)

0.077 (divide A by B), and multiply by 100k to get injury rate

# Proposed PTASP Methodology

	Fatalities	Fatalites (per 100k VRM)	Injuries	Injuiries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	Total # of Major Mechanical failures	System Reliability (VRM/failures)	Annual VRM Total
Foothill Transit	0	0	6	0.05	25	0.20	1,111	11,250	12,500,000
Long Beach Transit	0	0	9	0.12	11	0.15	1,984	3,560	7,063,385

## Option 1: Weighted average (using System Reliability)

140,625,000,000 – multiply operator's reported number by total VRM

25145650600 – multiply operator's reported number by total VRM

165,770,650,600 – (A) sum of products above

19,563,385 – (B) sum the weights (county total VRM)

**8474** – Divide A by B to get the County weighted average

# Proposed PTASP Methodology



	Fatalities	Fatalites (per 100k VRM)	Injuries	Injuiries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	Total # of Major Mechanical failures	System Reliability (VRM/failures)	Annual VRM Total
Foothill Transit	0	0	6	0.05	25	0.20	1,111	11,250	12,500,000
Long Beach Transit	0	0	9	0.12	11	0.15	1,984	3,560	7,063,385

## Option 2: Basic average (using injury rate)

3,095 – (A) sum of total # of fatalities reported for Foothill and LBT

19,563,385 – (B) Total sum annual VRM for LA County

6321 = divide county VRM total (K) by number of fatalities (J)

## Next Steps

- Refine the Target Methodology (based on RTTAC feedback)
- Discuss with RTTAC in September
- Receive the targets from agencies
- Develop the initial targets
- Review and discuss with CTCs, RTTAC, Transit operator committees
- SCAG Transportation Committee for review and approval
- Regional Council for adoption



# Questions?

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





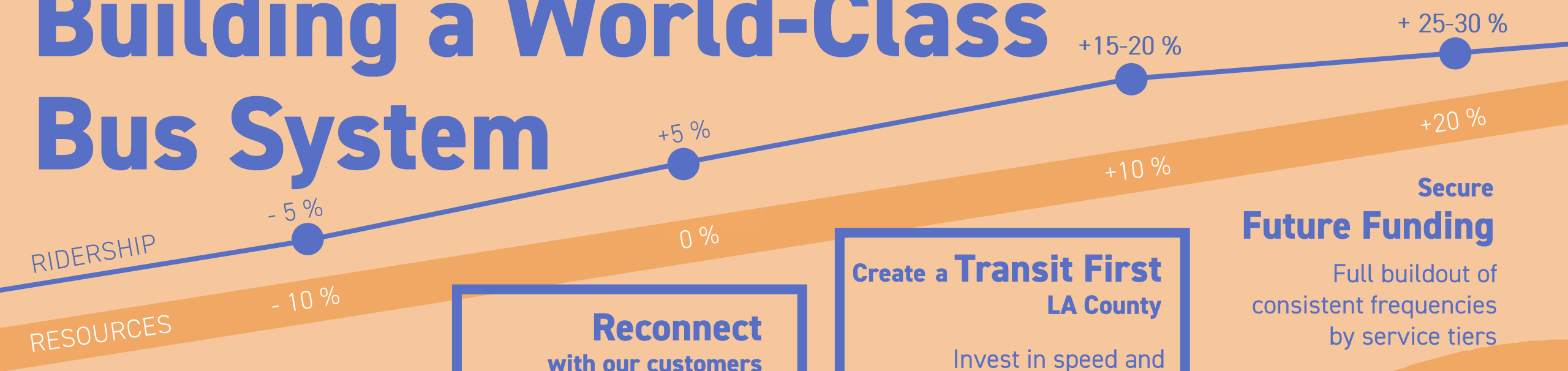
# NEXTGEN Bus Plan



Metro<sup>®</sup>

July, 2020

# Building a World-Class Bus System



- Reduce operating resources**
- Schedule to current demand
- Reduce duplication
- Discontinue unproductive segments
- No reallocation of resources

WHERE WE ARE >

**Reconnect with our customers**

- Create service tiers based on projected demand
- Connect the dots
- Coordinate with Muni
- Simplify routes and schedules
- Reallocate duplicative & unproductive service

**Create a Transit First LA County**

- Invest in speed and reliability infrastructure
- Create safe & comfortable waiting environments
- Establish facilities to optimize layovers
- Reinvest resources to improve lifeline services

**Secure Future Funding**

- Full buildout of consistent frequencies by service tiers
- Create all lines all day all week

# Turning Lessons Learned Into Service Plan

- **Minimized discontinued segments**  
84% of LA County residents have used transit at least once in the past year
- **Creating a competitive transit network**  
Fast/Frequent/Reliable service is key
- **Building a network that reflects travel today & tomorrow**  
Metro's current system is not always competitive to get people where they want to go
- **Improving midday, evening & weekend service**  
The greatest opportunity to grow ridership is between midday & evening when many trips are short distance
- **Providing better service in equity-focused areas**  
Need to integrate Metro's Equity Framework into the planning process

# Extensive Public Outreach



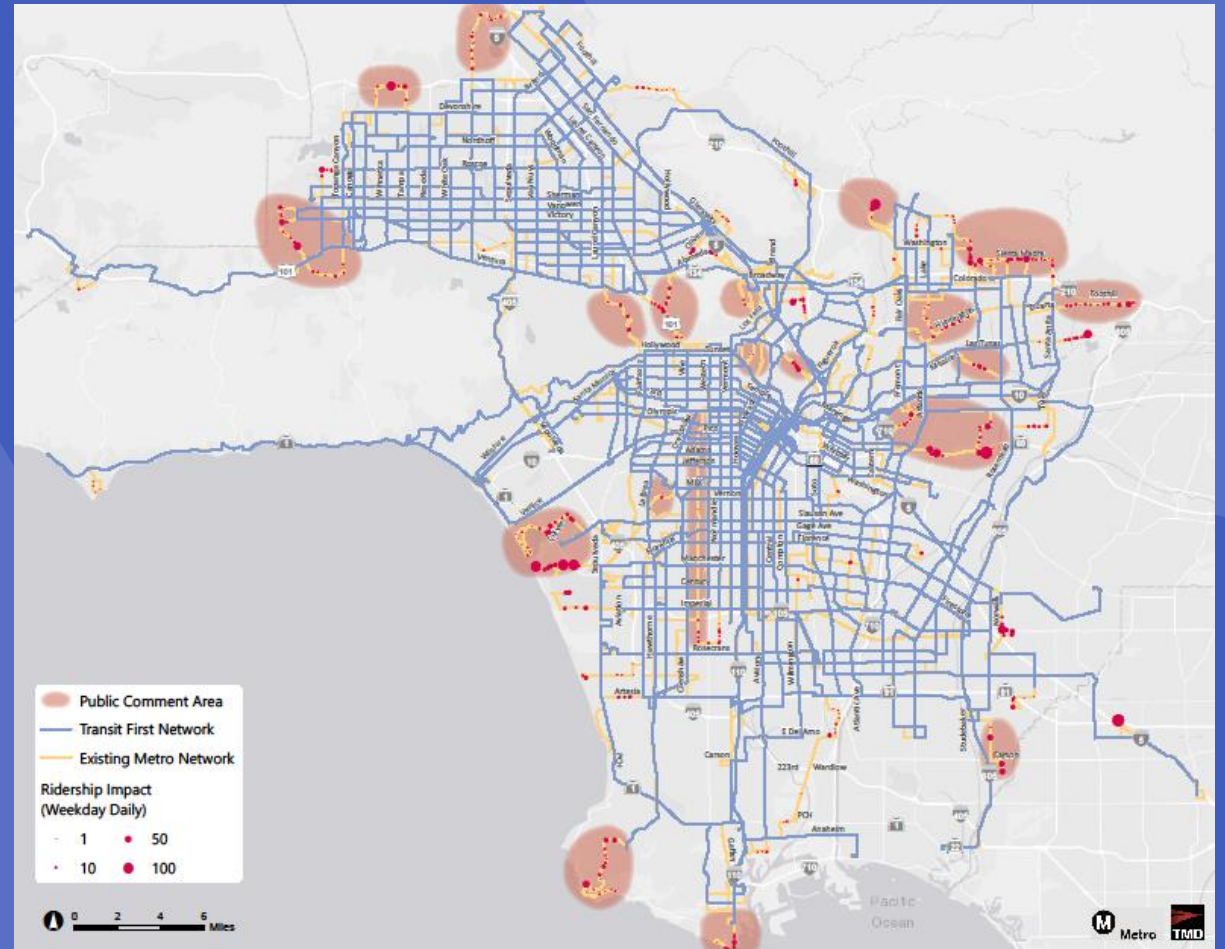
# General Commentary

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- Widespread support
  - For improved frequencies, especially off peak
  - Merging of Rapid/Local services
  - Speed improvements
- More information needed
  - Regarding bus stop consolidation
- Some concerns
  - With lost service coverage
  - Convenience (need to transfer)

# Specific Concerns

- Unproductive ends of line segments
  - Less than 1% of ridership



# Response



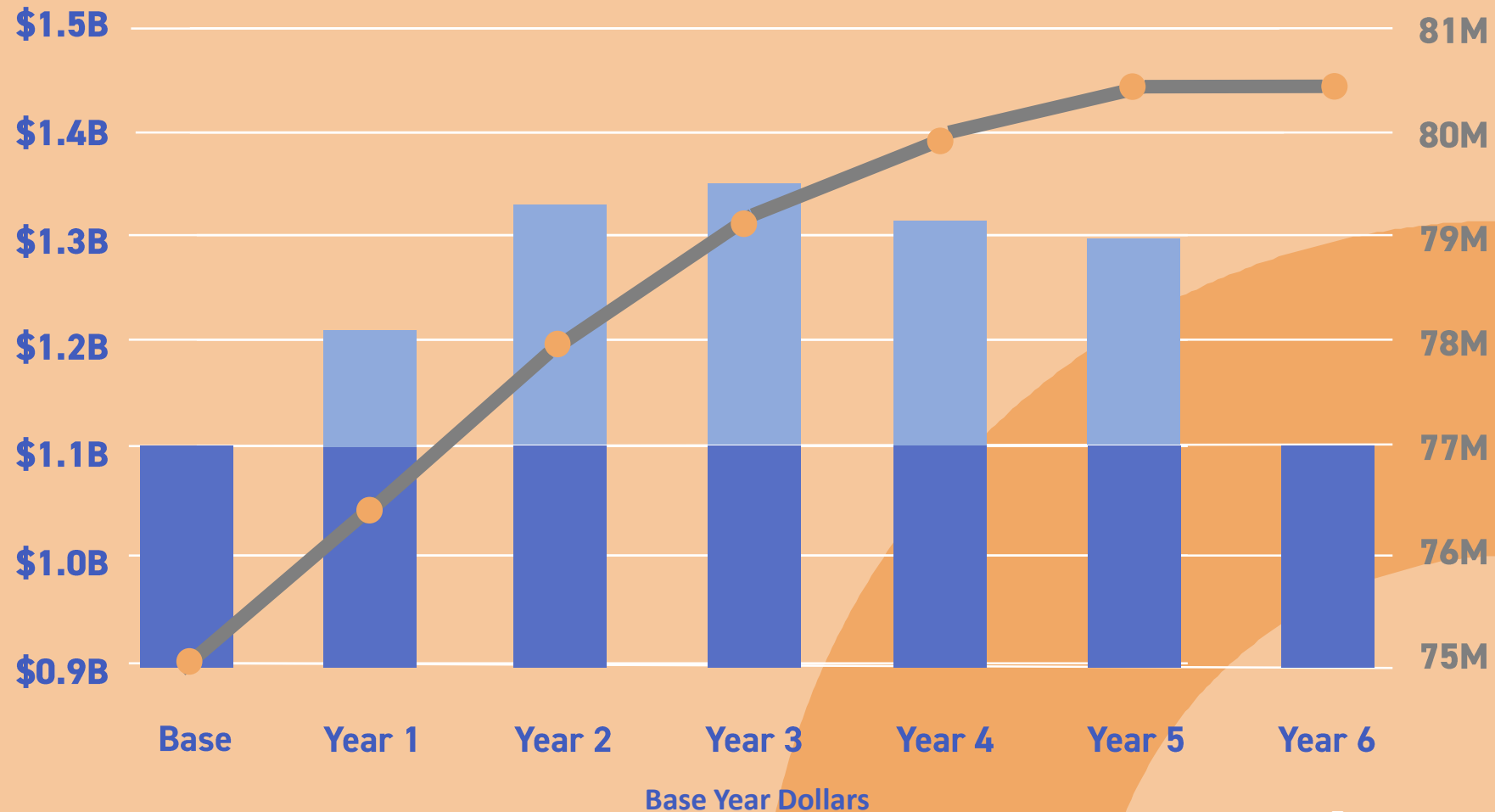
- **Restored some coverage**
- **Restored most one-seat ride concerns**
- **Serve some underutilized with Microtransit**
- **Keep core service plan intact**



# Capital Improvements

Capital investments create opportunities for system enhancements.

- Revenue Miles
- Capital Programs
- Current Operations



# Improving Customer Experience



## 1 Speed & Reliability

Walk up & ride

Fast, reliable,  
& predictable

Consistent & simple  
routing



## 2 Stop Access & Waiting

Easy to find & access

Comfortable, convenient,  
& well-informed

Secure



## 3 Boarding & Riding

Fast all-door boarding

Smooth, quiet ride

On-board information

# Increasing Speed & Reliability



## Rights of Way

Currently implementing bus lanes and priorities in DTLA. Additional 7 corridors outside DTLA will be studied in FY21



## Stops & Stations

Stop consolidation recommendations are posted for public review at [metro.net/nextgen](http://metro.net/nextgen)



## Real Time Info

RFP being drafted for real time bus/rail arrival info upgrade. Partnership with Transit App as Metro's official app



# Improving Boarding & Riding



**All Door Boarding**

Purchased 60 additional e-fare meters for Wilshire Bl and Vermont Av. Working with TAP on next generation e-fare meter development



**Fare Payment**

TAP mobile app and ewallet will be available later this year. TAP cards now available at 567 7 Eleven and 115 Walgreens

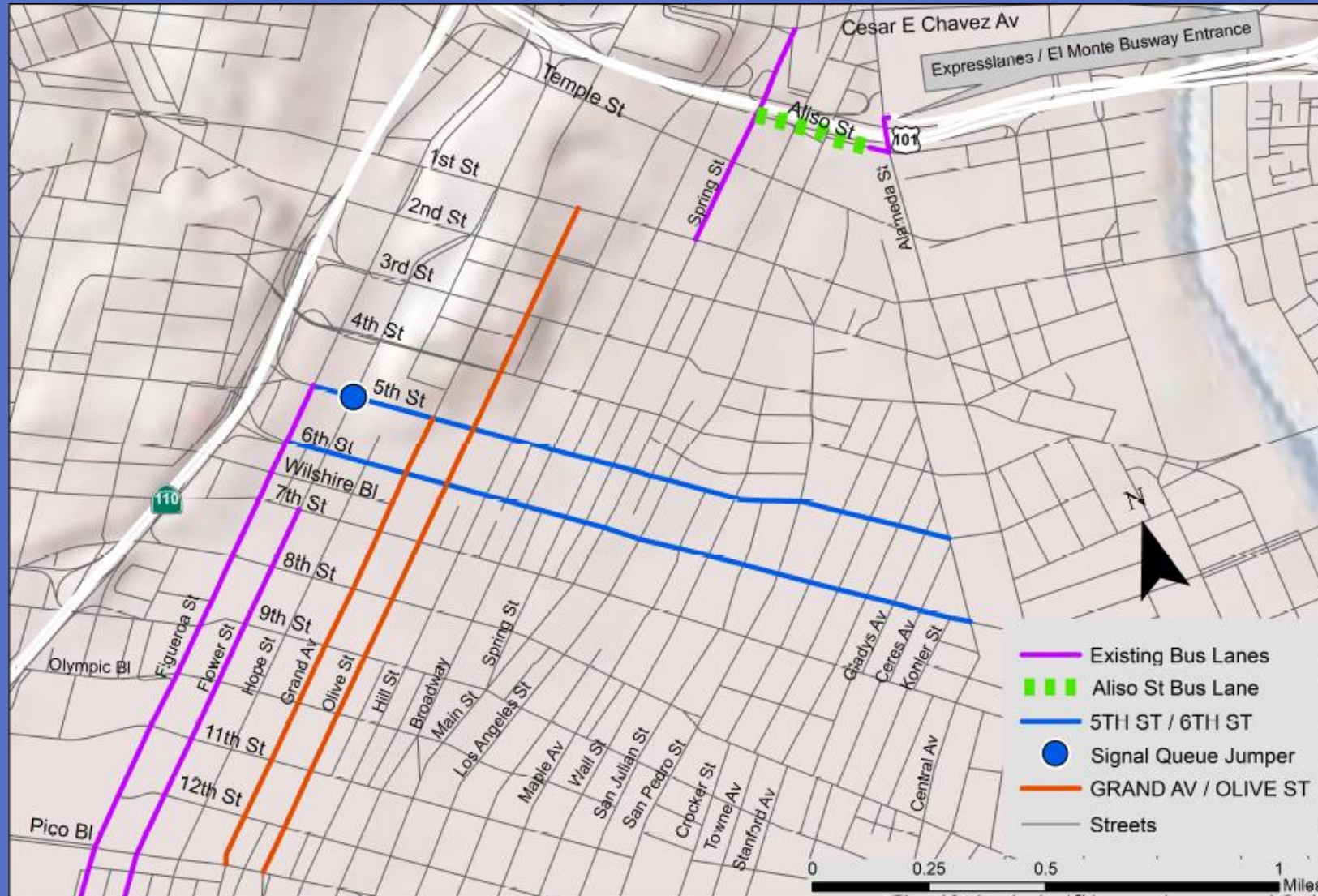


**Zero Emissions**

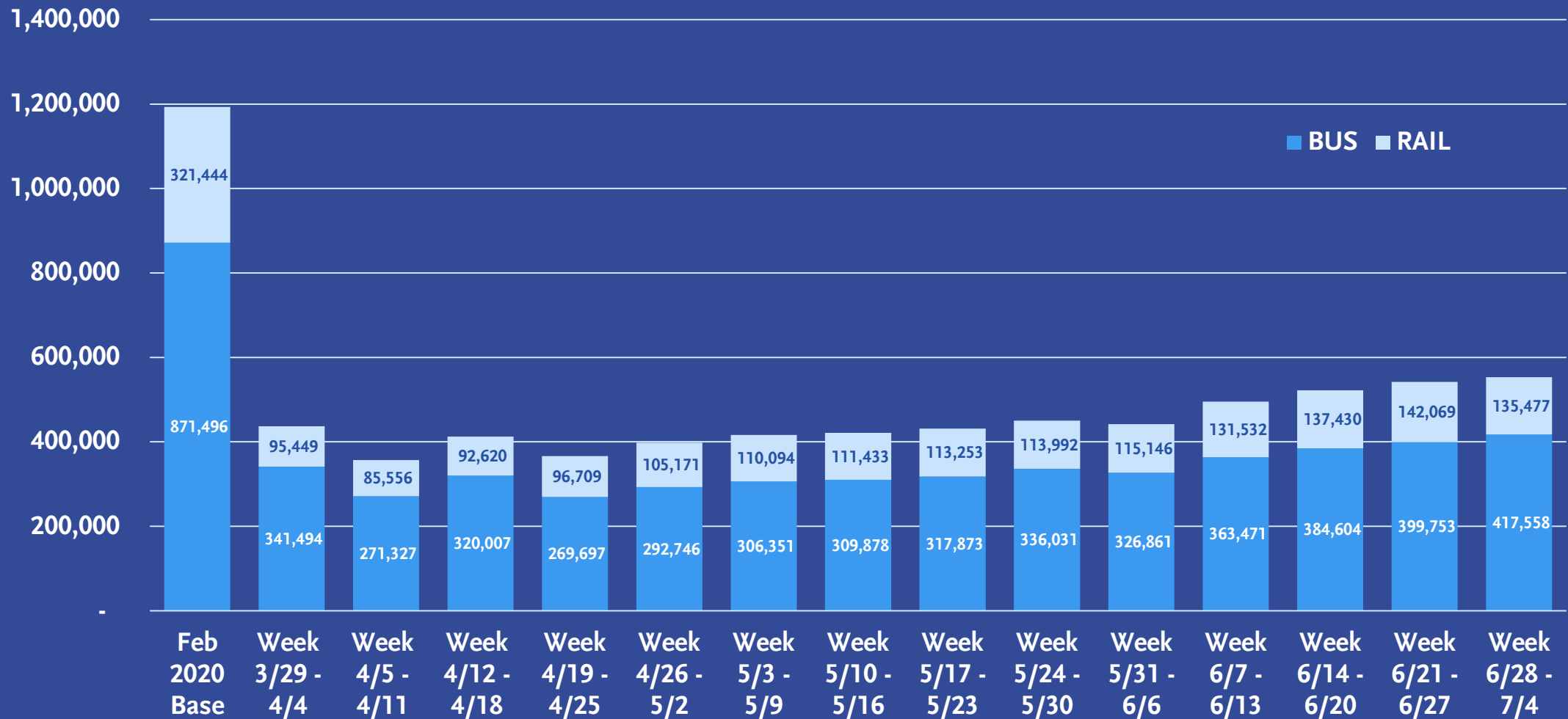
Orange Line zero emission buses to be deployed end of this year



# Adding Bus Lanes



# Ridership Trending Upward



Metro

# NextGen & Recovery Plan

## NextGen

### Establishing route network based on:

- Major travel flows & destinations
- Transit's competitiveness in serving these travel flows
- High transit propensity

### Setting service levels based on:

- Intensity of travel by O/D & anticipated transit mode share
- Defining Service Tiers to accommodate seamless transfers for many travel patterns

## Recovery Plan

### Phasing plan as markets emerge:

- Adding service based on Service Tier designation as demand grows
- Tracking emerging travel demand weekly based on changes in economic indicators by industry, brand & geography
- Conducting spot surveys to monitor willingness-to-ride based on demographics
- Incorporating MicroTransit & MOD as integrated components of network
- Incorporating social distancing & cleanliness standards



# Bus Recovery Phasing Plan

	BASE COVID-19 Enhanced Sunday Service	PHASE 1 "Orders Begin Lifting"	PHASE 2 "Adjust Service to Orders"	PHASE 3 "Emerging Markets"	PHASE 4 "NextGen's New Normal"
<b>Objective</b>	Provide for essential travel only	Proactively establish frequent core network for returning customers		React to patterns of emerging econ. growth	Begin full buildout of sustainable NextGen Plan after PH and approval
<b>Timing</b>	April 2020	May - June 2020	July - Aug 2020	Sept - Nov 2020	Dec 2020 - Jan 2021 start
<b>Est. Service Levels</b>	5.0M	5.4M	5.6M	6.1M	6.5-7.0M
<b>Service Adjustments</b>	<ul style="list-style-type: none"> <li>- Sunday Base</li> <li>- Add weekday Locals, Rapids</li> </ul>	<ul style="list-style-type: none"> <li>- Reduce underutilized peak service</li> <li>- Rightsize added weekday Rapids</li> <li>- Add extra temp service</li> <li>- Tier 1,2 – mod. increase in freq. (midday focus)</li> <li>- Tier 3,4 &amp; Weekends – maintain Sun service</li> </ul>	<ul style="list-style-type: none"> <li>- Tier 1,2 – Addt'l freq. (focus on off peak)</li> <li>- Tier 3,4 – mod. increase in freq. (midday focus)</li> <li>- Add School trippers (when schools open)</li> <li>Weekends – maintain Sun service</li> </ul>	<ul style="list-style-type: none"> <li>- Implement market specific service packages where &amp; when data shows emerging markets</li> </ul>	<ul style="list-style-type: none"> <li>- Implement routing changes</li> <li>- Consolidate Rapids / Locals</li> <li>- Enhance Tier 1,2 &amp; weekend freq. to NextGen levels adjusted to "New Normal"</li> <li>- Eliminate underutilized service &amp; implement MicroTransit</li> </ul>



# Next Steps



- **Service Council Briefings in July**
- **Public Hearings Scheduled**

### All Regions

**Saturday, August 22**  
10am

Listen in English: 3462125#  
 Comment in English: 3654496#  
 Listen in Spanish: 4127050#  
 Comment in Spanish: 4127057#  
 Listen in Russian: 4127062#  
 Comment in Russian: 4127071#  
 Listen in Mandarin: 4127035#  
 Comment in Mandarin: 4127040#

### Gateway Cities

**Thursday, August 27**  
6pm

Listen in English: 3461978#  
 Comment in English: 3756316#  
 Listen in Spanish: 4127050#  
 Comment in Spanish: 4127057#

### San Fernando Valley

**Wednesday, August 19**  
6:30pm

Listen in English: 3462125#  
 Comment in English: 3654496#  
 Listen in Spanish: 4127050#  
 Comment in Spanish: 4127057#

### San Gabriel Valley

**Monday, August 24**  
6pm

Listen in English: 3462125#  
 Comment in English: 3756376#  
 Listen in Spanish: 4127050#  
 Comment in Spanish: 4127057#  
 Listen in Mandarin: 4127035#  
 Comment in Mandarin: 4127040#

### South Bay Cities

**Thursday, August 20**  
6pm

Listen in English: 3462108#  
 Comment in English: 3756328#  
 Listen in Spanish: 4127050#  
 Comment in Spanish: 4127057

### Westside Central

**Wednesday, August 26**  
6pm

Listen in English: 3462155#  
 Comment in English: 3756379#  
 Listen in Spanish: 4127050#  
 Comment in Spanish: 4127057#  
 Listen in Russian: 4127062#  
 Comment in Russian: 4127071#



# Thank You!



July, 2020



# Connect SoCal: Status Update

Sarah Dominguez  
July 29, 2020

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



# Overview

- Status of Connect SoCal
- Recent Outreach
- Next Steps



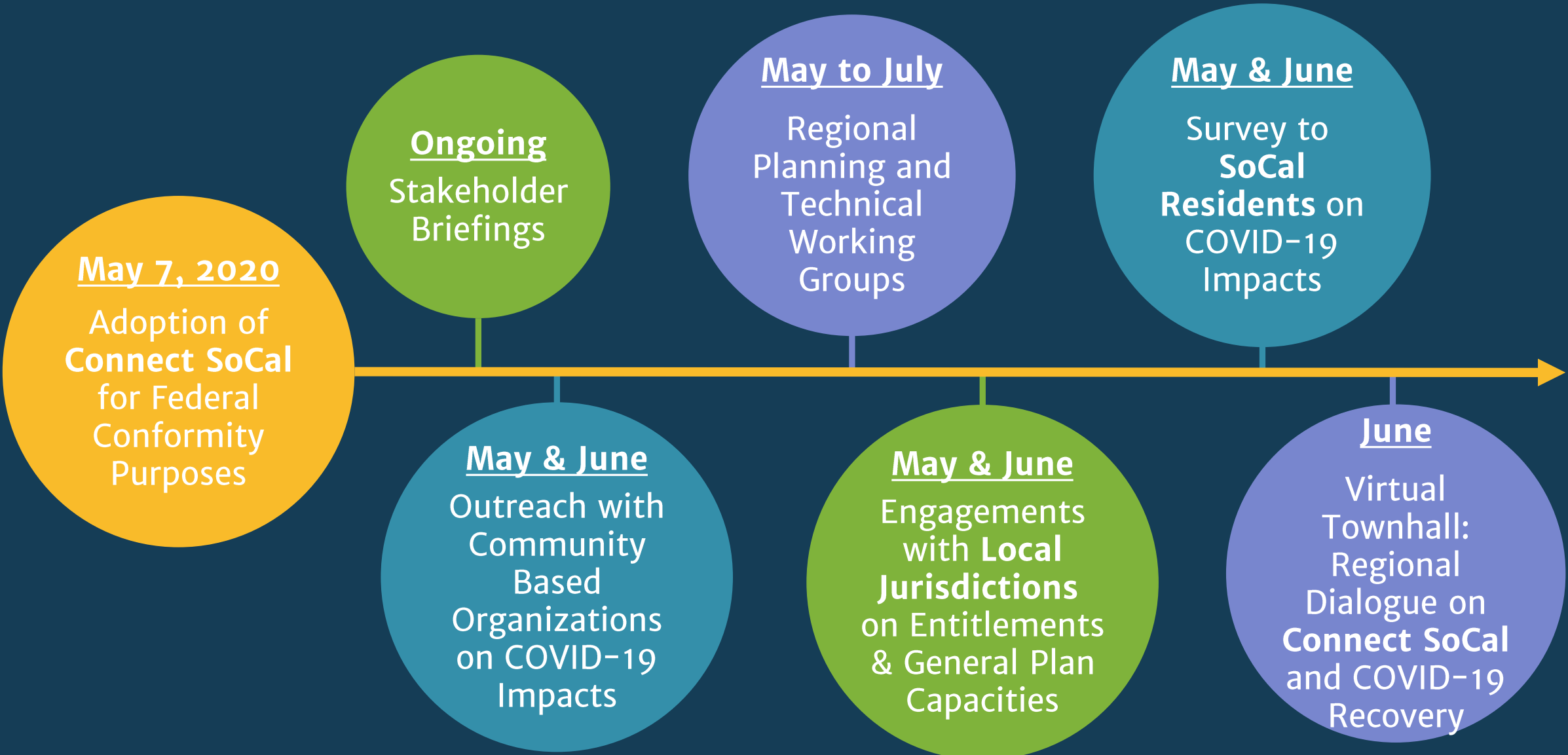
# Summary of Connect SoCal

## The Plan...

- Is a **transportation infrastructure investment strategy** that will impact Southern California, and beyond.
- Will invest over **\$638 billion on transportation improvement projects.**
- Will locate housing, jobs and transit closer together in **priority growth areas** while preserving natural lands and open spaces.
- Will **link the built environment and transportation system** with policies, projects and programs that strengthen and enhance each other beyond what each would accomplish in isolation.
- Will **deliver significant benefits to the region** with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.
- Will **generate approximately 432,900 jobs annually.**

- Consider Connect SoCal regarding *short & long-term impacts of COVID-19*
- Locally approved *entitlements revisions* to the Connect SoCal neighborhood-level Growth Forecast
- Analysis of Connect SoCal's neighborhood-level Growth Forecast with *local general plans*
- Provide a *progress report within 60 days* – SCS, modeling, analysis

# Post May 2020 Outreach on Connect SoCal







# Insight from Community Based Organizations

- Continued concerns about housing availability and affordability
- Amplified concerns about community change that will occur due to eviction and displacement due to COVID-19
- Highlighted need to re-define transportation safety and re-evaluate enforcement
- Requests to create more opportunities for community involvement in budgeting process and decision making



# Next Steps for Connect SoCal

- Present **Final Connect SoCal** with technical corrections to Regional Council for adoption at next meeting
  - Submit Connect SoCal to **California Air Resources Board (CARB)** for 60-day review and confirmation of GHG targets
  - CARB confirms region's eligibility for nearly **\$1B in SB1 funding programmed by California Transportation Commission**. Awards starting November 2020.
  - **Regional Housing Needs Assessment (RHNA)** moves forward for a February 2021 Adoption
- Prepare **Implementation Plan for Connect SoCal** and **Emerging Issues White Papers** for subsequent meetings of SCAG's Policy Committees and Regional Council



Questions and Feedback?

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

