MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, March 30, 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
Wednesday, March 30, 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.**

===

    4.4   **SBCTA Redlands Passenger Rail Project (Arrow) Project**   20   62
           (Victor Lopez, Deputy Director, SBCTA)

5.0   **STAFF REPORT**

6.0   **ADJOURNMENT**

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for <u>Wednesday, June 29, 2022</u>.

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

January 31, 2022

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
Alyssa Mendez	City of Commerce Transportation Department
Diane Amaya	City of Redondo Beach/Beach Cities Transit
Corie Zamora	City of Santa Clarita Transit
Ben Gonzales	City of Simi Valley
Jane Chan	Culver City Transportation Department
Joe Raquel	Foothill Transit
Josh Landis	Foothill Transit
Matt Miller	Gold Coast Transit District
Austin Novstrup	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Christopher MacKechnie	Long Beach Transit
Shirley Hsiao	Long Beach Transit
Nataly Rios	Los Angeles Department of Transportation
Josh Fogelson	Los Angeles Department of Transportation
Lori Huddleston	Los Angeles MTA
Teresa Wong	Los Angeles MTA
Robin O'Hara	Los Angeles MTA
Devon Deming	Los Angeles MTA
Roderick Diaz	Metrolink
Aubrey Smith	Metrolink
Anthony Rodriguez	Montebello Bus Lines
Abigail Marin	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Megan Walker	Omnitrans
Anna Jaiswal	Omnitrans
Kurt Brotke	Orange County Transportation Authority

Charlie Larwood	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Sheldon Peterson	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Stephanie Sirls	Riverside Transit Agency
Nancy Strickert	San Bernardino County Transportation Authority
Rebekah Soto	San Bernardino County Transportation Authority
Josh Lee	San Bernardino County Transportation Authority
Rohan Kuruppu	Sunline Transit Agency
Tyler Nestved	Thousand Oaks Transit
Godfrey Offoegbu	Torrance Transit
Dolores Lopez	Ventura County Transportation Commission
Kevin Kane	Victor Valley Transit Authority
Dana Curtis	Victor Valley Transit Authority
Maurice Eaton	California Department of Transportation
Herb Higginbotham	Cambridge Systematics
Jimi Mitchell	Nelson Nygard
Lila Singer-Berk	Cambridge Systematics

SCAG Staff:

Philip Law	Stephen Fox	Jaimee Lederman
Priscilla Freduah-Agyemang	James Morimoto	Leslie Cayton
Marisa Laderach	David Salgado	

1.0   CALL TO ORDER

Joyce Rooney, Beach Cities Transit, called the meeting to order at 10:05 a.m. Attending agencies 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 September 29, 2021 RTTAC Meeting
3.2	2022 Regional Transit Technical Advisory Committee Agenda Look Ahead
3.3	Regional Transit Operators Forum
3.4	Transit & Transportation Network Company (TNC) Partnership Survey
3.5	American Public Transit Association (APTA) Publication – Tackling the Driver Shortage (Report by Optibus)

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items and noted per item 3.2 members are welcome to submit agenda items they would like to see the RTTAC discuss this year. She reviewed the activity from the Transit Forum and thanked members for their input and discussion on COVID-19 and noted members may continue to comment. Members were encouraged to participate in the TNC survey and a survey link was provided. She noted a publication exploring the transit driver shortage has been made available to members in response to this emerging transit issue.

4.0 **INFORMATIONAL ITEM**

4.1 Metro's Fareless System Initiative Pilot Program

Devon Deming, Los Angeles MTA, provided an update on Metro's Fareless System Initiative Pilot Program. She noted the effort started September 2020 with previous CEO Phil Washington during the COVID-19 pandemic and a task force was formed to examine extending the initiative. Prior to the pandemic farebox recovery was 13% which is low compared to other transit agencies. In May 2021, recommendations were taken to the board on extending the program. A phased in approach was recommended starting with a fareless program for students. This was approved and launched October 1, 2021. Phase two recommendation includes expanding the program to low-income participants. She noted full fare collection for all other riders began January 10, 2022.

She explained the effort to provide fareless rides to students began with an understanding that many students come from low-income homes, and it would also benefit health as transit riders tend to be more active. She reviewed the district cost sharing program and the student TAP card distribution effort. She stated greater than 50,000 students have enrolled in the program and registered the card provided to them. Student demographics were reviewed. Robin O'Hara continued the presentation and reviewed the Low-Income Fare is Easy (LIFE) Program and how riders would use the revised sign-up method.

4.2 Microtransit Update - LANow

Josh Fogelson, LADOT, provided an update on LANow Microtransit effort. He reviewed the history of the effort from its beginning October 2018 and the suspension of service April 2020 in response to the pandemic and its service resumption in November 2021. The geographical service area was reviewed as well as service hours and fare structure. The service operates Monday through Friday 6:00 a.m. to 7:00 p.m. He noted software changes and boardings and stated the use of the service has grown over its history. A recent rider travel survey and lessons learned were examined concluding the presentation with next steps for the project.

4.3 SCAG Dedicated Transit Lanes Study

Herb Higginbotham, Cambridge Systematics, reported on the Regional Dedicated Transit Lanes Study. He stated the study is examining the key benefits of dedicated bus lanes, primary factors for implementation, where they might be most feasible and provide

recommendations and guidance for local jurisdictions seeking to pilot a similar program. He noted a final report would be available mid-2022. Next, he covered the project's progress and the technical guidance provided by the industry. Jimi Mitchell, Nelson Nygard, continued the presentation and reviewed best practices and peer cases. He reviewed transit treatments and solutions for transit only lanes such as curbside, center running and floating. Further, he emphasized the importance of stakeholder engagement to build consensus toward a common purpose. Project development and implementation key aspects were reviewed such as schedule alignment and building a business and user confidence. Herb Higginbotham, Cambridge Systematics, summarized next steps.

4.4   SCAG Transit Performance Dashboard

Marisa Laderach, SCAG staff, reported on the Transit Performance Dashboard. She noted transit monitoring was first explored in 2012 and was approved by the RTTAC. She reviewed the dashboard components, data sources and metrics. She updated the group on COVID-19 impacts, data uses and historical reference and next steps. Next, she reviewed dashboard pages and members were invited to share input.

4.5   SCAG Mobility as a Service (MaaS) Feasibility White Paper

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Mobility as a Service (MaaS) Feasilibilty White Paper. She noted 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. She reviewed the paper's progress and noted literature review and cases studies examined. She stated a well-established infrastructure is important to provide robust and attractive alternative mobility options to private vehicle use. Other important elements include availability of data and technology so users can interface using real-time data. Policy support is also needed to promote strong public and private partnerships for coordination of public assets with private services. Other key challenges include funding to support the effort and equity.

4.6   2024 Connect SoCal Overview & Schedule

Priscilla Freduah-Agyemang, SCAG staff, noted the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also called Connect SoCal 2024 is a long-term vision and investment framework which is guided by SB 375 which seeks an integrated approach for transportation planning and regional development to meet stated GHG emissions goals. She noted Connect SoCal is updated every 4 years and is required to have a 20+ year outlook. Other requirements include a public involvement plan attaining emission standards. Further Connect SoCal 2024 will continue the initiatives established in the 2020 plan including a reassessment of trends in response to COVID-19 as well as recent Regional Council Resolutions such as equity, resilience and closing the digital divide. She reviewed the stakeholder outreach and next steps for plan development.

6.0   <u>**ADJOURNMENT**</u>

Joyce Rooney, Beach Cities Transit, adjourned the meeting at 12:00 p.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
March 30, 2022

To: Regional Transit Technical Advisory Committee (RTTAC)

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

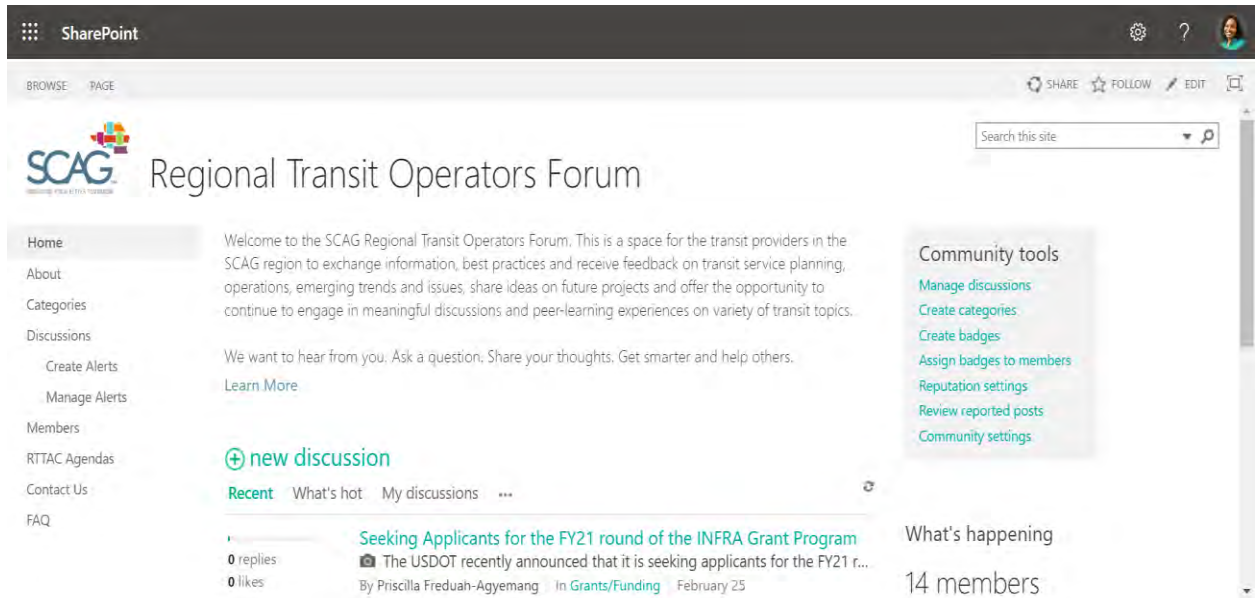**Subject:** Regional Transit Operators Forum

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.

**Federal Transit
Administration**

February 9, 2022

Dear Colleague,

The Federal Transit Administration's (FTA) Transit Asset Management (TAM) Program continues to provide resources and technical assistance to help transit agencies implement strategic approaches to monitoring, maintaining, and replacing transit assets. Taking a strategic approach to TAM will help to reduce the state of good repair backlog, improving the safety, reliability, and effectiveness of public transportation for America's communities.

I am sending this letter to remind you of the TAM plan update requirement under the TAM regulation, 49 CFR Part 625. The TAM regulation requires a provider to update its entire TAM plan at least once every four (4) years. Since most FTA grantees established an initial TAM plan under this rule by October 1, 2018, most FTA grantees must update their TAM plans by October 1, 2022. FTA recognizes that if you have already completed an update to your TAM plan after October 2018, your next update is not required until four years from the date of the last update.

Within the TAM plan you may wish to document your criteria for updating the TAM plan and your standard operating procedure for completing these updates. These aspects of your TAM plan may be reviewed during your comprehensive oversight reviews.
[https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs]

This is also a reminder that your Accountable Executive, which is usually your Chief Executive Officer or General Manager, must approve the TAM plan and must self-certify your compliance with the TAM regulation in the Certifications and Assurances phase of your grant applications with FTA.

Please also remember that you are required to share your TAM information, including your TAM plan and your performance targets, with your Metropolitan Planning Organization and State Department of Transportation planning partners.

If you have any questions or need additional information, please contact Tamalynn Kennedy, TAM Program Analyst, at (202) 366-7573 or Tamalynn.Kennedy@dot.gov.

Sincerely,

Nuria Fernandez

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

10

February 17, 2022

Dear Colleague:

On November 15, 2021, President Biden signed into law the Bipartisan Infrastructure Law, which authorizes $108 billion over the next five years for public transportation – the most significant federal investment in transit in the nation's history. The Bipartisan Infrastructure Law amends FTA's safety program at 49 U.S.C. § 5329(d) (Section 5329(d)) by adding to the public transportation agency safety plan (PTASP) requirements. These changes include the requirement that certain transit agencies establish a Safety Committee. I am writing to inform you of these changes to Section 5329(d), which are included here. These new requirements apply to those transit agencies that must have an Agency Safety Plan (ASP) in place under the PTASP regulation (49 CFR part 673). Transit agencies should review their ASP to determine if it meets these requirements.

The Bipartisan Infrastructure Law requires transit agencies to address strategies to minimize exposure to infectious diseases, consistent with Centers for Disease Control and Prevention or State health authority guidelines. Each transit agency should consider identifying mitigations or strategies related to exposure to infectious diseases through the safety risk management process described in the agency's ASP.

<u>Changes to PTASP requirements for agencies serving an urbanized area with a population of fewer than 200,000 (small urbanized area)</u>

A transit agency serving a small urbanized area must develop its ASP in cooperation with frontline employee representatives. If the agency's ASP was not developed in cooperation with frontline employee representatives, FTA expects the transit agency to update its ASP in cooperation with frontline employee representatives by December 31, 2022.
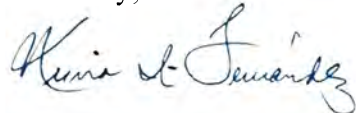
<u>Changes to PTASP requirements for Urbanized Area Formula Funding (49 U.S.C. § 5307) recipients serving an urbanized area with a population of 200,000 or more (large urbanized area)</u>

A transit agency that receives Section 5307 funding and serves a large urbanized area must establish a Safety Committee compliant with 49 U.S.C. § 5329(d)(5) by July 31, 2022. Once established, the Safety Committee should begin work to meet its responsibilities as soon as practicable. If a transit agency is not yet compliant with the new PTASP requirements, FTA expects the Safety Committee to approve an update to the agency's ASP, incorporating applicable PTASP requirements in 49 U.S.C. § 5329(d), by December 31, 2022.

Transit agencies may choose to follow an existing collective bargaining process to establish and operate the required Safety Committee, provided requirements of Section 5329(d)(5) are met. Similarly, if a transit agency has an existing Safety Committee, that committee will be sufficient if it meets the statutory requirements. Performance targets for a risk reduction program are not required to be in place until FTA has updated the National Public Transportation Safety Plan to include these performance measures required by the Bipartisan Infrastructure Law.

Safety is the number one priority of the U.S. Department of Transportation and FTA, and we are working expeditiously to implement the changes called for in the Bipartisan Infrastructure Law to enhance transit safety. To support these efforts, in the future FTA may issue guidance and/or amend the PTASP regulation at 49 CFR part 673. All FTA updates related to the Bipartisan Infrastructure Law are available on www.transit.dot.gov/BIL. For any further questions related to Bipartisan Infrastructure Law requirements, please contact us at FTA-IIJA@dot.gov.

Sincerely,

Nuria I. Fernandez

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.1
March 30, 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, Schedule, and Updates

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 Network
- 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 2024 Connect SoCal plan development and solicit feedback as required.

ATTACHEMENT (S)

1. 2024 Connect SoCal Schedule

Connect SoCal

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)

15

2024 Connect SoCal Overview & Schedule

Regional Transit Technical Advisory Committee

Mobility Planning and Goods Movement Dept.

Monday, March 30, 2022

www.scag.ca.gov

SCAG™
INNOVATING FOR A BETTER TOMORROW

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

VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
IMPERIAL

18
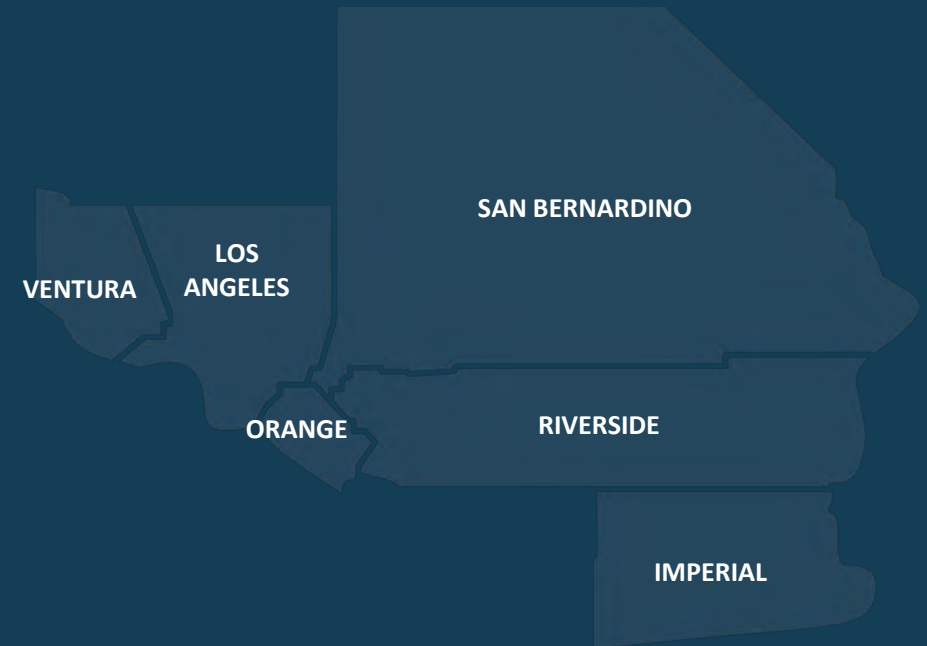
What's new for this plan cycle?

- **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?
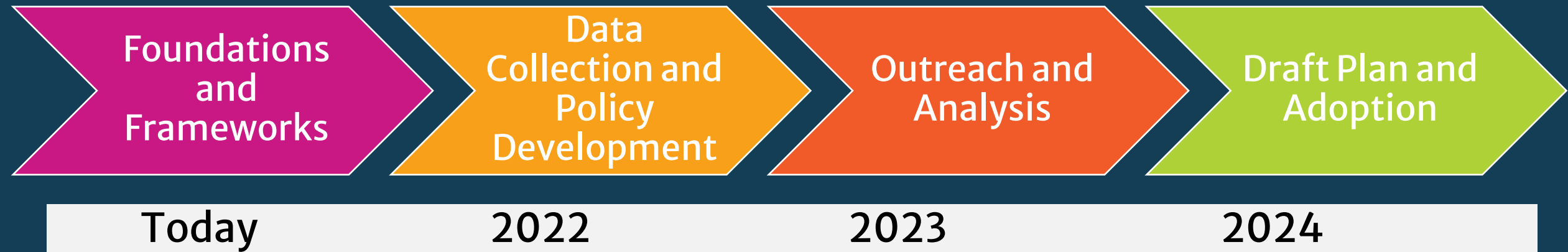
Foundations and Frameworks	Data Collection and Policy Development	Outreach and Analysis	Draft Plan and Adoption
Today	2022	2023	2024

- **Vision Statement** to capture what we want the region to be

- Four simplified Goals
  - Themes: **Mobility, Communities, Environment**, and **Economy**
  - Further defined through sub–goals

- Overarching through lines to integrate into the 2024 cycle: **Equity** and **Resilience**

22

Connect SoCal 2024: Draft Vision Statement

What kind of region do we want in 2050?

Working Drafts:

- Option 1: "A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow."

- Option 2: "A healthy, accessible and connected region for a more resilient and equitable future."

Build and maintain a robust transportation network.

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality and minimize greenhouse gas emissions.

- Ensure reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities.

- Support planning for people of all ages, abilities, and backgrounds

24

Develop, connect, and sustain communities that are livable and thriving.

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances

- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

Create a healthy region for the people of today and tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.

- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.

- Conserve the region's resources.

26

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

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

27

Feedback & Timeline

Questions for Feedback:

- Is there anything missing?
- How can we better integrate equity and resilience?

Timeline:

- **Now to April 2022:** Share draft goals and vision statement with Regional Planning Working Groups
- **June 2022:** Share draft goals and performance measures with SCAG Policy Committees

28

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 Network

- Transit Performance Measures

- Federal performance measures and targets for
  - Transit Asset Management (TAM)
  - Transit Safety (Public Transportation Agency Safety Plans – PTASPs)

- Current planning studies
  - Regional Dedicated Transit Lanes Study
  - Mobility as a Service Feasibility White Paper

30

High Quality Transit Corridors (HQTCs)

- 2024 Connect SoCal methodology remains the same as 2020

- SCAG staff will identify the draft HQTC network (2019 Base Year) and obtain concurrence from the CTCs and the transit agencies

- Approx. July 2022 – SCAG will provide Base Year 2019 "existing" HQTCs for transit operator review. SCAG will also request future/planned HQTCs.

- Approx. August 2022 – Operators to review draft HQTC maps

- Approx. October 2022 – SCAG to begin coding future year transit networks

Transit Network

- Current and future projects
  - CTC Project List submittals – Fall 2022
  - Existing and planned HQTCs

- Transit Network
  - Connect SoCal Base Year 2019
  - Future years – specifically 2025
  - Key question – what service levels would best inform the future year regional transit networks?
  - One-on-one discussions with operators

Transit/Rail Performance Measures

- **Included in the last plan**
  - Transit travel time distribution
  - Transit mode share
  - Transit boardings per capita
  - TAM
  - Transit safety
- **EJ analysis**
  - Demographic analysis of areas near major rail corridors & planned grade separations
  - Transit mode share for low income and minority households
  - Transit boardings per capita for low income & minority households

33

Transit/Rail Performance Measures (Cont'd)

- New
  - Transit seat utilization (CARB requested for trend analysis)
  - OTP (start with Metrolink, assess data collection effort for bus operators)
  - Demographic analysis of areas near major transit and rail stations

34

Transit Asset Management (TAM) Target Setting

- Operators' TAM Plan Updates due October 2022

- Operators must share their TAM Plans and data to support performance measures and target setting

- SCAG will procure consultant to assist with target setting for 2024 Connect SoCal – both TAM and safety

- SCAG will use TransAM web application to support TAM target setting

- Operators will need to enter/update asset information as was done for the 2020 Connect SoCal

- SCAG will assess scenarios similar to process used for 2020 Connect SoCal

35

Transit Safety Target Setting

- Share PTASPs
- 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

2021

Public Transportation Agency Safety Plan

36

Current Transit Planning Studies

- MaaS Feasibility White Paper
  - Next steps and how it feeds into the plan

- Regional Dedicated Transit Lanes Study
  - Corridor selection

37

Next Steps

- **Continue to share updates**

- **Continue to solicit feedback**

- **Various data request including one-on-one meetings**
  - Start scheduling/reaching out in April and hold meetings in May-June

38

Thank you!

Questions & Comments?

www.scag.ca.gov

Neighborhood Change and Transit Ridership

Michael Manville

with Department of Urban Planning and ITS

UCLA Luskin School of Public Affairs

Can Neighborhood Change Affect Transit Ridership?

- A small and lower-income share of the population accounts for most transit riders
- A small share of the *land area* accounts for most transit boardings
- If housing prices or other engines of neighborhood change push those people further from those places, ridership falls
- Transit need not trigger this, and in most instances probably won't (since most transit is bus rides)

Data

- Metro and OCTA boardings, aggregated to Census tract and averaged over two different time 5-year periods (2008-2011 and 2012-2016)
  - Advantage: five year average allows Census data merge
  - Disadvantage: period includes both recession and recovery
- 2,294 Census tracts, LA and Orange County
- ACS demographic and SES data
- Rail and bus station data
- Street network density data
- Jobs and employment data
- Rent control proxies, parking proxies, etc
- Residential migration data from Infutor (more on that later)

Ridership Gains and Losses

Large ridership gains
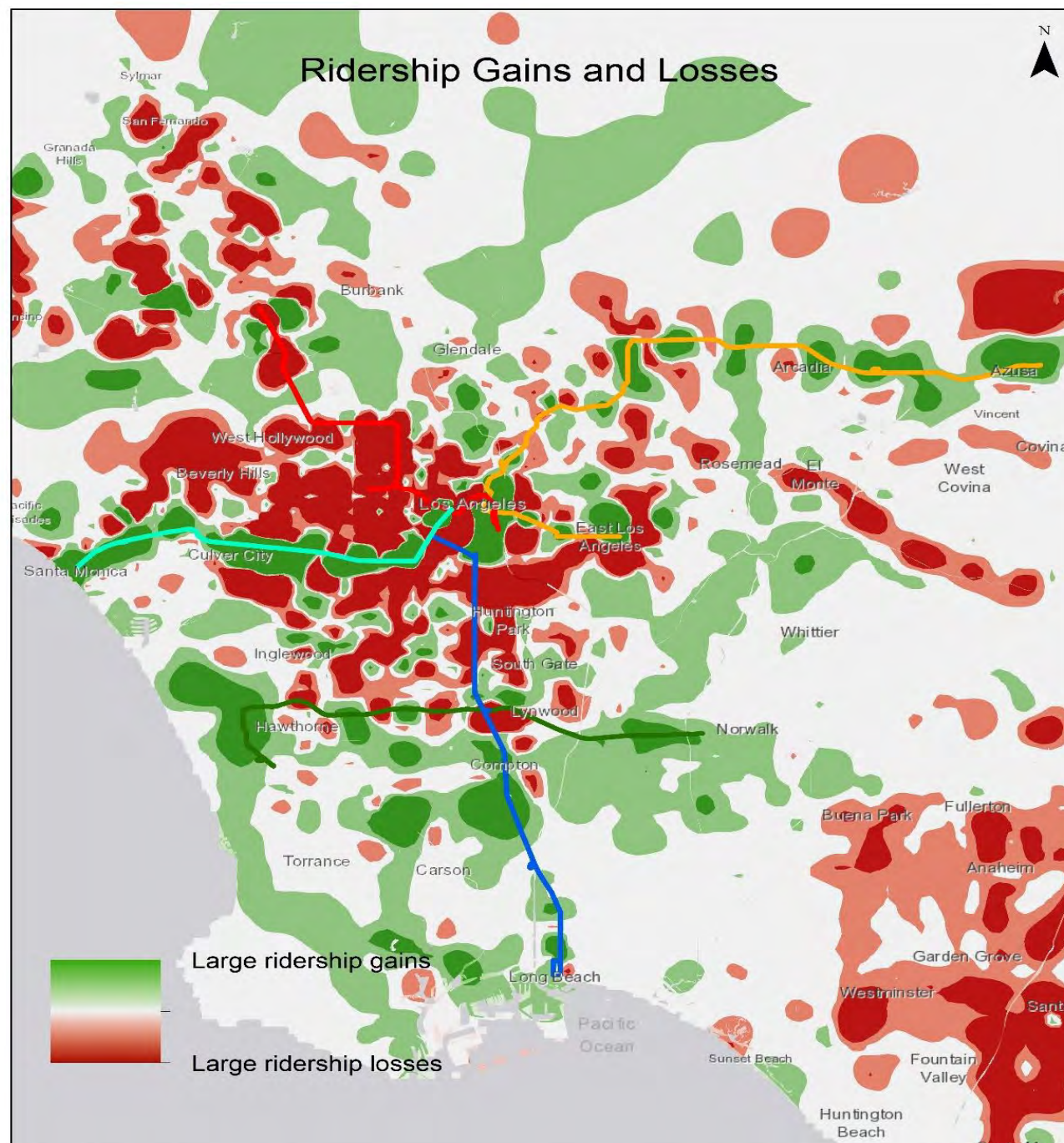Large ridership losses
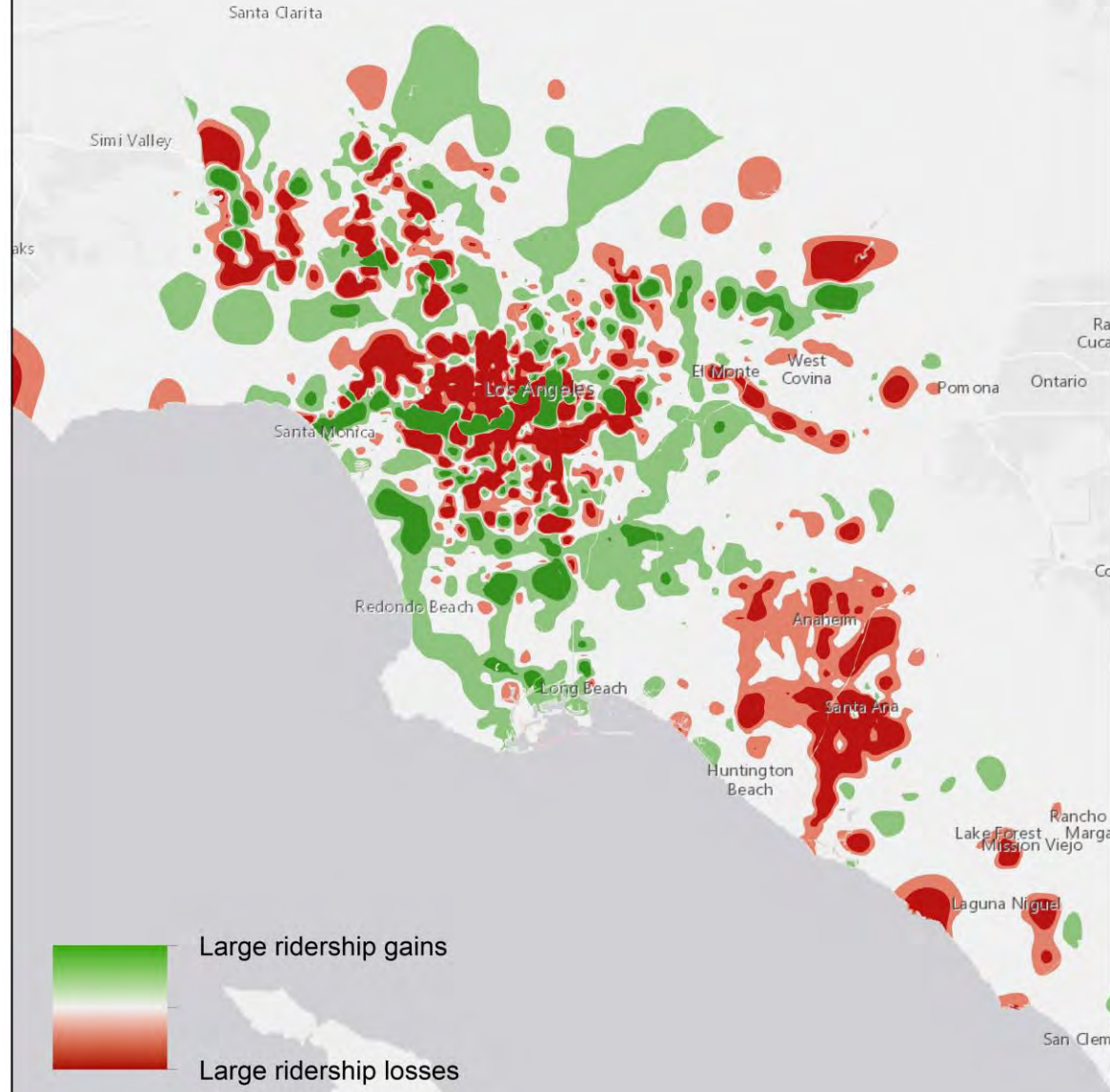
Period 1: 612 tracts with zero boardings

Period 2: 628 tracts

Mostly tracts of white, detached single family homes

Ridership Gains and Losses

Large ridership gains

Large ridership losses

0   2.5   5   10 Miles

Tract Ridership Changes

	Absolute Change	Percent Change
Mean	-8,513	0.08
Median	-641	-0.09
5th Percentile	-86,408	-0.43
25th Percentile	-13,683	-0.2
75th Percentile	88	0.05
95th Percentile	31,030	0.92

Concentrated Gains: More Riders Where Rail Went In

- Decile of tracts with biggest gains:

- 274 tracts without new rail, average gain 76,000 boardings

- 19 tracts that added a rail station between periods: mean gain of 418,000 boadings

Expo Line to Santa Monica

Concentrated Losses

- Decile of tracts with largest absolute losses:
- Lost the equivalent of 8 percent of all ridership on Metro and OCTA
- Accounted for 73 percent of *all* losses
- Are among the *highest-ridership* tracts
- Decile of biggest losers are almost all in top 20 percent *ridership* tracts from period 1.
- Almost 60 percent are in the top 10 percent of ridership
- 32 percent are in the top 5
- *But* … very few in the top 1 percent

	Decile with Largest Losses			All Other Tracts		
	Period 1	Period 2	*Change*	Period 1	Period 2	*Change*
Boardings	778,516	640,311	*-17.8%*	110,083	115,863	*5.3%*
Population Density	20,434	20,858	*2.1%*	11,252	11,569	*2.8%*
Median Gross Rent	$1,183	$1,282	*8.3%*	$1,376	$1,570	*14.1%*
Median Home Value	$433,337	$514,436	*18.7%*	$477,313	$553,988	*16.1%*
Median HH Income	$45,494	$47,644	*4.7%*	$71,835	$72,709	*1.2%*
Share Detached SF Home:	30.1	30.4	*0.9%*	55.5	55.2	*-0.5%*
Share Owner-Occupied	26.4	25.8	*-2.3%*	53.0	51.7	*-2.5%*
Percent White	19.5	19.6	*0.1%*	33.6	31.8	*-5.4%*
Percent Black	9.6	9.1	*-5.2%*	6.5	6.2	*-4.6%*
Share Foreign Born	45.0	42.5	*-5.6%*	32.8	32.2	*-1.7%*
Percent in Poverty	25.8	23.9	*-7.1%*	15.2	15.3	*0.6%*
Percent Hispanic	56.0	56.2	*0.4%*	42.7	43.6	*2.2%*
Percent W/out Cars	19.2	17.5	*-8.9%*	7.9	7.4	*-6.3%*
Added Burden	*0.0018*			*0.0011*		

	Top Decile Tracts			All Other Tracts		
	Period 1	Period 2	*Change*	Period 1	Period 2	*Change*
Population	4,247	4,351	*2.5%*	4,415	4,555	*3.2%*
Housing	1,508	1,549	*2.7%*	1,539	1,571	*2.1%*
Foreign Born	1,896	1,840	*-3.0%*	1,460	1,481	*1.4%*
Poverty	1,033	995	*-3.7%*	649	675	*4.1%*
Hispanic	2,478	2,524	*1.9%*	1,896	1,990	*5.0%*
White	807	828	*2.5%*	1,453	1,420	*-2.3%*
Persons Per Room	0.98	0.92	*-6.1%*	0.69	0.69	*0.0%*
HHs w/out Cars	254	244	*-3.9%*	108	106	*-1.9%*
Station Density (per sq mi)	52	48	*-7.7%*	15	15	*0*

Regressions – Poisson Models

- Dependent variable: period 2 boardings (absolute)
- Main variables of interest: measures of change in housing cost (rent, value, added burden)
- Controls: changes in income, demographics, education attainment, distance to 7th/Metro, plus…
- Period 2 density of people, jobs, stations, and street intersections plus…
- Controls for new rail, Foothill area, county, 3 cities w/larger transit systems (LA, SM, Long Beach)

Boardings in Period 2 , Poisson Regressions

	Model 1 Change in Rent	Model 2 Change in Value	Model 3 Added Burden	Model 4 Burden * Poverty
Boardings in Period 1	0.0000*** (0.0000)	0.0000*** (0.0000)	0.0000*** (0.0000)	0.0000*** (0.0000)
Absolute Change in Rent	-0.0014*** (0.0000)			
Change in Median Home Value		-0.0000*** (0.0000)		
Added Burden			-65.6013*** (0.0086)	-38.3306*** (0.0197)
High Poverty Period 1				0.4436*** (0.0001)
High Poverty * Added Burden				-32.9908*** (0.0203)

Boardings in Period 2 , Poisson Regressions

	Model 1 Change in Rent	Model 2 Change in Value	Model 3 Added Burden	Model 4 Burden * Poverty
Boardings in Period 1	0.0000*** (0.0000)	0.0000*** (0.0000)	0.0000*** (0.0000)	0.0000*** (0.0000)
Absolute Change in Rent	-0.0014*** (0.0000)			
Change in Median Home Value		-0.0000*** (0.0000)		
Added Burden			-65.6013*** (0.0086)	-38.3306*** (0.0197)
High Poverty Period 1				0.4436*** (0.0001)
High Poverty * Added Burden				-32.9908*** (0.0203)

$230 increase in rent = 27 percent reduction in boardings

$70k increase in home value = 2 percent reduction

Standard dev increase in added burden = 21 percent reduction in boarding count

Added burden particularly associated with less ridership in poorer neighborhoods

Migration: Where do People Go?

- Infutor residential location dataset, 1990-2018
- Validation – basically matches Census estimates of adults population (slight undercount of people > age 25)
- Trim data first to CA, then to states most likely to send and receive Californians
- Our goal is to map these moves onto our neighborhoods of interest

Our Approach (Thus Far)

- Assign each household to a 2010 Census tract boundary

- Match the household to our tracts of interest (top loss or gain tracts)
  - (reminder: about ¾ of all ridership losses were in one decile of high-ridership census tracts)

- Create a table of moves between two study periods, including both the origin and destinations

Findings

People are substantially more likely to move out of high-loss tracts, when compared to gainer tracts or all LA/OC tracts

Also more likely to move *in*, compared to all LA/OC tracts

(*Not* compared to gainer tracts)

	All LA/OC tracts	Top loser tracts	Top gainer tracts
# originating moves (median)	1233	2832	1140
# terminating moves (median)	677	1551	1723
# internal moves (median)	529	1396	902
Percent internal (of originating moves)	0.43	0.49	0.79
External moves	704	1436	238
Ratio move-out to move-in	1.04	0.93	0.14

Looking More Closely

	All LA/OC tracts	Top Decile Loss Tracts		
		All	Origins	Destinations
Median population density, Pd 1	9,643	16,351	15,052	14,752
Median population density, Pd 2	9,926	16,774	16,081	15,768
Median # jobs reachable in 30 minutes by transit	19,499	68,502	48,799	48,799
Mean station density, Pd 1	18.7	51.6	47.4	46.3
Mean station density, Pd 2	18.6	48.0	44.1	43.2
Median % 0-car households, Pd 1	6.1	17.0	11.5	10.6
Median % 0-car households, Pd 2	5.9	14.5	11.1	10.3

In both periods, people who leave high-loss tracts are moving to places with less density, less transit access, and more cars

Difference is more pronounced in period 1, but evident in period 2

Riverside Transit Agency

Regional Transit Technical Advisory Committee

March 30, 2022

1

Riverside Transit Agency

- Established as a Joint Powers Agency on August 15,1975

- Service began on March 16, 1977

- Service area: 2,500 square miles of western Riverside County

- 18 cities and Supervisorial Districts I, II, III and V

2

RTA Bus Services

Fixed Routes (224 buses)
    33 Local fixed routes
     4 CommuterLink routes
       »Riverside County
       »Orange County
       »San Bernardino County

Dial-A-Ride Service (110 buses)
Curb-to-curb, advanced reservation service for seniors age 65 and above and persons with disabilities.

Total Bus Fleet: 334 buses

3

Free Fares for Youth and College Students

-August 2020 – July 2022

-Funded by the Low Carbon Transit Operations Program (LCTOP)

-Participating colleges: Cal Baptist University, La Sierra University, Moreno Valley College, MSJC, Norco College, RCC and UCR

4

58

Free Fares for Youth and College Students
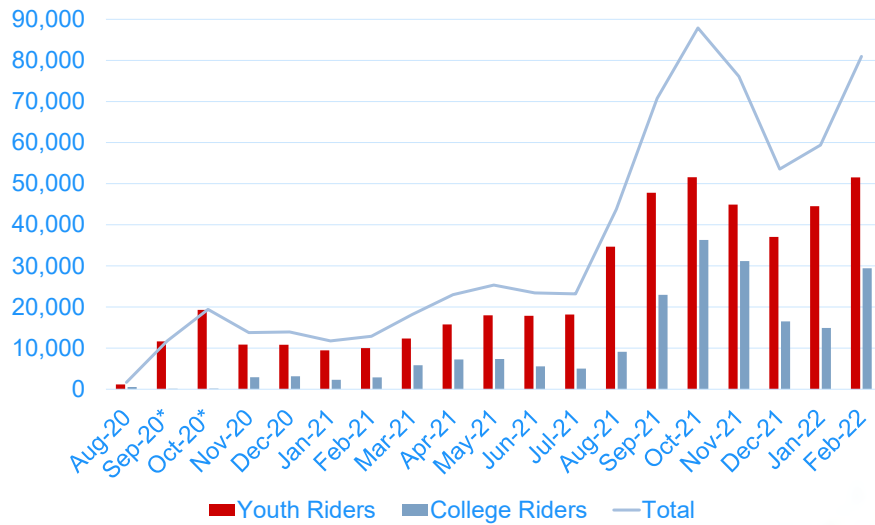
5

October 2021 $5 Fare Promotion

-Purchase a 30-day pass / 10-ticket Dial-A-Ride booklet for $5.

-Valid on all fixed routes including CommuterLink.
-Unlimited use of pass for 30 days or until Nov. 30, 2021.

-Encourage new and returning riders.

-Funded by LCTOP.

6

59

3

$5 Fare Promotion Goals

- Increase Ridership
  - October: 18%
  - November: 37%
- Increase Use of Mobile Ticketing
  - 79% of passes sold via app
  - 1,338 new accounts

7

RTA's 45th Anniversary
Making Connections since 1977

- Ride for 25 cents!
- Dial-A-Ride passengers pay $1/zone
- March 1- April 30, 2022
- Funded by LCTOP

8

9

Thank you

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

10

Redlands Passenger Rail Project
Project Update

March 28, 2022

SAN BERNARDINO VALLEY MASS TRANSIT CONNECTIVITY

LEGEND

- ■ Redlands Passenger Rail (Future Arrow Service)
- ■ Metrolink
- ■ sbX Bus Rapid Transit
- **TOD** Transit Oriented Development
- – – – Ontario International Airport Connector (Future)
- – – – Gold Line (Future)
- – – – Omnitrans West Valley Connector – Phase I
- – – – Central to Archibald Double Track (Future)
- – – – Rancho to Lilac Double Track (Future)
- – – – Fontana to Rancho Cucamonga Double Track (Future)

1

Vehicle Procurement

3 Diesel Multiple Units (DMUs)

Base Contract: $34M

Awarded July 2017

2

Maintenance Facility

Facility to Maintain up to 6 DMU/ZEMUs

Base Contract: $21M

Awarded June 2019

3

Mainline Construction

9 Route Miles of New Track and 5 Stations

Base Contract: $154M

Awarded April 2019

sb

Primary Contracts

Vehicle Procurement

3 Diesel Multiple Units (DMUs)

Base Contract: $34M

Awarded
July 2017

Contract has option to buy
3 additional DMUs

✓ Hybrid Vehicle
  o Uses Tier 4 Diesel Generator to Produce Electricity that Propels the Train

✓ FRA (Mainline) Compliant
  o Runs on Same Infrastructure as Metrolink and Freight Trains (opportunity to expand)

DMU 1 Unloading at AMF – January 2022

DMU 2 Awaiting Transport – December 2021

DMU 3 Interior – December 2021

DMU 3 Exterior – December 2021

2

Maintenance Facility

2 Bay Facility to Maintain up to 6 DMU and or ZEMU Vehicles

The AMF will also be used as the maintenance/storage location for the demonstration ZEMU

Base Contract: $21M

Awarded
June 2019

✓ Arrow Maintenance Facility
  o Located at 981 W 3rd St in San Bernardino just east of Santa Fe Depot

Repurpose Metrolink Lite Maintenance Facility

INTERSTATE 215

3rd Street

© 2015 Google
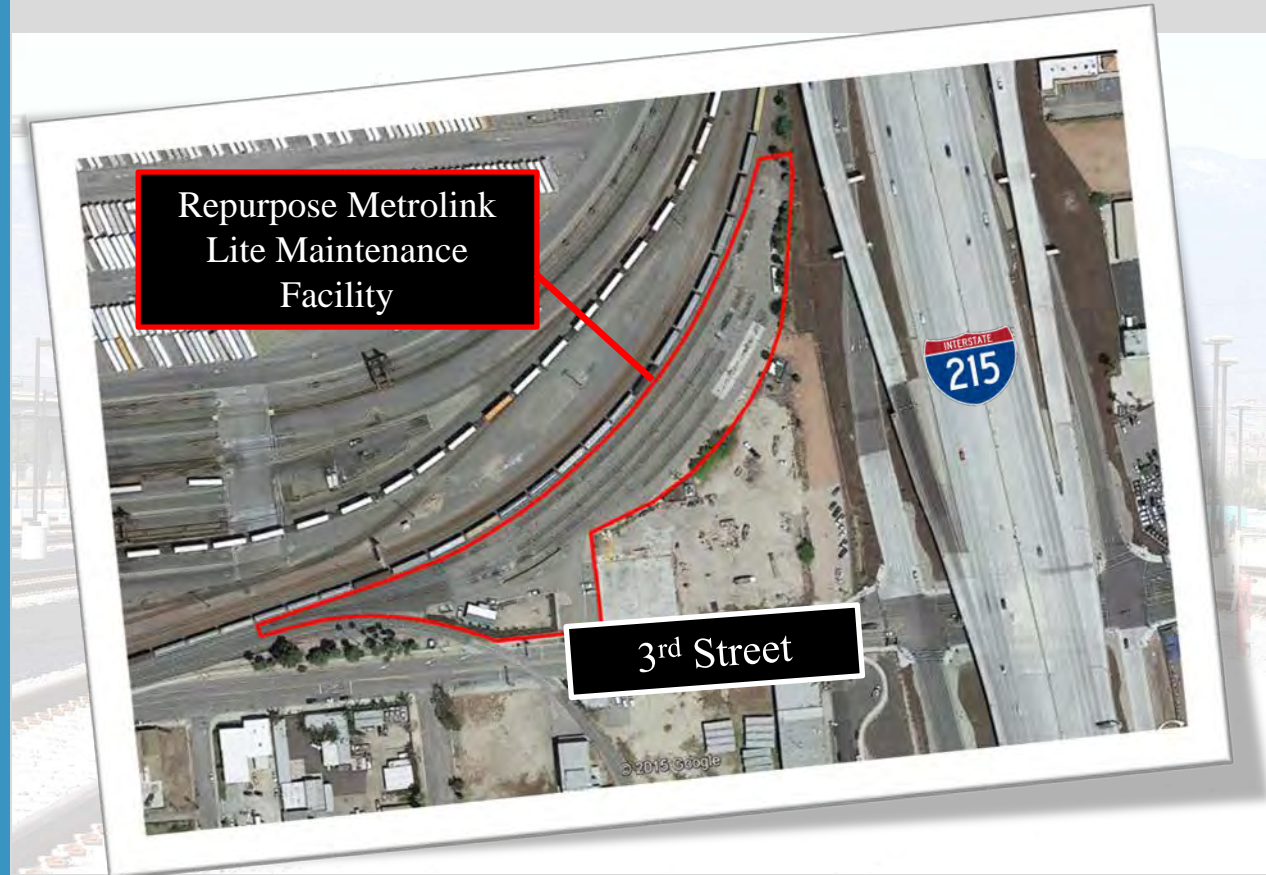
AMF Building and Yard - October 2021

3 Mainline Construction

9 Miles of New Track and 5 Stations

Base Contract: $154M

Awarded April 2019

✓ Construction
- Various Locations at the Same Time
- Coordinated Closures for Crossings
- Weekly Updates via Email
- Construction/Modification to 5 Stations
- Modifications to 26 Grade Crossings

Stations:

San Bernardino - Tippecanoe Station - January 2022

Redlands - Esri Station - January 2022

Stations:

Contractor Pulling in Wires at Redlands - Downtown Station - November 2021

Contractor Pulling Wires at University Station - November 2021

Track and Guideway:

Richardson Avenue Road Crossing - October 2021

Tippecanoe Avenue Road Crossing - October 2021

Bridge Structures:

Twin Creek Bridge - October 2021

Mill Creek Zanja Bridge - October 2021

Bridge Structures:

Santa Ana River Bridge and Trail Rough Grading - October 2021

3. Mainline Construction

Civil Improvements:

Mountain View installation of #5 shoring pile - November 2021

Installation of 2nd block wall at Mountain View - January 2022
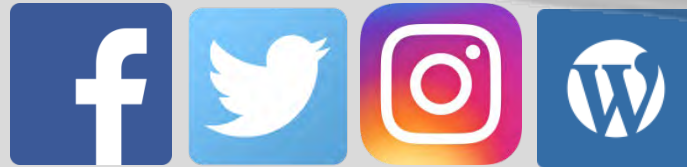
Testing Phase:

Plan. Build. Move.

...because doing nothing is not an option.

www.goSBCTA.com

909.884.8276

@goSBCTA

San Bernardino County
Transportation Authority