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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, November 29, 2023
10:00 a.m. – 12:00 p.m.

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

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TO JOIN THE MEETING: <https://scag.zoom.us/j/220315897>

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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, November 29, 2023

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.

3.0 RECEIVE AND FILE

Time Page

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3.3	<u>Transit Ridership Update</u> (Krista Yost, SCAG)	12
3.4	<u>Federal Transit Reporting Requirements</u> (Priscilla Freduah-Agyemang, SCAG)	19
3.5	<u>CALSTART Zeroing in on Zero Emission Buses (ZEBs) Report</u> (Krista Yost, SCAG)	21
3.6	<u>Federal Transit Administration (FTA) Developing Community-Based Public Safety Programs for Transit Webinar</u> (Krista Yost, SCAG)	22
3.7	<u>Federal Transit Administration (FTA) Sustainable Transit for A Healthy Planet Climate Challenge</u> (Krista Yost, SCAG)	23
3.8	<u>Federal Transit Administration (FTA) National Transit Database (NTD) 2022 Annual Data Products Release</u> (Krista Yost, SCAG)	24

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

Wednesday, November 29, 2023

3.9	<u>Federal Transit Administration (FTA) Innovative Coordinated Access and Mobility (ICAM) Grants</u> (Krista Yost, SCAG)	25	
4.0	<u>INFORMATIONAL ITEMS</u>		
4.1	<u>Connect SoCal 2024 Updates</u> (Priscilla Freduah-Agyemang & Steve Fox, SCAG)	25	26
4.2	<u>Omnitrans Fare Capping Policy</u> (Jeremiah Bryant & Nicole Ramos, Omnitrans)	20	46
4.3	<u>Metro NextGen and Transit Recovery Plan Update</u> (Joe Forgiarini, Senior Executive Officer, Metro)	20	61
4.4	<u>OC Flex Service Update</u> (Melissa Mungia & Jack Garate, OCTA)	15	73
5.0	<u>STAFF REPORT</u>		
	No staff updates.		
6.0	<u>ADJOURNMENT</u>		

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

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

August 30, 2023

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, City of Redondo Beach/Beach Cities Transit.

Members Participating:

Joyce Rooney (Chair)	City of Redondo Beach/Beach Cities Transit
Jennifer Nguyen (V. Chair)	Riverside Transit Agency
Esteban Rodriguez	Antelope Valley Transit Authority
Geraldina Romo	Antelope Valley Transit Authority
Judy Vaccaro-Fry	Antelope Valley Transit Authority
Elisa Mendoza	Beaumont Transit
Diana Chang	City of Culver City
Chun Leung	City of Los Angeles DOT
Kay Sasaki	City of Los Angeles DOT
Diane Amaya	City of Redondo Beach/Beach Cities Transit
Randy Barragan	City of Riverside
Ron Profeta	City of Riverside
Socorro Gomez	City of Riverside
Nick Echeverri	City of Santa Clarita Transit
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Jessica Saks	City of Santa Monica Big Blue Bus
Joe Raquel	Foothill Transit
Austin Novstrup	Gold Coast Transit District
James Beck	Gold Coast Transit District
David Aguirre	Imperial County Transportation Commission
Marisol Barajas	Long Beach Transit
Adam Stephenson	Los Angeles Metro
David Sutton	Los Angeles Metro
Erica Lee	Los Angeles Metro
Lori Huddleston	Los Angeles Metro
Randy Lam	Los Angeles Metro
Teresa Wong	Los Angeles Metro
David Huang	Metrolink
Alfredo Machua	Montebello Bus Lines

Regional Transit Technical Advisory Committee (RTTAC) – August 30, 2023

Adrianna Kendricks	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System
Anna Jaiswal	Omnitrans
Angel Garfio	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Kurt Brotcke	Orange County Transportation Authority
Edward Emery	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Martha Masters	Riverside County Transportation Commission
Nancy Strickert	San Bernardino County Transportation Authority
Aubrey Smith	Ventura County Transportation Commission
Dolores Lopez	Ventura County Transportation Commission
Nancie Goff	Victor Valley Transit Authority
Maurice Eaton	Caltrans District 11
Cesar Aranguri	Indigenous Ark Urban Technologies
Jimmy Gow	Office of Assemblymember Al Muratsuchi
Will Proctor	RideCo

SCAG Staff:

Priscilla Freduah-Agyemang	Courtney Aguirre
Krista Yost	Philip Law
Leslie Cayton	Steve Fox

1.0 CALL TO ORDER

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, Chair called the meeting to order at 10:05 a.m. Agencies and attendees introduced themselves.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the May 31, 2023, RTTAC Meeting
- 3.2 Regional Transit Operators Forum
- 3.3 Transit Ridership Update
- 3.4 Federal Transit Administration (FTA) 2023 Annual National Transit Database (NTD) Reporting System Updates Webinar

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 3.3 Transit Ridership Update indicating the TAC will continue to provide information

on quarterly ridership trends. Additionally, she noted item 3.4 2023 Annual National Transit Database (NTD) Reporting System Updates Webinar to remind attendees to register for the webinar.

4.0 INFORMATIONAL ITEMS

4.1 Connect SoCal 2024 and Mobility Hub Strategy Updates

Leslie Cayton, SCAG staff, shared an update on Connect SoCal 2024 development. Ms. Cayton first presented a summary of the spring outreach activities, which gathered 3,600 survey responses and 2,500 workshop comments through various events and community partnerships. She then discussed the policy framework adopted by SCAG’s Regional Council in July, which includes regional planning policies and implementation strategies like transit investment recovery. She highlighted new additions in Connect SoCal 2024, including dedicated lanes, mobility hubs, and universal basic mobility policies and strategies. She also noted that the draft vision of Connect SoCal was updated to include the word “prosperous” based on stakeholder feedback. She highlighted upcoming milestones, including the release of the draft plan in late October, followed by the draft Program Environmental Impact Report (PEIR) and a 60-plus day comment period.

Priscilla Freduah-Agyemang, SCAG staff, continued the presentation with an update on the Regional Mobility Hubs Strategy. She reviewed the definition of mobility hubs and their significance in promoting multimodal travel and reducing greenhouse gas emissions. She stated that the greater strategy is to identify mobility hubs across the region, establish a recommended baseline mobility hubs network, and develop guidelines and tools to advance mobility hubs implementation. She mentioned the analysis led to the identification of potential mobility hub locations based on criteria such as frequent transit connections, park and ride facilities, transportation management areas, major institutions, and equity areas. These locations were categorized into six mobility hub typologies – Downtown, Urban, Emerging Urban, Suburban and Rural, Equity, and Institutional Hubs: considering population, employment, and alignment with the region’s sustainability and equity goals. Ms. Freduah-Agyemang also noted data limitations and ongoing efforts to calculate the greenhouse gas benefits associated with the mobility hub strategies. The next steps include incorporating the data into Connect SoCal 2024 and developing implementation guidance for mobility hubs in the region.

Maurice Eaton, Caltrans District 11, asked about SCAG’s plans to survey cities to identify mobility hub opportunities. Ms. Freduah-Agyemang stated that SCAG has already collaborated with a consultant to identify these opportunities as part of their initial work and mentioned that while they haven’t planned a survey, one can be included in future efforts.

Mr. Eaton also mentioned Caltrans’ work on mobility hubs linked to affordable housing and expressed a desire to collaborate with SCAG to identify and develop those hub locations.

Angel Garfio, OCTA, asked about the availability of a draft mobility hubs strategy report, to which Ms. Freduah-Agyemang responded that there is no current report. She stated that the mobility hubs strategy will be integrated into Connect SoCal 2024, and once the draft plan is released, the mobility hubs content will be available in the mobility technical report. She also noted plans to develop guidance documents for mobility hubs, including ongoing and planned work from outside agencies such as Metro's work related to mobility hubs and the 2028 Olympics.

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, inquired about whether any mobility hub locations were identified as needing increased transit services. Ms. Freduah-Agyemang responded that all the mobility hub locations are situated around major transit stops, thus promoting the transit services available in those areas. She emphasized that mobility hubs are designed not only to concentrate services but also to facilitate people's journeys from these hubs to nearby transit stations or stops using various mobility options, ensuring convenient access to transit for those who do not use private vehicles.

Ms. Rooney also asked about 15-minute communities and how they would be realized. Courtney Aguirre, SCAG staff, responded that the concept of 15-minute communities involves creating neighborhoods where residents can conveniently meet their daily needs, such as walking, biking, or rolling, without the constant use of automobiles. It focuses on land use and transportation planning to ensure essential amenities are within close proximity, and she mentioned that this concept can apply to urban, suburban, and rural communities.

4.2 Metro Fare Capping Policy

Erica Lee, Metro, presented an overview of the Metro Fare Capping Program and fare changes that went into effect on July 1, 2023. The primary objectives of the new Metro fare structure are equity, simplification of the fare structure, and incentivizing ridership. Ms. Lee reviewed the approved fare changes which included replacing 1-day and 7-day Metro passes with fare capping, standardizing base fares for different rider classes, and extending the expiration date of TAP cards. She noted that two key benefits, 2-hour free transfers and the off-peak fare for senior and disabled riders, will remain. Ms. Lee next provided examples of how fare capping works for a full fare rider. Metro riders pay per ride until they reach a 1-day or 7-day cap, after which they can ride for free. This provides a more flexible payment method for riders who may not purchase passes upfront.

Ms. Lee also highlighted the marketing and outreach efforts undertaken to inform customers about the changes, with a focus on different rider categories, including full fare riders, seniors, students, and low-income riders. She mentioned that certain programs such as the GoPass for students will remain unaffected by the Fare Capping Program. Ms. Lee concluded the presentation with a review of preliminary data and findings from the first 30 days of the Fare Capping Program. She reported that more than 700,000 unique TAP cards were activated for the program, and an increasing number of customers are now benefiting from the 1-day cap compared to those who purchased Metro 1-day passes in

2022. However, she stated that 7-day capped cards began to exceed the Metro 7-day pass sales after 14 days of launch but are on average still below 2022 sales.

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, asked about Metro's revenue projections with the new Fare Capping Program and whether they anticipate a return to pre-pandemic revenue levels. Ms. Lee stated that it's too early to offer exact revenue projections since the program has only been in operation for two months. She acknowledged a revenue decline as customers have moved away from upfront purchases but emphasized the need for ongoing monitoring and data collection to better understand the program's long-term impact on revenue.

Nancie Goff, Victor Valley Transit Authority, asked why the expiration of the TAP card was extended. David Sutton, Metro, responded that this change eliminates the need for customers to renew or transfer their balances to new cards. Joyce Rooney, City of Redondo Beach/Beach Cities Transit, then asked if the extension applies to current tenure cards. Mr. Sutton responded that the extension applies exclusively to newly issued cards.

Abdallah Daboussi, City of Santa Monica Big Blue Bus, asked when individual transit agencies in Los Angeles County could begin implementing fare capping. Mr. Sutton responded that that the technology is already in place, but implementing it regionally involves complex negotiations, especially with different base fares across agencies. He noted that Metro is considering options like counting trips and reconciling accounts to ensure fairness and simplicity for customers and agencies.

4.3 Riverside Transit Agency (RTA) Go Micro

Jennifer Nguyen, Riverside Transit Agency, provided an update on RTA's Go Micro Program, a microtransit service operating in the Hemet-San Jacinto area. Ms. Nguyen discussed the modifications made to RTA's service, which involved removing and truncating existing routes, introducing a circulator route, and shifting to microtransit service within a specific RTA service area. She stated that these changes were implemented to reduce redundancy in the system and operational costs due to reduced ridership and the on-going impacts of the COVID-19 pandemic. Ms. Nguyen also shared the outcomes of the Go Micro program, including increased ridership, high user satisfaction, a substantial number of shared rides, and efficient service.

Will Proctor, RideCo, continued the presentation with a review of the program enhancements made to improve the efficiency of the Go Micro service. These enhancements encompassed optimizing school trips, imposing restrictions on fixed route bookings, implementing automatic booking limits, adjusting wait times, and optimizing driver schedules. Mr. Proctor highlighted the concurrent increase in Passengers per Vehicle Hour (PVH) and ridership during the program, indicating that the increase in ridership was a result of improved service efficiency rather than the addition of extra vehicle hours. Ms. Nguyen concluded the presentation by sharing lessons learned and

outlining next steps such as analyzing demand patterns and driver schedules and running different scenarios to further optimize the system.

Diana Chang, City of Culver City, asked about benchmarks on PVH and other Key Performance Indicators (KPIs) of the Go Micro Program, as well as the maximum allowable wait time for the service. Ms. Nguyen responded that the KPIs for the program are still being finalized and clarified that the maximum wait time for the service is one hour, with a potential maximum of 70 minutes. She explained that the reason for the 70-minute mark is that it aligned with the headways and frequency of the fixed route service that was in the area beforehand. Mr. Proctor also added that the average wait time is considerably less, typically around 20 minutes.

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, asked whether there were other peak ridership times observed outside of school hours. Ms. Nguyen responded that peak times were highly correlated with school times. Mr. Proctor added that the data covered the period from January 2023 to May 2023, with the highest PVH recorded in recent weeks due to schools being back in session.

Kurt Brotcke, OCTA, asked about the productivity of the eliminated routes. Ms. Nguyen responded that the passengers per revenue hour ranged between five to six in 2022. She also stated that RTA is closely monitoring pre-imposed ridership performance, noting that they have observed an overall increase in ridership within the zone.

Priscilla Freduah-Agyemang, SCAG staff, asked about the temporary limitation placed on riders for ride-related cancellations. Mr. Proctor responded that the automatic booking limitation is customizable, but it's set at 7 days for RTA. He stated that riders receive a notice explaining why they were limited, and after the 7-day period, they can book trips without restrictions. If they exceed the set threshold again, they are limited once more. Mr. Proctor also noted that most riders only experience this limitation once, as they become aware of how their booking patterns impact others and tend not to repeat the behavior.

4.4 Transportation Network Company (TNC) Access for All (AFA) Program Update

Adam Stephenson, Metro, provided an update on the Transportation Network Company (TNC) Access for All (AFA) Program. This program, administered by the California Public Utilities Commission (CPUC), addresses the inequities in wheelchair-accessible vehicle (WAV) services provided by TNCs. Mr. Stephenson outlined the historical development of the program, including early attempts by the CPUC to address TNC accessibility issues. In 2018, Senate Bill 1376 was enacted, establishing a fee of 10 cents per passenger ride for TNC trips. This fee contributes to a fund that is subsequently distributed to counties. He highlighted that TNCs have the option to seek offsets by investing in WAV services, reducing their contributions to the fund.

Mr. Stephenson stated that Metro has been working on the program's implementation, with a focus on addressing funding volatility and ensuring a sustainable level of funding. Metro convened an ad hoc working group to gather input on the challenges and possible solutions to meet the program's goal of providing equitable, on-demand service for individuals with accessibility needs. Challenges included service gaps and current WAV capacity, while solutions focused on brokered transportation, capital WAV purchases, and operating expenses. The program had a successful solicitation, receiving six applications and granting full or partial awards to five projects. Mr. Stephenson stated that the success of the program is yet to be determined, emphasizing the need for data collection to demonstrate its success. He also noted the potential need for an extension of the program beyond its current sunset date in 2026 and adjustments to the 10-cent access fee to meet program goals.

James Beck, Gold Coast Transit District, asked whether centers for independent living were included in the working groups, to which Mr. Stephenson stated yes and provided a link to Metro's board report.

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, asked if most of the funds for the first year had been allocated or if some remained for the next round. Mr. Stephenson responded that two years of funding had been combined, as the CPUC's baseline expectation was to have yearly solicitations, and recipients were given a year to spend the funds once awarded. He further explained that multi-year funding cycles made more sense and that funding administrators could hold programs for a year to collect two years of funding. The first round, which included the first two years of funding, had been fully allocated and utilized, with the total amount being approximately 7.8 million dollars. The 6 million mentioned was the total funding for the first year, not more than one year. It was also mentioned that Metro retained a 15 percent administrative withholding per year.

5.0 STAFF REPORT

5.1 Regional Transit Target Setting Update

Priscilla Freduah-Agyemang, SCAG staff, provided an update on the TAM and transit safety target setting. She noted that additional stakeholder meetings were conducted to solicit feedback on the draft targets which will be incorporated into Connect SoCal 2024. An update on the targets will be shared with the TAC once the draft Plan is released.

6.0 ADJOURNMENT

Joyce Rooney, Chair, City of Redondo Beach/Beach Cities Transit, adjourned the meeting at 11:53 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Regional Transit Operators Forum

DISCUSSION:

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




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


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

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

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

SharePoint



Regional Transit Operators Forum

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Welcome to the SCAG Regional Transit Operators Forum. This is a space for the transit providers in the SCAG region to exchange information, best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects and offer the opportunity to continue to engage in meaningful discussions and peer-learning experiences on variety of transit topics.

We want to hear from you. Ask a question, Share your thoughts, Get smarter and help others. [Learn More](#)

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Seeking Applicants for the FY21 round of the INFRA Grant Program

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

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

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What's happening

14 members



Southern California Association of Governments
Remote Participation Only
October 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transit Ridership Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

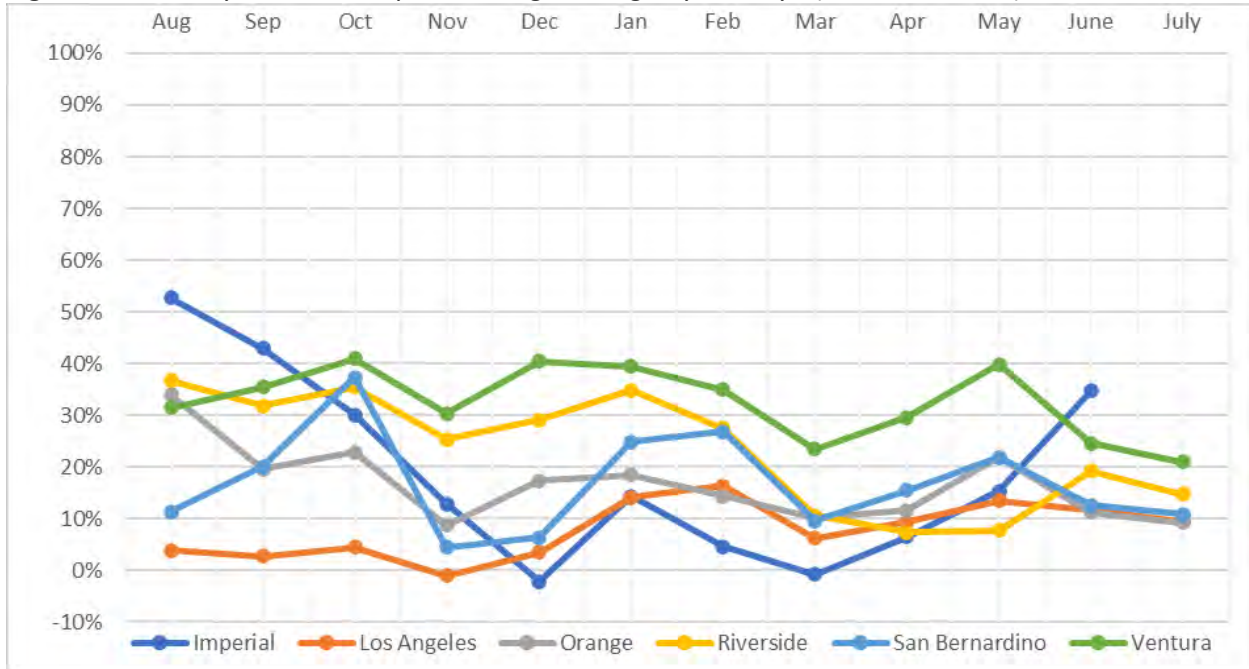
EXECUTIVE SUMMARY:

Since before the pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to past Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past several years, it is still significantly less than it was prior to the COVID-19 pandemic. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing July 2022 to July 2023, bus ridership was down 25% and rail ridership was down 27%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 54% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.

BACKGROUND:

In response to past Transportation Committee member comments regarding transit ridership recovery, SCAG staff has prepared this update depicting the ongoing impacts of the COVID-19 pandemic on transit ridership. Figures 1 and 2 and Table 1 below reflect National Transit Database (NTD) information reported by urban Full Reporters. These graphics demonstrate that bus ridership levels have improved over the course of the past year, though they are nowhere near their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change by County* (Year-Over-Year)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. *Note: Monthly bus ridership data for Imperial County is currently unavailable for the month of July 2023.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial and Ventura Counties experiencing the most significant increases. For example, Imperial County is reflecting a 35% increase in bus ridership when comparing June 2022 to June 2023, and Ventura County is reflecting a 21% increase in bus ridership when comparing July 2022 to July 2023. Furthermore, Riverside and San Bernardino Counties are reflecting modest gains (15% and 11% respectively, comparing July 2022 to July 2023), and Los Angeles and Orange Counties are reflecting low gains (each 9%, comparing July 2022 to July 2023). Regional bus ridership overall increased 10% over the same time period. Note: the July increases across the board are lower than they were for the preceding months. For example, bus ridership overall increased 15% comparing May 2022 to May 2023 and 12% comparing June 2022 to June 2023.

Table 1. Bus Ridership Change by Operator, Year-Over-Year

Bus Operator	Qtr1 Jul-Sep	Qtr2 Oct-Dec	Qtr3 Jan-Mar	Qtr4 Apr-Jul*
Anaheim Transportation Network	36%	9%	11%	12%
Antelope Valley Transit Authority	24%	0%	4%	19%

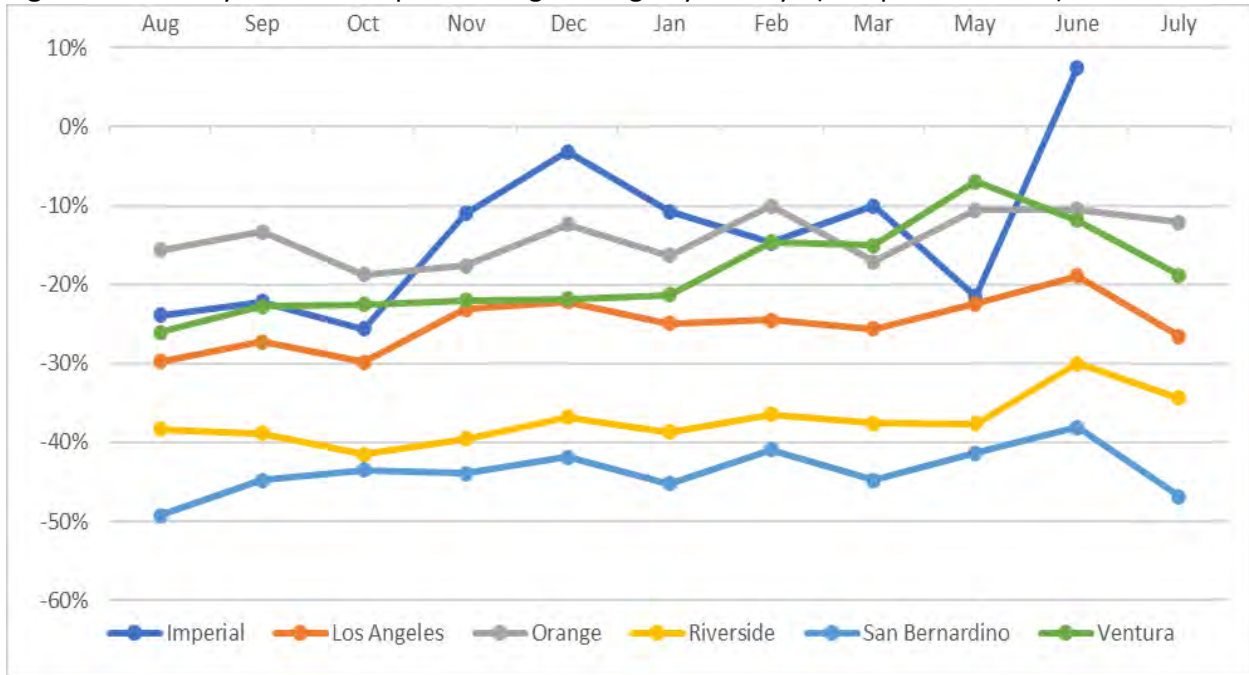
Beach Cities Transit (City of Redondo Beach)	19%	-3%	-19%	-22%
City of Commerce Municipal Buslines	155%	152%	65%	38%
City of Glendale	55%	39%	34%	-1%
City of Los Angeles Department of Transportation	23%	22%	11%	6%
City of Pasadena	20%	22%	-3%	-9%
Culver City Municipal Bus Lines	2%	19%	27%	13%
Foothill Transit	13%	19%	12%	12%
Gold Coast Transit	28%	36%	33%	28%
City of Gardena Transportation Department	-1%	32%	24%	22%
Imperial County Transportation Commission	46%	13%	5%	19%**
Long Beach Transit	3%	4%	-14%	-3%
Los Angeles County Metro	1%	0%	15%	13%
Montebello Bus Lines	-2%	-21%	-5%	-26%
Norwalk Transit System	32%	-5%	-7%	8%
Omnitrans	17%	12%	17%	16%
Orange County Transportation Authority	25%	19%	15%	11%
Riverside Transit Agency	39%	37%	26%	13%
Santa Clarita Transit	39%	30%	-4%	9%
Santa Monica's Big Blue Bus	26%	25%	24%	15%
SunLine Transit Agency	23%	18%	18%	9%
Torrance Transit System	-27%	-17%	1%	-4%
Ventura Intercity Service Transit Authority	32%	20%	11%	5%
Victor Valley Transit Authority	-10%	51%	42%	22%
TOTAL	7%	5%	13%	11%

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. *This data reflects bus ridership change year-over-year for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage. **Note: This percentage reflects the Imperial County Transportation Commission’s bus ridership change year-over-year for the fourth fiscal quarter (April 2023 to June 2023).

Overall, these trends are better than where the region was in July 2020 when overall transit ridership was down by 50%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Imperial County as reflected in Figure 2 below. In Imperial County, bus ridership is 7% above what it was pre-pandemic for the most recent month of data available, June, which is a significant improvement from preceding months (e.g., Imperial County bus ridership was 22% below pre-pandemic levels in May). In Orange, Ventura, and Los Angeles Counties, bus ridership remains 12%, 19%, and 27% below where it was pre-pandemic for the most recent month

of data, July. And in Riverside and San Bernardino Counties, bus ridership is 34% and 47% below where it was pre-pandemic for the most recent month of data, July. Overall, the region’s bus ridership levels are currently 26% below what they were pre-pandemic.

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

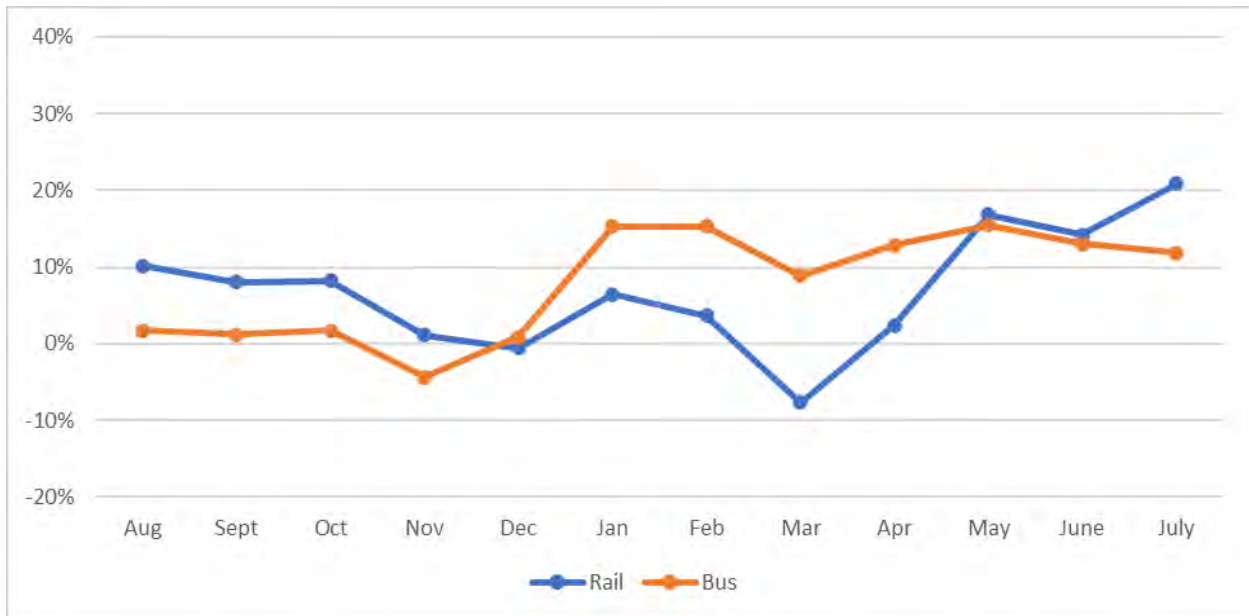


Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. *Note: Monthly bus ridership data for Imperial County is currently unavailable for the month of July 2023.

Data reported by Metro for its bus and rail systems through July 2023 are reflected in Figures 3 and 4 below. Metro bus ridership is up by nearly 12% in July 2023 compared to July 2022, marking the eighth consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by 21% for the same time period. While these trends are better than where the region was in July 2020, they are still below pre-pandemic levels. For example, when comparing July 2019 to July 2023, bus ridership was down 25% and rail ridership was down 27%. In an effort to restore rail service to pre-pandemic levels, Metro will be adding more frequent service to the B and D Line subway beginning September 10, 2023.¹

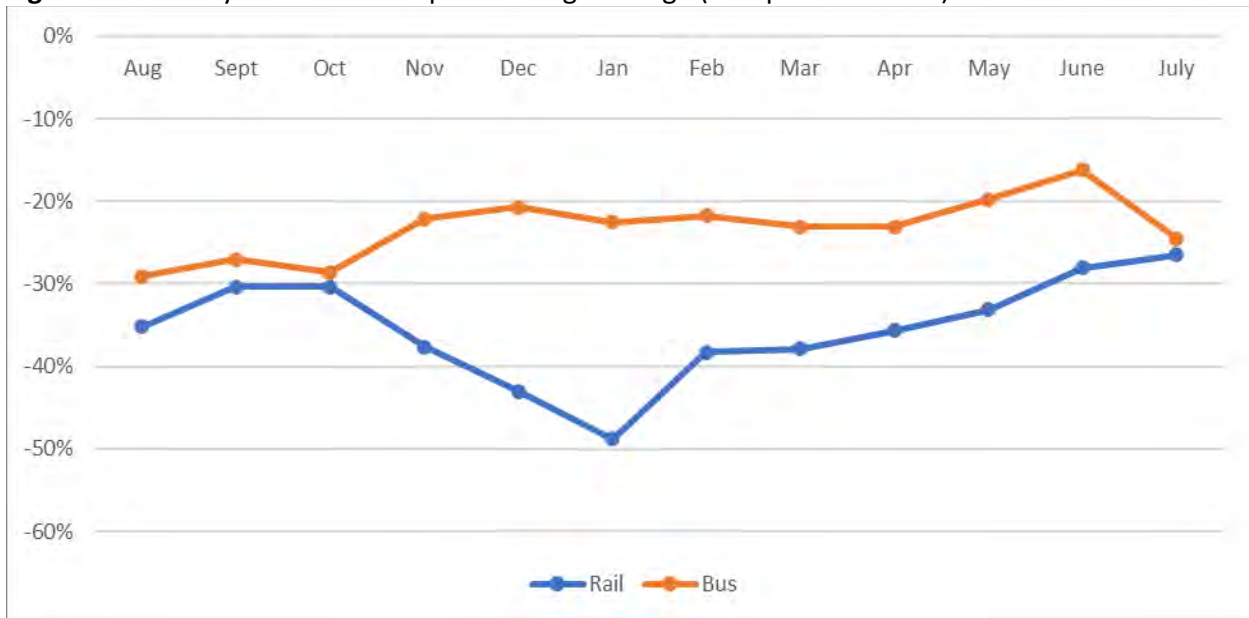
Figure 3. Monthly Metro Ridership Percentage Change (Year-Over-Year)

¹ L.A. Metro adding more frequent service to the B and D Line subway Sept. 10. (2023, September 6). Mass Transit. <https://www.masstransitmag.com/rail/press-release/53071380/los-angeles-county-metropolitan-transportation-authority-metro-la-metro-adding-more-frequent-service-to-the-b-and-d-line-subway-sept-10>



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of July 2023.

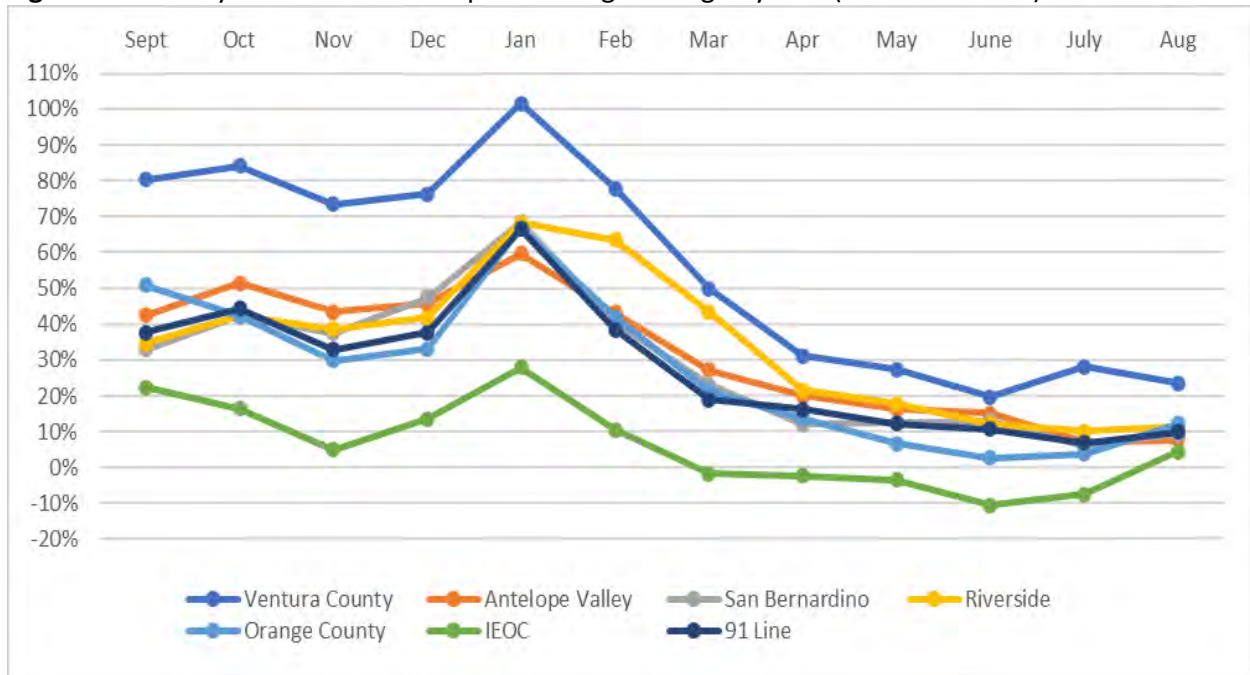
Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of July 2023.

Figures 5 and 6 below reflect total monthly ridership data reported by Metrolink by line through August 2023. Overall, Metrolink commuter rail ridership is up by approximately 12% in August 2023 compared to August 2022, with the Ventura County Line experiencing the most significant increase (24%), and the Riverside (12%), Orange County (12%), 91 Line (10%), San Bernardino (9%), Antelope Valley (8%), and Inland Empire-Orange County (IEOC, 4%) lines reflecting modest to low ridership increases. It is important to note that the August increases for all lines except for the IEOC Line are lower than they were for the preceding months. For example, Metrolink ridership overall increased 23% comparing March 2022 to March 2023 and 14% comparing April 2022 to April 2023.

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Year-Over-Year)



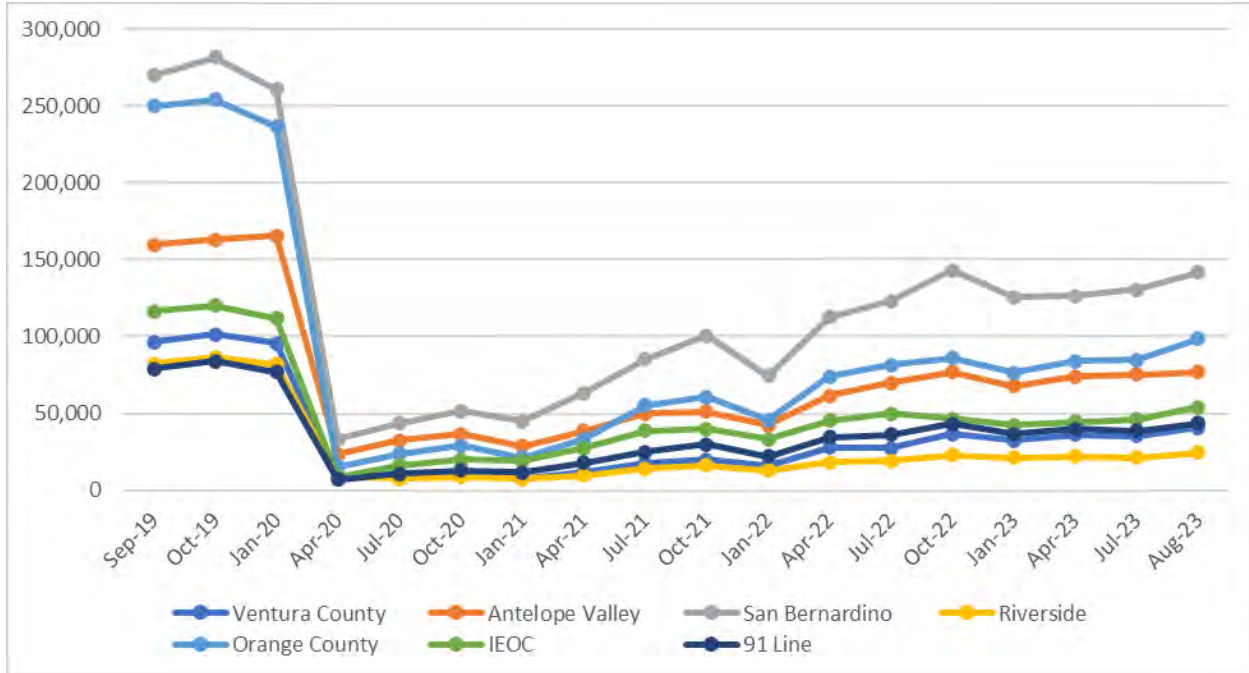
Source: Southern California Regional Rail Authority, as of August 2023.

In addition, total ridership is still 54% lower than it was pre-pandemic at this time (August 2023 compared to August 2019). Metrolink estimates that it has only recovered 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.²

² Metrolink 2022 Customer Survey Staff Report:

<https://d2kbo27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>

Figure 6. Monthly Metrolink Ridership by Line (August 2019 to Present)



Source: Southern California Regional Rail Authority, as of August 2023.

American Public Transportation Association (APTA) Ridership Trends Dashboard

APTA and the Transit app developed a dashboard to track demand for transit and estimate real-time changes in ridership. The dashboard compares the differences between pre-pandemic ridership, using ridership figures reported by agencies and estimated ridership during the pandemic. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies. Estimated ridership values are modeled based on measures of Transit app usage to provide a current measure of demand for public transit. These estimates do not represent actual reported ridership counts from agencies. The dashboard supports comparisons by size, region, and agency and includes estimates for 17 of the largest transit agencies in the SCAG region. The dashboard is available at <https://transitapp.com/apta>.

NEXT STEPS:

Staff will continue to provide updates for ridership trends using the NTD’s monthly adjusted data release as the data becomes available.

FISCAL IMPACT:

None.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 237-1973, agyemang@scag.ca.gov

Subject: Federal Transit Reporting Requirements

SUMMARY:

Staff is providing this report to the Regional Transit Technical Advisory Committee (RTTAC) on responsibilities for the Federal transit performance measures, as it relates to Transit Asset Management (TAM) and the Public Transportation Agency Safety Plan (PTASP), and associated rulemakings.

BACKGROUND:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) defined performance-based planning requirements for metropolitan transportation planning, including federally required performance measures specifically for TAM and for transit safety. As a Metropolitan Planning Organization (MPO), SCAG has responsibilities for coordination, target setting, and progress reporting on these measures as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or Connect SoCal, and the Federal Transportation Improvement Program (FTIP), under the Metropolitan Planning Final Rule (23 CFR 450). These statutes and regulations guide the operation and delivery of transit and rail, specify requirements for providers and affect how transit must be considered in the federally defined metropolitan planning processes.

The RTP/SCS must include a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data. Similarly, the FTIP must include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the targets identified in the RTP/SCS, linking investment priorities to the performance targets. SCAG must integrate into the metropolitan planning process, directly or by reference, the TAM plans and PTASPs developed by the transit operators.

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. The MOU specifically includes transit agency collaboration to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemakings.

CTCs and transit agencies must coordinate to the maximum extent practicable in the selection of performance targets, and cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1). This includes providing to SCAG TAM plans and PTASPs) and any supporting records or documents, performance targets, investment strategies, and the annual reporting required under the Final regulations.

DISCUSSION

Both the TAM and PTASP rulemakings require transit agencies to develop annual performance targets and to certify and update plans annually (PTASP) or every four years (TAM Plan). As part the FTA Triennial Review, transit operators must provide evidence or documentation of providing the state and/or MPO with its TAM plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report (see TAM7 in Section 6 of the FY2023 Comprehensive Review Contractors Manual – Transit Asset Management, at <https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-01/FY23-CORTAP-Contractors-Manual.pdf>). Similarly, the Triennial Review assesses whether transit operators make available safety performance targets to aid in the planning process.

To support SCAG in carrying out MPO requirements and to ensure compliance with federal requirements, transit operators should share with SCAG their updated TAM Plans and PTASPs, TAM and safety targets, and NTD submittal reports, including the annual condition assessment report, and retain documentation of their submittals for Triennial Review purposes. Operators may also update transit asset data in the SCAG TransAM database portal annually. Staff will continue to support these processes through the RTTAC and through annual notifications such as this staff report.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: CALSTART Zeroing in on Zero Emission Buses (ZEBs) Report

SUMMARY:

From: <https://calstart.org/zeroing-in-on-zeps-2023/>

In February 2023, CALSTART published *Zeroing in on ZEBs*, an annual ZEB inventory report that provides insight on the number of funded, ordered, and/or delivered transit ZEBs within the United States and Canada. This year's report highlights the effects of recent, historic levels of U.S. funding for zero-emission transit projects, including more than \$1.6 billion allocated through the Federal Transit Administration's Low and No Emission Grants and the Bus and Bus Facilities Grants in 2022. In the United States, the count of full-size zero-emission transit buses grew to 5,480—a 66% increase since 2021. California remained the state with the most ZEBs adopted, while numerous other states doubled their count. Furthermore, fuel cell electric buses saw a 64% increase in adoption since 2021, and adoptions of small ZEB grew by 42% across the country.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) Developing Community-
Based Public Safety Programs for Transit Webinar

SUMMARY:

From: <https://web.cvent.com/event/48e75fb5-7091-4737-8db6-ca9a4508dab8/websitePage:930d7b7e-71b1-41f6-a89e-3fcba898c2a5>

On December 14, 2023, the Federal Transit Administration (FTA) will host a webinar for transit agencies to learn how community-based public safety programs can address public safety concerns and improve the rider experience. The webinar will include perspectives from the Southeastern Pennsylvania Transportation Authority, Central Ohio Transit Authority and Los Angeles County Metropolitan Transportation Authority who will share their experiences establishing a community-based program, including best practices and lessons learned. The webinar will also include a discussion on FTA's Enhanced Transit Safety and Crime Prevention Initiative including available FTA funding and training.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.7
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) Sustainable Transit for a
Healthy Planet Climate Challenge

SUMMARY:

From: <https://www.transit.dot.gov/climate-challenge>

In April 2023, the Federal Transit Administration (FTA) launched the third phase of its Sustainable Transit for a Healthy Planet Climate Challenge, which encourages transit agencies to take bold actions and prioritize investments to cut their greenhouse gas (GHG) emissions to help tackle the climate crisis. In Phase 3, FTA will continue to encourage transit agencies to commit to developing climate action plans that include strategies with measurable goals to achieve GHG emission targets. Phase 3 will focus on incorporating resilience into transit agencies' climate action plans, helping to protect infrastructure, while improving mobility. Agencies of all sizes are encouraged to participate, and new or existing sustainability, climate action, electrification or zero-emission transition plans are accepted. Plans for this phase are due **March 1, 2024**.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.8
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) National Transit Database
(NTD) 2022 Annual Data Products Release

SUMMARY:

From: https://www.transit.dot.gov/ntd/ntd-data?field_product_type_target_id=All&year=2022&combine=

The Federal Transit Administration (FTA) recently released the 2022 National Transit Database (NTD) Annual Data Products, which includes Single Summary of Transit, six time-series files for year-over-year analyses of NTD data, and 28 database files for detailed analyses of NTD data. The data release includes several new features, including a 2022 Single Summary of Transit (SSoT), which presents an overview of U.S. transit that highlights trends and key transit metrics over the last decade in an easy-to-read format. The SSoT provides groupings of agency data based on market, mode, and agency type; it replaces the previously developed National Transit Summaries and Trends reports. New fields in data products include “UACE Code”, a unique identifier for FTA Urbanized Areas that aligns with Census Urban Areas data products, including TIGER shapefiles, allowing NTD data to be easily mapped for the first time. An enhanced Database File Dictionary is also included that lists fields included across all NTD Database Files, their definitions, and their sources in the NTD Database, improving searchability.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.9
November 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) Innovative Coordinated
Access and Mobility (ICAM) Grants

SUMMARY:

From: <https://www.transit.dot.gov/notices-funding/fiscal-year-2024-innovative-coordinated-access-and-mobility-notice-funding>

On November 15, 2023, the Federal Transit Administration (FTA) announced the availability of \$4.7 million in Fiscal Year 2023 competitive grant funding for projects that improve access to vital services for older adults and people with disabilities, and in low-income communities. FTA's Innovative Coordinated Access and Mobility (ICAM) Grants, supports public transportation projects that improve state and regional coordination and will help advance the goals of the President's Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. Eligible applicants are designated or direct recipients of FTA's Enhanced Mobility of Seniors and Individuals with Disability Formula Program, governmental entities that operate a public transportation service, or their eligible subrecipients that have the authority and technical capacity to implement a regional or statewide cost allocation pilot. Applications for funding will be evaluated based on criteria outlined in the Notice of Funding Opportunity in the Federal Register including how the project will enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income. An additional \$4.8 million is authorized for Fiscal Year 2024 and FTA may award additional funding that is made available to the program prior to the announcement of project selections. Applications are due on **February 13, 2024**.



Connect SoCal 2024

November 29, 2023

Priscilla Freduah-Agyemang

Stephen Fox

WWW.SCAG.CA.GOV

What is Connect SoCal?

- Updated every **4 years**
- **20+ year plan** with **\$750 billion** in transportation investments, a regional development pattern and many supportive **programs and strategies**
- **Revenues = Costs**
- Achieves greenhouse gas emission targets for passenger vehicles
- Passes **regional emissions standards**

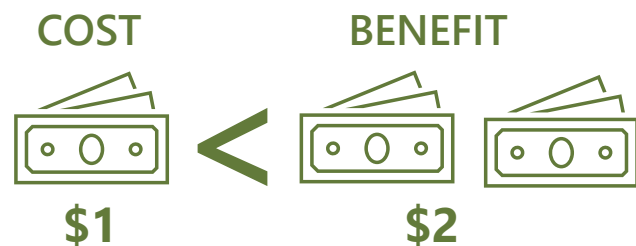


The Region in 2050

THE PLAN

\$750.1B OF INVESTMENTS

- ~**60%** Operations & Maintenance
- ~**37%** Capital Projects & Other Programs
- ~**3%** Debt Service



- 50%** Homes & Jobs near transit
- 30%** Reduced daily minutes delay per capita
- 2%** Reduced commute time

PLAN REQUIREMENTS

- ✓ Federal Conformity Requirements
- ✓ State GHG emission reduction target



POPULATION

20,883,000
+11%



HOUSEHOLDS

7,798,000
+26%



EMPLOYMENT

10,248,000
+14%

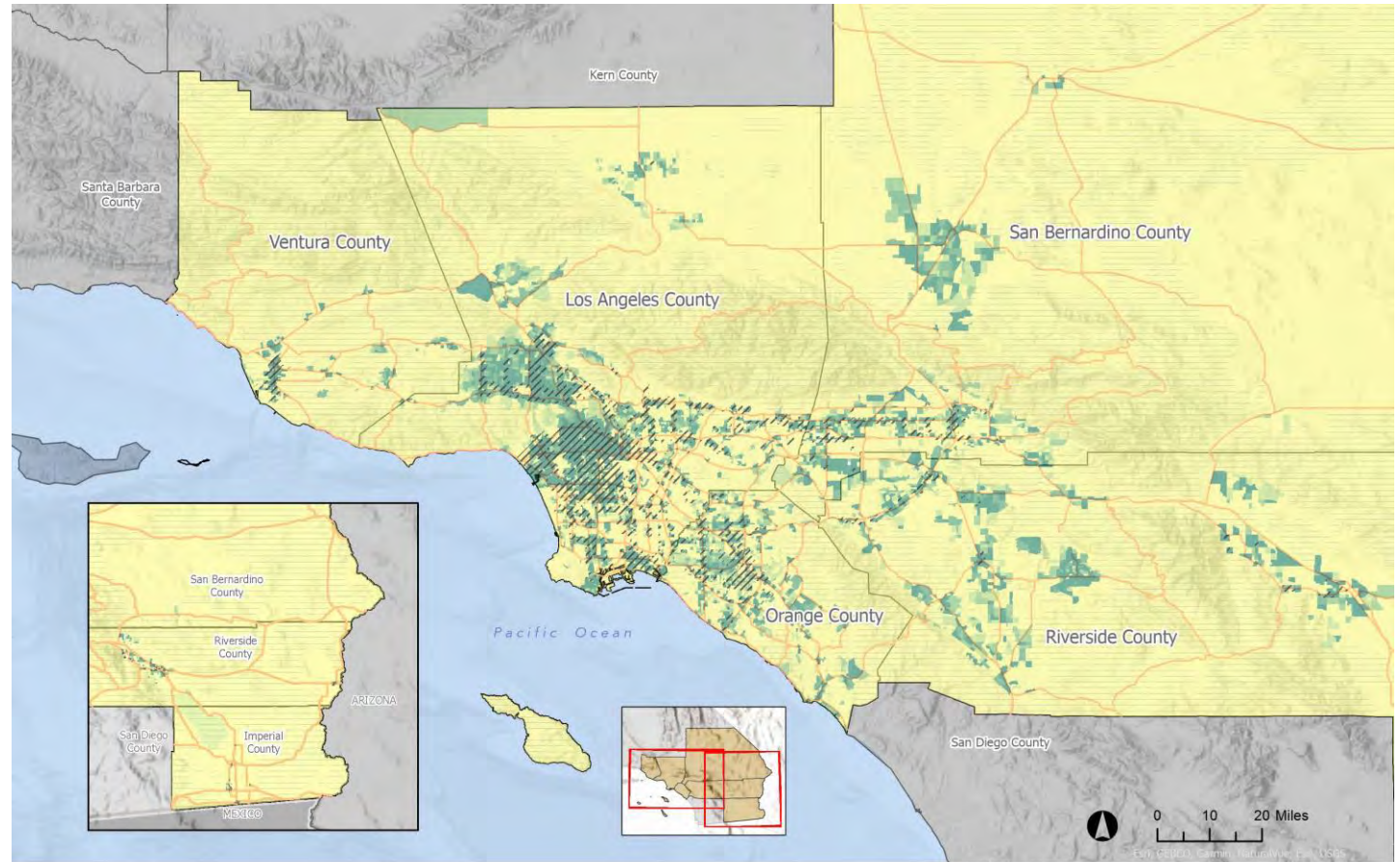
CHALLENGES REMAIN
State of Good Repair

Forecasted Regional Development Pattern

- Jurisdictions have made progress toward more sustainable land use over the past 10 years
- Household production anticipated to address backlog of unmet need

Impact:

- More opportunities to walk, bike or take transit

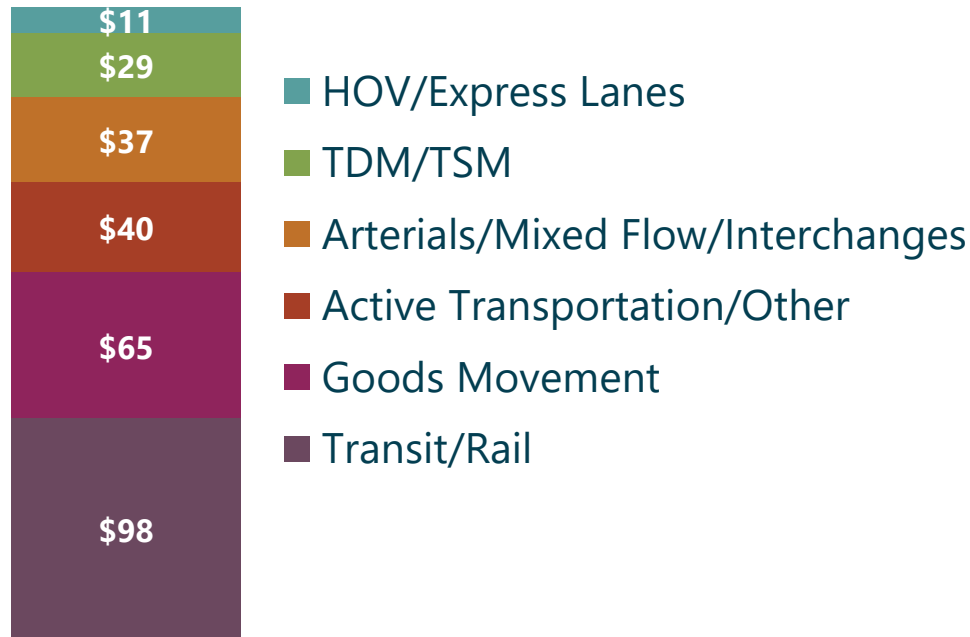


Source: SCAG 2023. Note: The map identifies Tier 2 TAZ Household Density Growth between 2019 – 2050 (Households per Square Mile)



Plan Investments

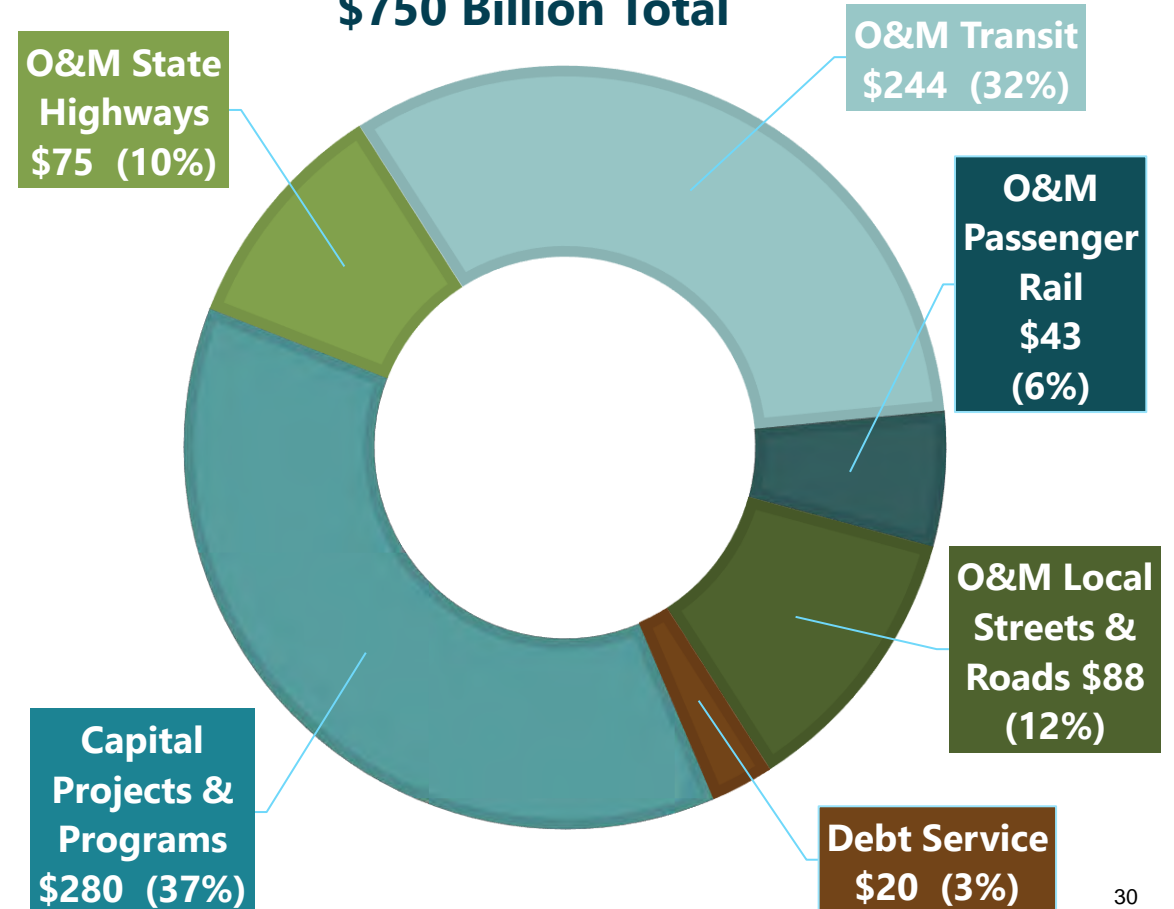
Capital Project & Program Expenditures



Expenditures

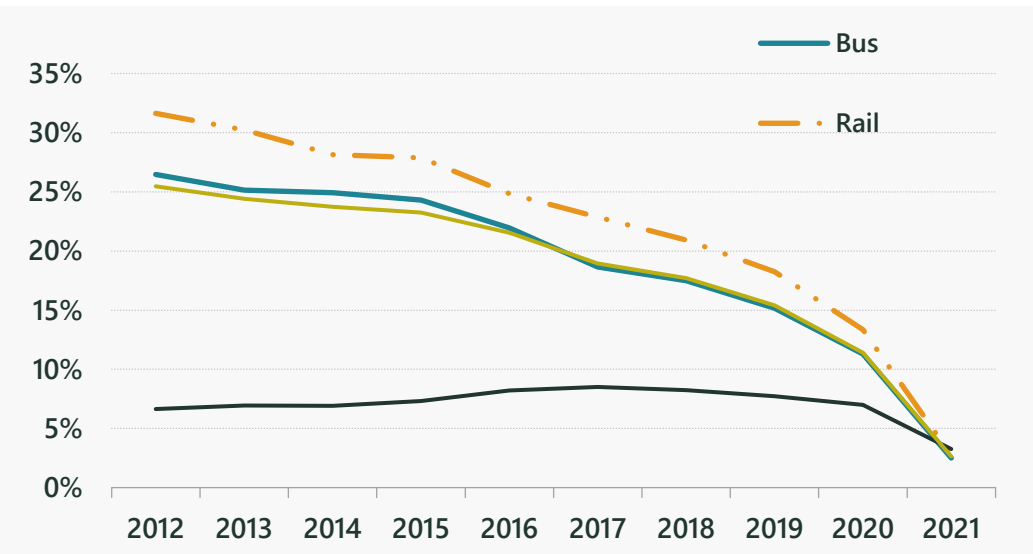
FY2025 - FY2050 (in Nominal Dollars, Billions)

\$750 Billion Total



Transit/Rail Challenges

Transit/Rail Farebox Recovery



Transit/rail farebox recovery declined to **3%** in 2020

Funding	Safety & Security	Remote/Telework /Hybrid Work
Climate Change	Built Environment & Subsidization of Driving	Agency Coordination
Equity	Airport Connectivity	Rail Capacity Constraints

Transit/Rail Strategies

System Preservation & Resilience

Mobility Hubs

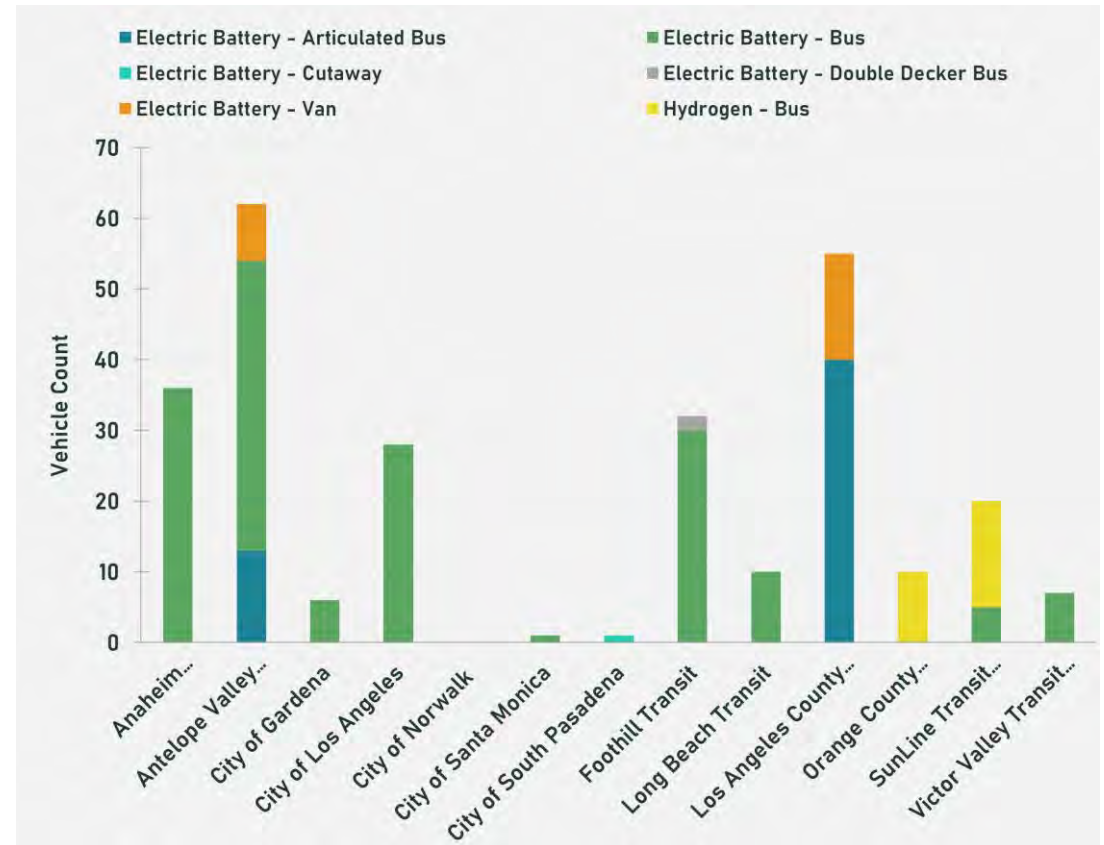
Complete Streets

Multimodal Integration

Shared Mobility

Transit-Oriented Development (TOD)

Zero Emission Bus Count by Operator



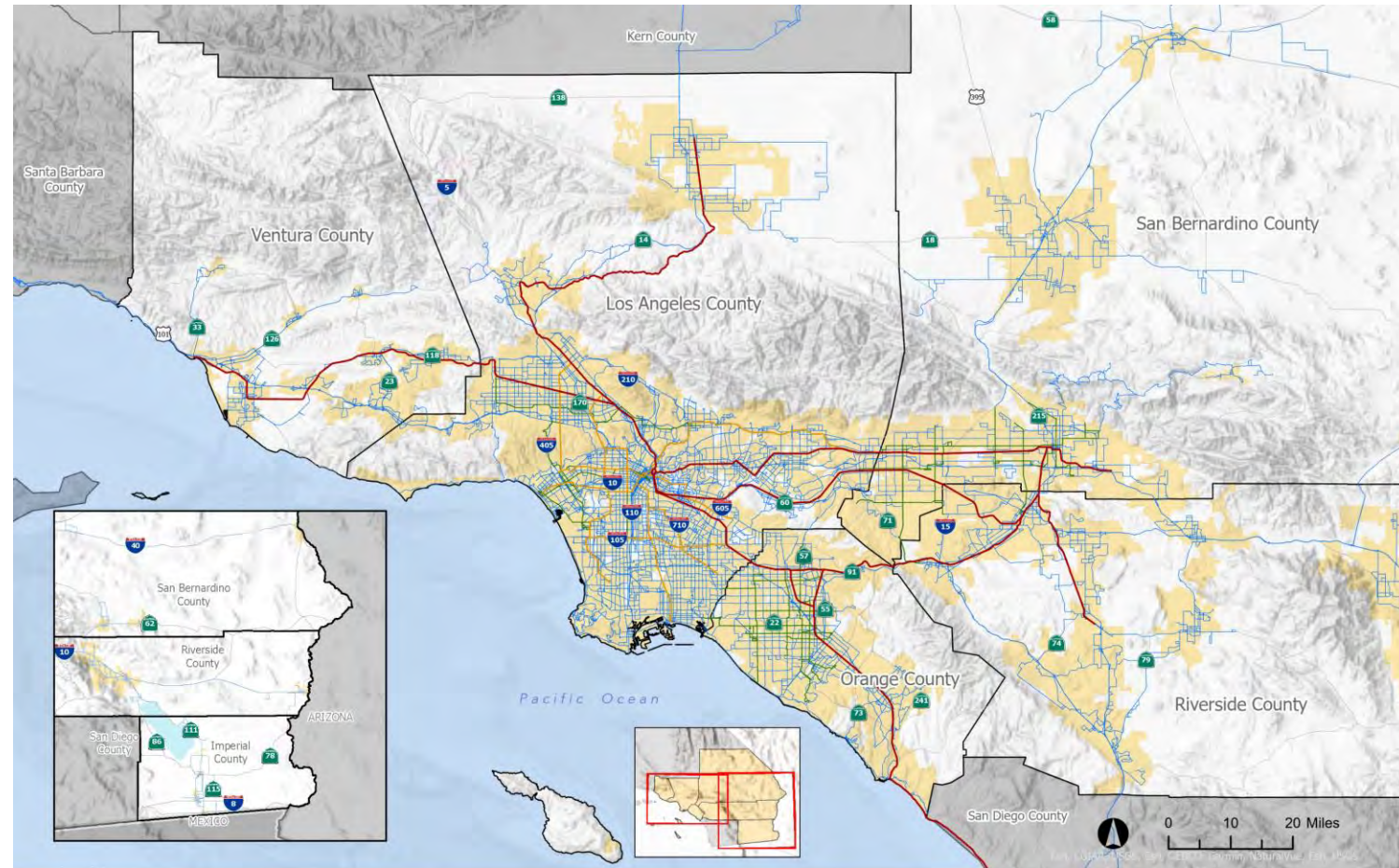
Transportation Projects: Transit/Rail Network

Connect SoCal includes:

- +181,200 new miles of transit revenue service
- Metrolink SCORE buildout
- Regional investments for dedicated lanes and mobility hubs

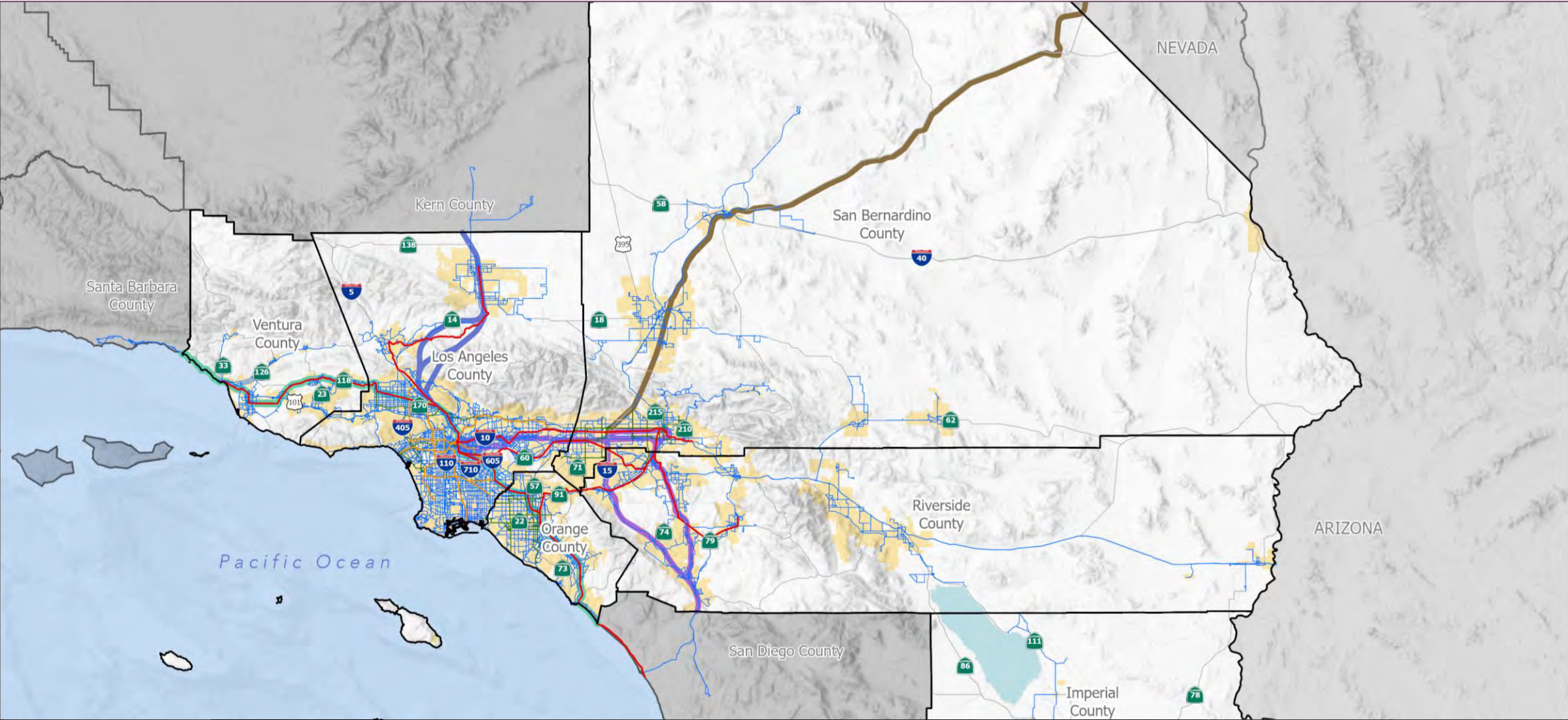
Impact:

- Increase in transit/rail use for commuting by 800,000 trips

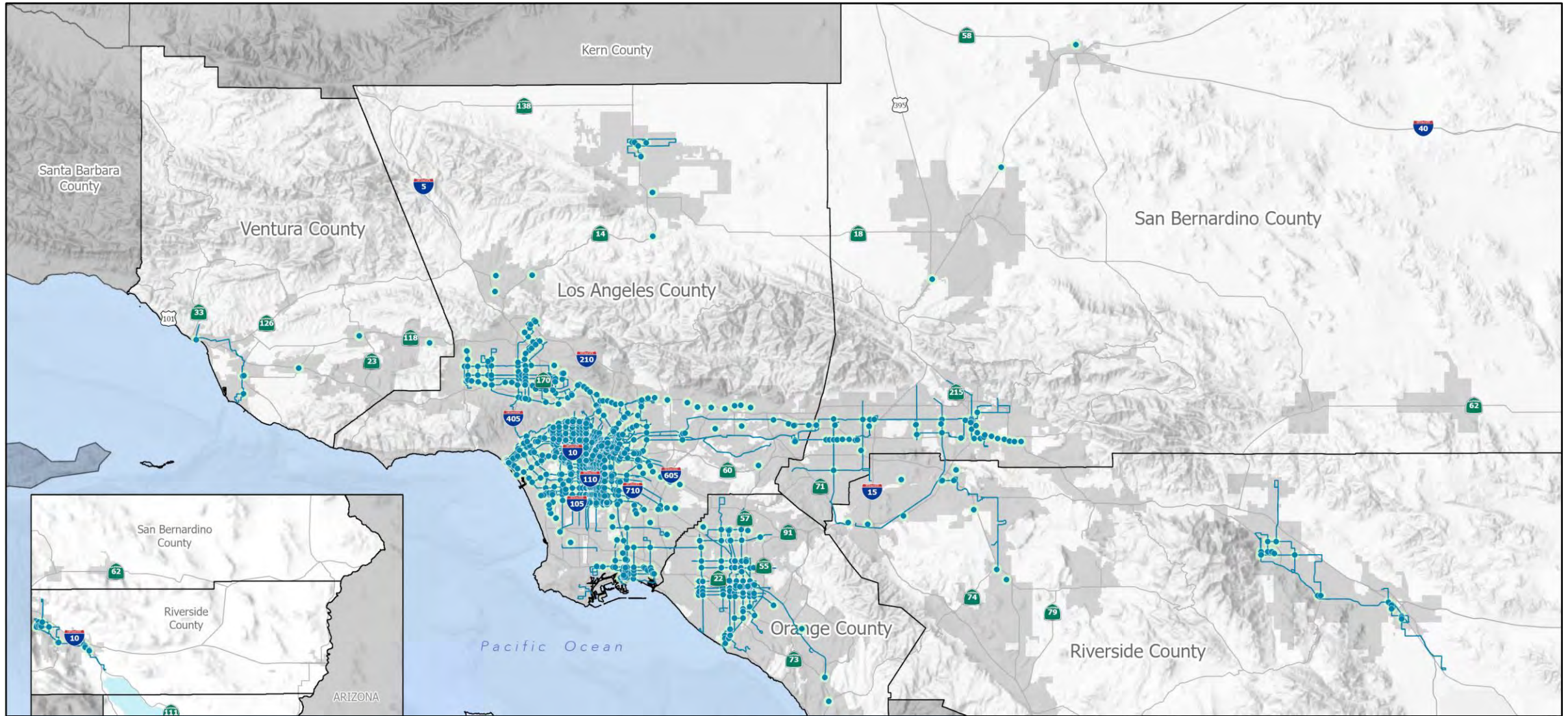


— Freeway — Metrolink — Urban Rail — Rapid Bus and Bus Rapid Transit — Bus Routes

Transit Network (2050)



High Quality Transit Corridors (2050)



- Major Transit Stops (2050)
- High Quality Transit Corridors (HQTCS) (2050)
- Freeway
- SCAG Region
- City Boundary
- Transit Priority Areas (TPAs) (2050)

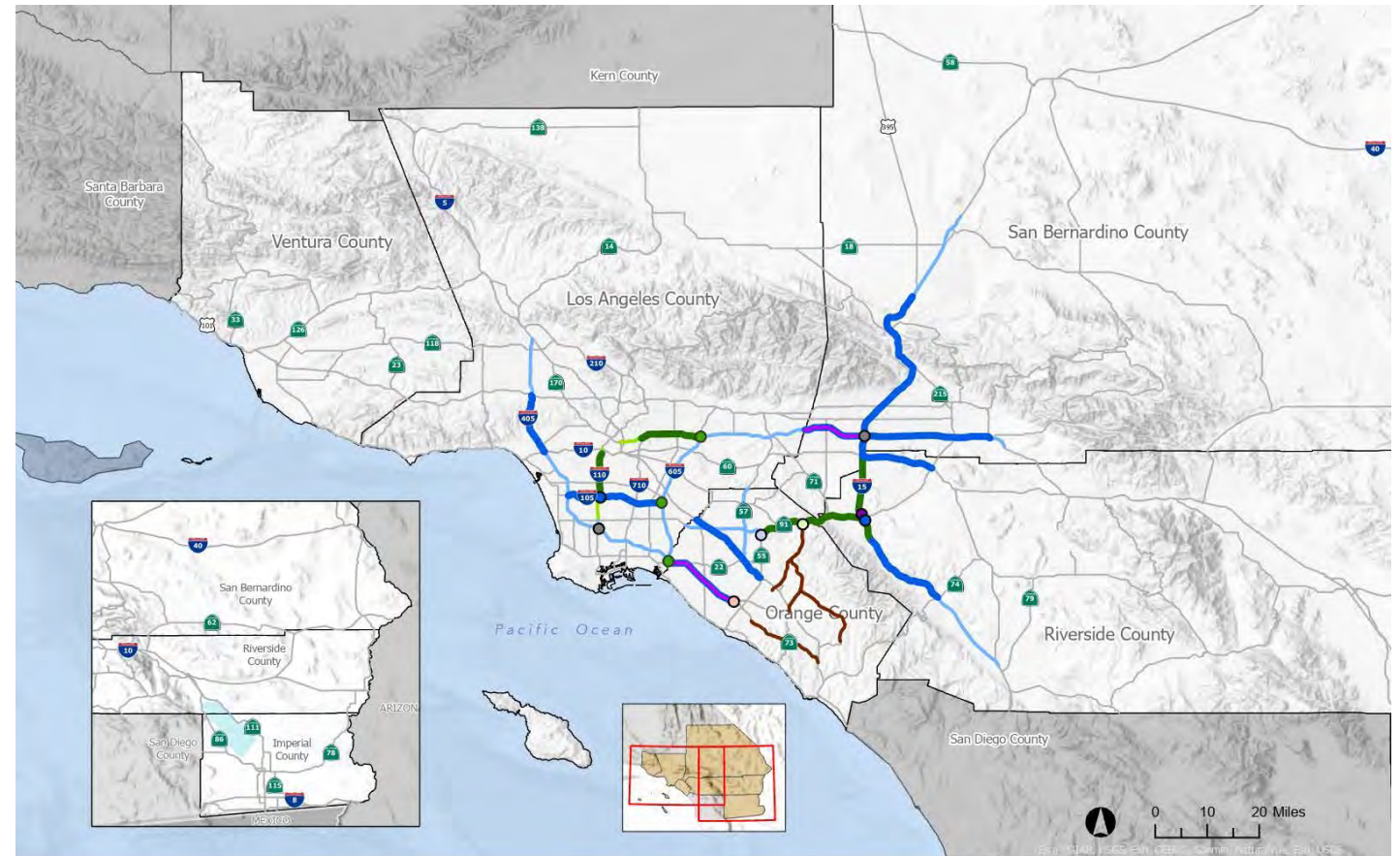
Transportation Projects: Regional Express Lanes

Connect SoCal includes:

- Regional investments to build out the express lane network, more than 850 new miles

Impact:

- Improved transit travel time and reliability for routes in express lane corridors
- Reduced traffic delay (-26%)



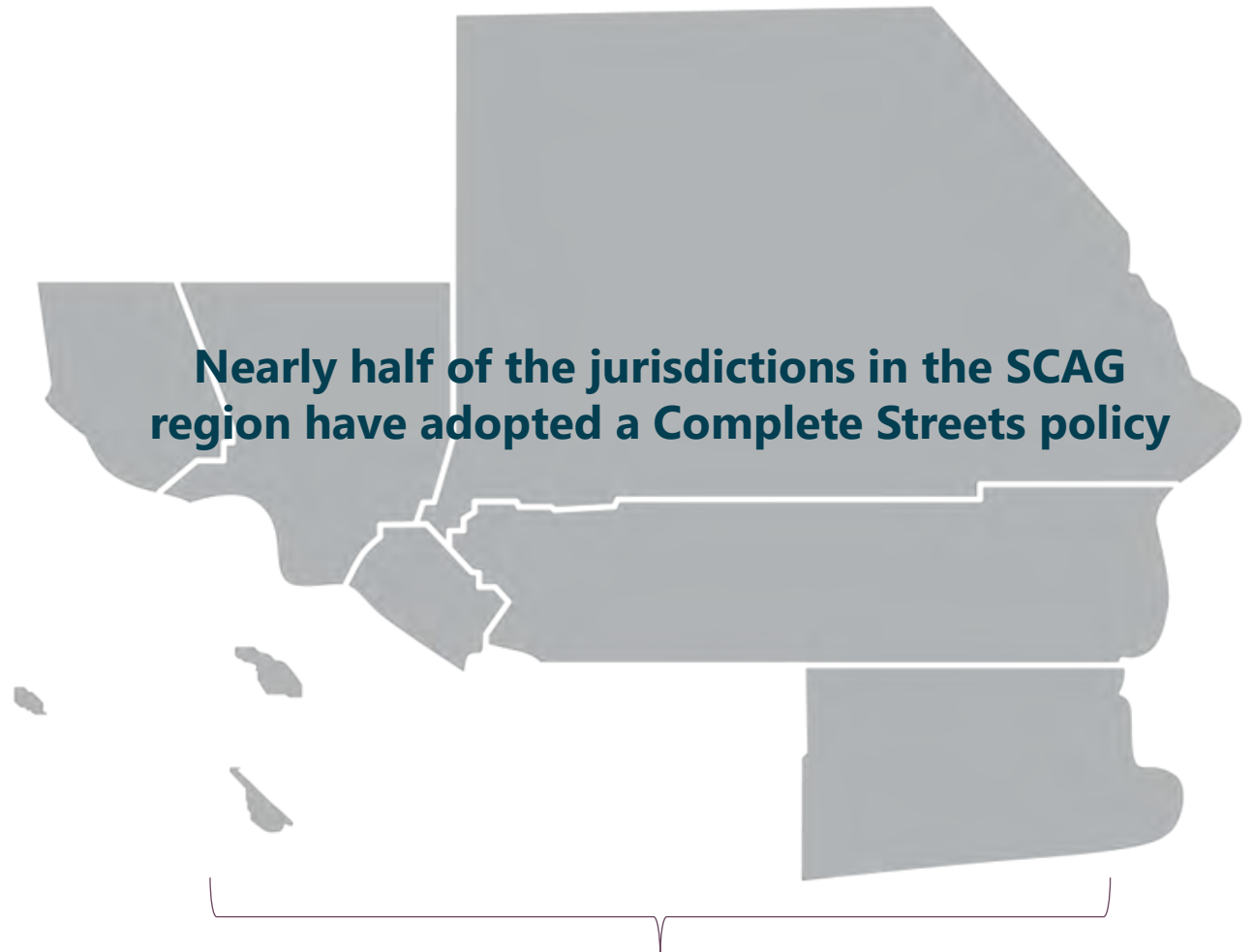
Transportation Projects: Complete Streets

Connect SoCal includes:

- Targeted investments on corridors on the High Injury Network (HIN)
- +4,000 new miles of bikeways
- Policies and strategies to support implementation

Impact:

- Increased safety, comfort and mobility for all road users



SCAG adopted a Regional Complete Streets Policy in 2023

Plan Impact: Summary



More travel options: Over 2,000 projects, which include 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles added to the Regional Express Lane Network

More efficient development pattern: 61% of households and 65% of jobs will be in priority development areas by 2050

Less congestion: Daily minutes of person delay will decrease from 8.9 in 2019 to 6.2 by 2050

Direct economic impacts: \$2.00 in benefits for each \$1.00 invested and 480,100 annual new jobs from transportation investments and increased competitiveness

Policy leadership: Elevates critical need for federal and state policy change to meet regional goals

Plan Impact: Implementation

Connect SoCal includes:

Regional Planning Policies: guidance for jurisdictions and transportation agencies

Implementation Strategies: priorities for SCAG to lead, partner or support

Regional Strategic Investments: projects and programs needed to address the gap between local plans and regional goals



Transit/Rail Performance Monitoring

Performance Measures:

Trip Distance

Mode Share

Average Travel Time

Travel Time by Mode

Major Destination Accessibility

Model Results:

- Increase the percentage of work trips made by transit/rail by 2.8% due to improved transit/rail service and more transit-oriented, mixed-use development
- Reduce vehicle miles traveled per capita by 6.4% and person delay per capita by 26.2% (for all facility types) due to more efficient land use strategies and improved regional transit/rail service
- Reduce average work trip distance for all modes by 1.9%
- Increase transit boardings per capita by 80.4%

Transit/Rail Performance Monitoring

Federal Transit Performance Measures

- Transit Asset Management (TAM) Final Rule
- Public Transportation Agency Safety Plan (PTASP) Final Rule

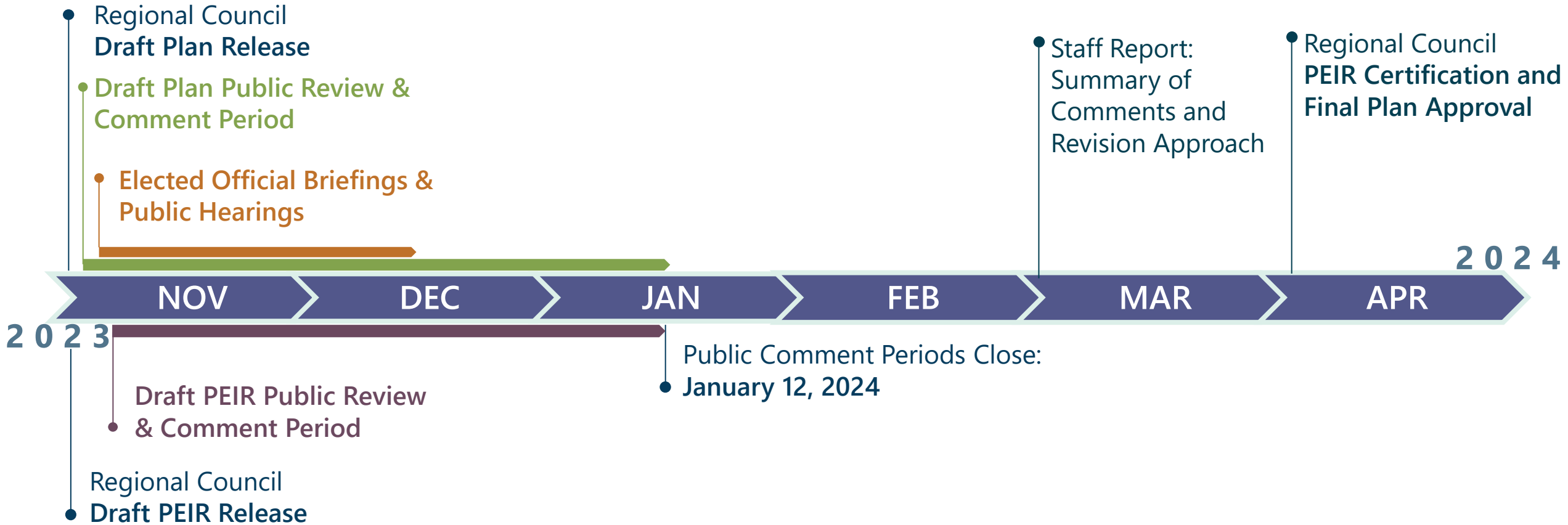
TAM Performance Measures

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

PTASP Performance Measures

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

Next Steps



Draft Plan Public Comment & Review Period

- The public comment and review period is open for input until 5:00 p.m. on January 12, 2024. SCAG invites public participation in this phase of the plan process to help shape the future of the region.
- **Read the Draft Plan, Technical Reports, and Related Materials:**
 - <https://scag.ca.gov/connect-socal-2024-read-draft-plan>
- **Attend a Public Hearing (Hybrid-Format):**
 - <https://scag.ca.gov/connectsocal-zoom>
- **Submit Comments through the Comment Submission Form:**
 - <https://scag.ca.gov/connect-socal-2024-read-draft-plan>

Happy Retirement Steve Fox!

Thank you for your many years of service. You will be missed!





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-socal>



FARE CAPPING

**SCAG Regional Transit
Technical Advisory Committee
November 29, 2023**

Jeremiah Bryant
Chief Strategy &
Planning Officer

Nicole Ramos
Director of Marketing &
Communications



OMNITRANS BACKGROUND

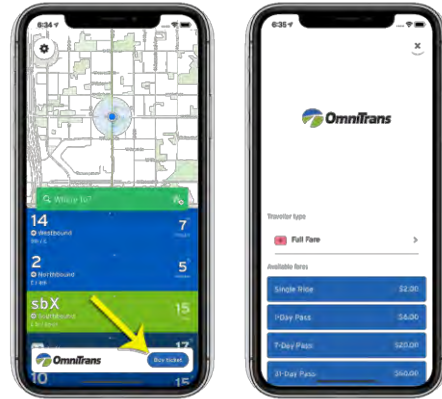
- Transit Agency in San Bernardino Valley
- Service Area: 15 Cities, 456 Sq. Miles, 1.5 million people
- Service Characteristics:
 - 7 million boardings/year
 - Peak Fleet:
 - 110 coaches
 - 50 cutaways
 - 5 microtransit vehicles
 - 500 Direct Employees
 - 110 Contracted Employees



FARE PAYMENT TYPES



Cash



Mobile



K-12 Free Fares for Students



Pre-paid Magstripe 1-, 7-, 31-day Passes

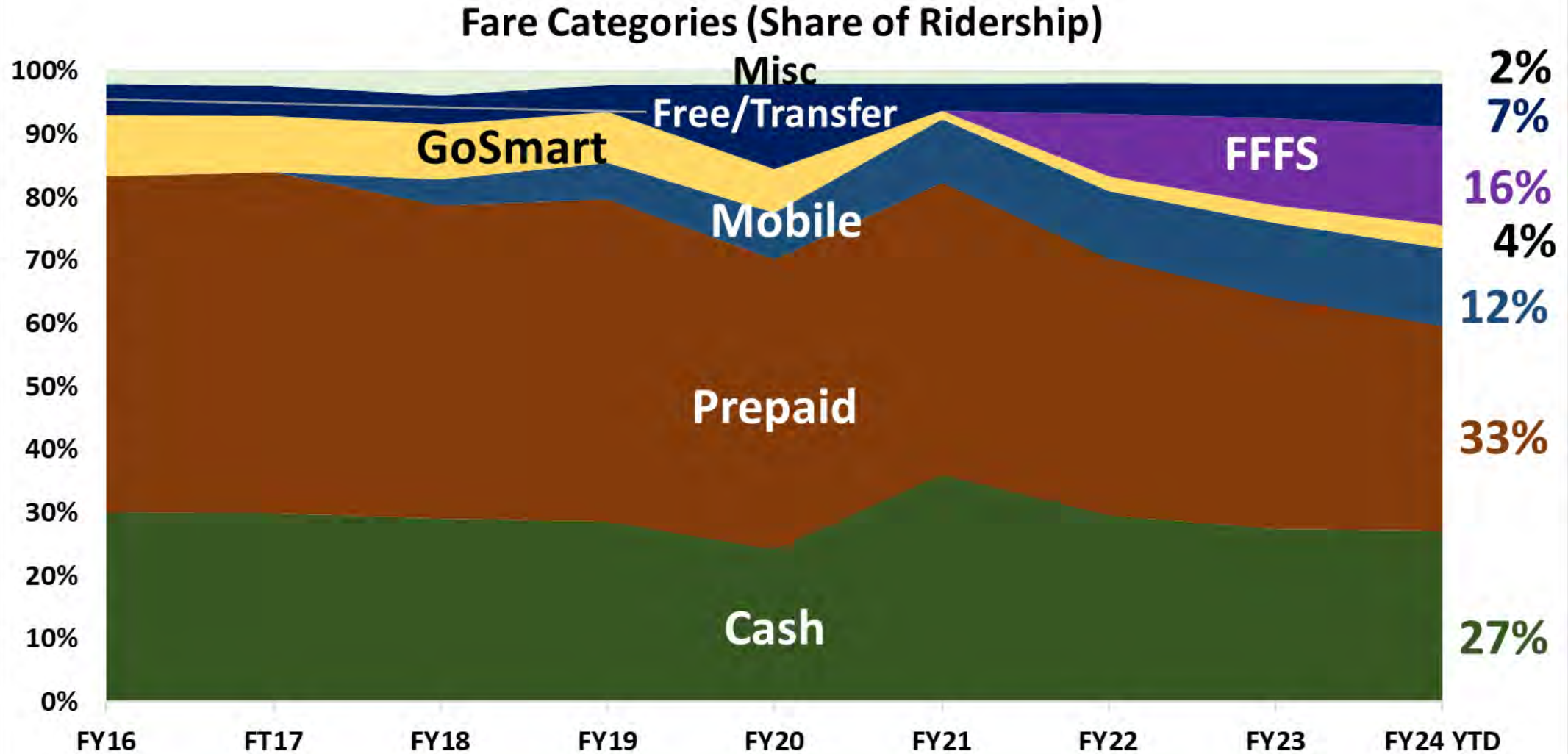


University Pass Program



Miscellaneous Regional Partner transfers, Children, Microtransit transfers, Free promotions, etc.

FARE PAYMENT MIX



FARE CAPPING

What:

- Fare capping limits the amount a customer pays to travel for a day, a week, or a month at the cost of a multi-use pass.
- Once limit reached, passes upgraded.

Projected Cost Impact: \$0 to implement technology (mobile only); little cost of staff time/training; added to regular marketing materials

Projected Lost Revenue: 0.5% of mobile fare revenue; 0.05% of total fare revenue; approx. \$10,000/year

TIMELINE

May 2021
Added to
Management
Plan to Evaluate

September 2021
Internal
Approval
(Next Annual
Service Plan)

May 2022
Board
Approval

August
2022
Implementation



February 2021
Initial Internal
Discussion
(Need to
Research
/Consider)

Evaluate Cost /
Lost Revenue.
Coordinate with
Tech Provider
(Token Transit).
Evaluate Policy
Options. Make
Recommendation.

February to
March 2022
Public Hearings

Develop Customer
Education & Marketing
Materials.
Finalize Policy/Tech.
Implementation

WHY FARE CAPPING

Support Equity Initiatives

Loyalty Incentive Program



FARE CAPPING UPGRADE POLICY

Multiple Single-Rides can be upgraded to a Day Pass



Multiple Single-Rides or Day Passes can be upgraded to a 7-Day Pass



Multiple Single-Rides, Day or 7-Day can be upgraded to a 31-Day Pass



Full-Fare	Fare
One-Ride	\$2.00
Day	\$6.00
7-Day	\$20.00
31-day	\$60.00

Purchased Ride or Pass	Upgraded to		
	Day	7-day	31-Day
One-Ride	3+	10+	30+
One-Day	--	3.3+	10+
7-Day	--	--	3+
31-day	--	--	--

Similar for Senior, Disabled, Veteran, Youth Fares

FARE CAPPING POLICY CHALLENGES

With Omnitrans existing fare technology, Fare Capping is Mobile Only.

- Title VI Concern
- Better to implement now, then wait for other fare tech upgrades
- Benefit for 10% of riders but may be able to increase mobile share.

Can convert cash to mobile at San Bernardino Transit **Center or Omnitrans Headquarters...but not really** used.

IMPLEMENTATION

Technology

Token Transit

- Use as a flash pass, so no changes needed on board
- All programming already setup for other clients
- Select policy:
 - What upgrades to what
 - Used dollars not rides, which allowed for mismatched fare upgrades
- Test

Customer Education

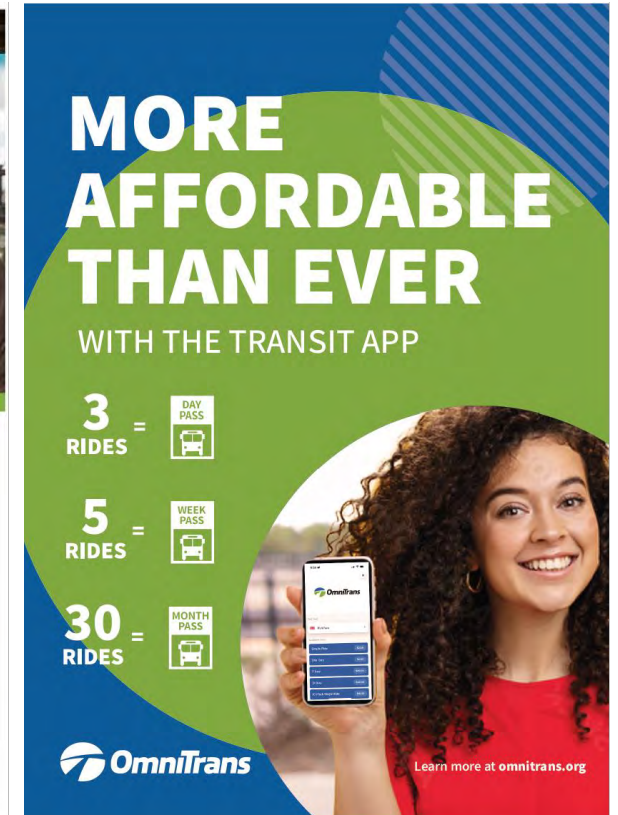


Pay as you ride!




Each time you ride Omnitrans, your fare will count towards a monthly pass. For example, pay \$2 per ride and automatically receive a Day Pass once you've spent \$6... all the way up to a \$60 31-Day Pass. Now you'll never pay more than \$60 for 31-days of unlimited rides!


Only available through the Transit App.





MORE AFFORDABLE THAN EVER

WITH THE TRANSIT APP

3 RIDES =  DAY PASS

5 RIDES =  WEEK PASS

30 RIDES =  MONTH PASS



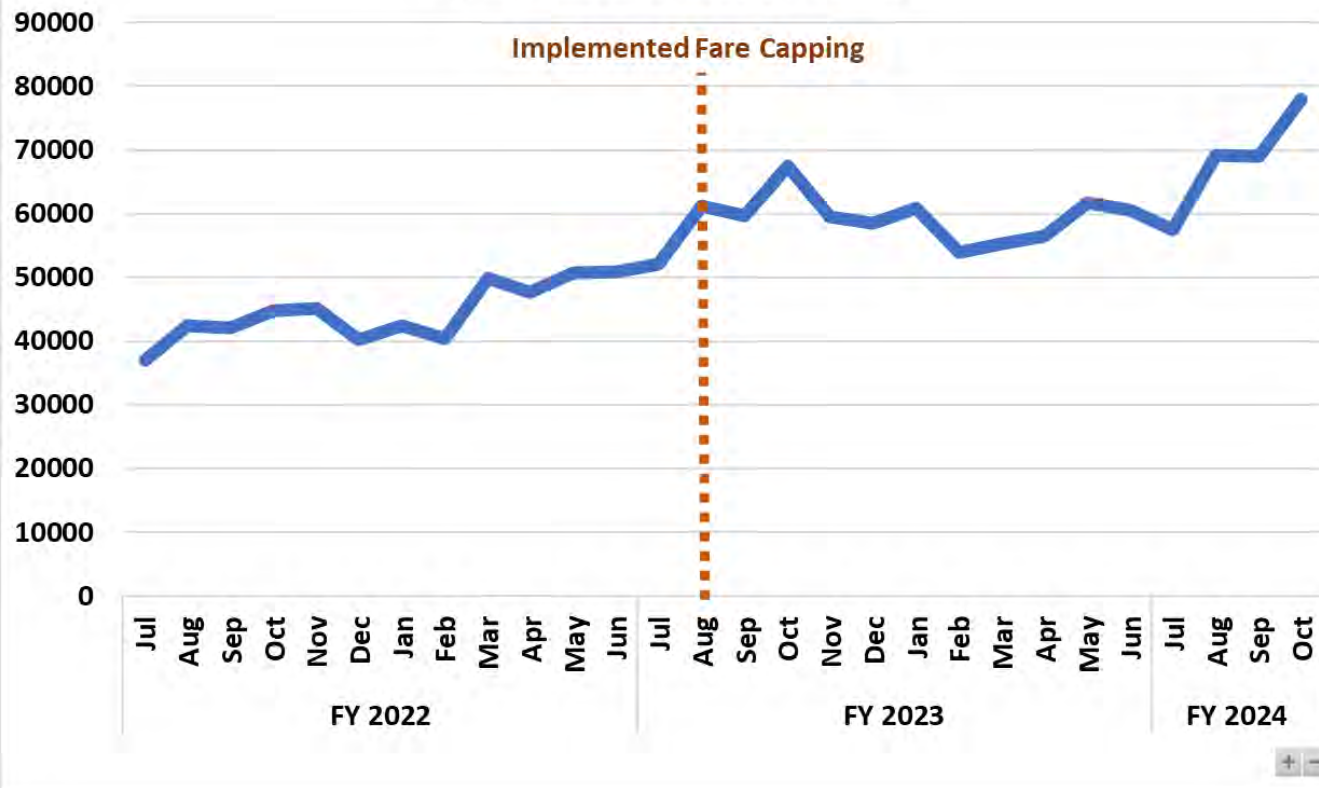
Learn more at omnitrans.org

RESULTS

- Positive Feedback & Right thing to do
- **Board Member said: “This is the smartest thing I’ve ever heard of”**
- Ridership results hard to tell.
 - Mobile growing faster, but so many other growth drivers.
 - Fare capping has positive but small impact with mobile only implementation

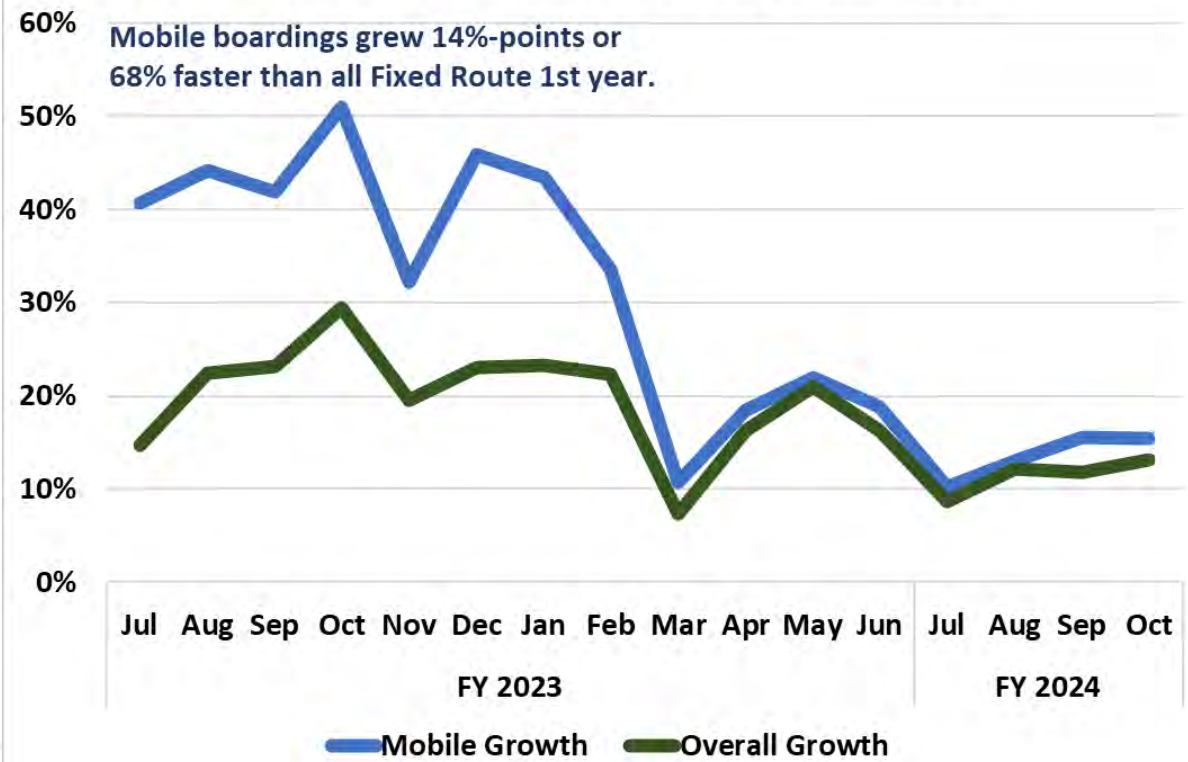
RESULTS DATA

Mobile Boardings (By Month)



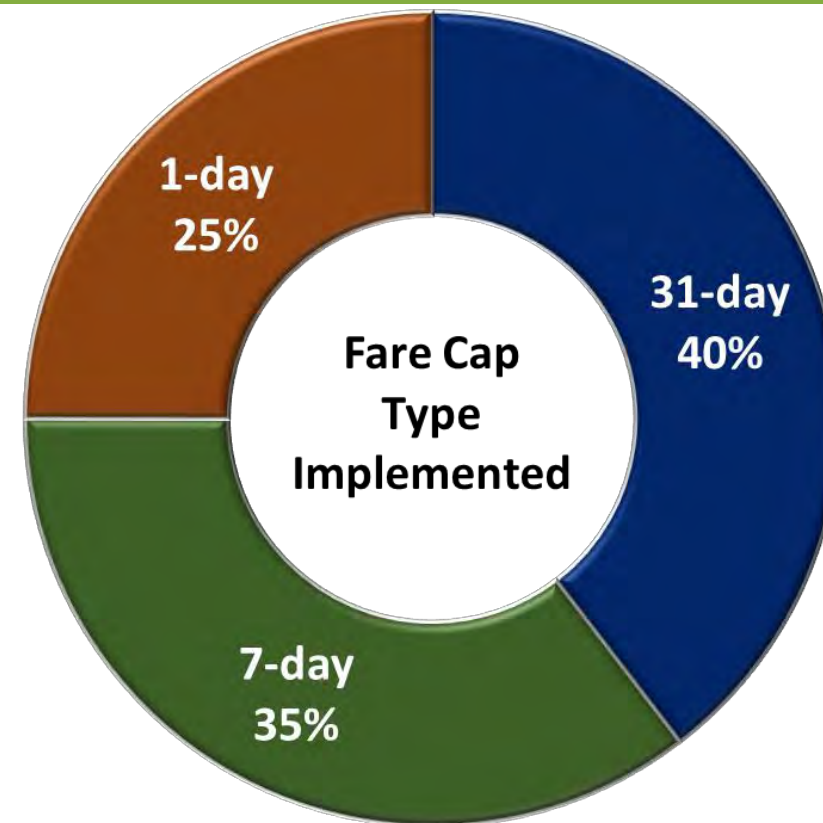
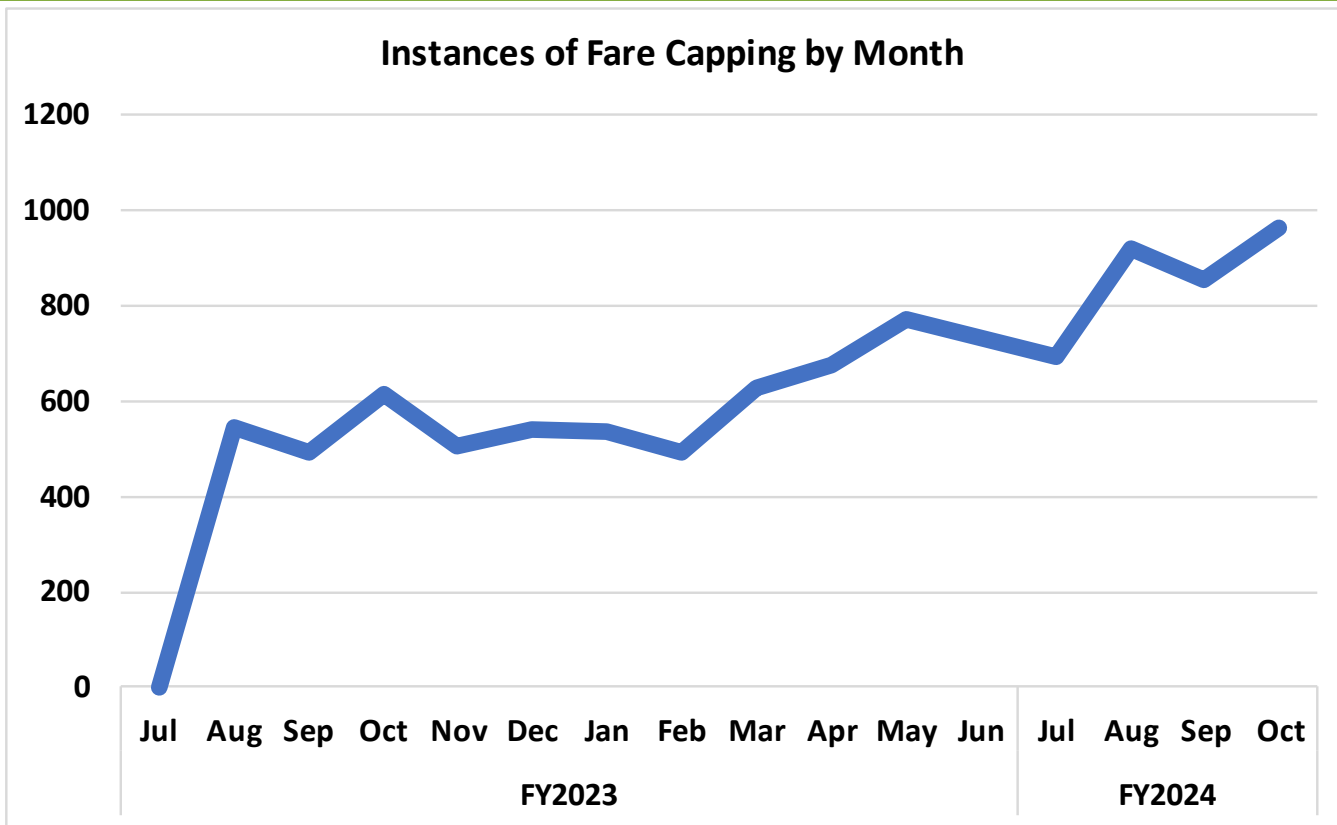
Mobile Fares gained 2% Ridership Share

Ridership Growth on Mobile vs. All Fixed Route



Increase more closely associated with Omnitrans upgrading riders to Transit Royale in Transit App

RESULTS DATA

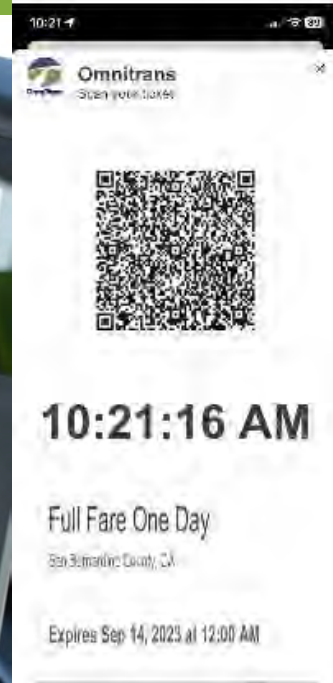


Approximately 5% of passes sold on mobile end up in an instance of fare capping.

NEXT STEPS

Implementing Fare Validators on Board
(December 1st)

Looking to implement
Open-Loop Payment with
Fare Validators (1-2 years)





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THANK YOU



NextGen Bus Plan and Service/Ridership Recovery

SCAG Regional Transit TAC
November 29, 2023



Metro[®]

NextGen Bus Plan Ridership Update

This report provides an assessment of Metro bus system ridership. Ridership is analyzed by:

- Day type (Weekday, Saturday, Sunday)
- Service area
- Equity Focus Communities (EFCs)/non-EFCs
- Time period
- Average Unlinked Passenger Trip Length
- Line/line group, and

After COVID service reduction (-30%) in April 2020, service was restored based on NextGen Bus Plan and new Metro Micro program, between December 2020 and December 2021

National operator shortage required Metro service reduction (-10%) in February 2022 to stabilize service reliability. Full restoration of service in phases by December 2022, with full bus operator staffing by August 2023.

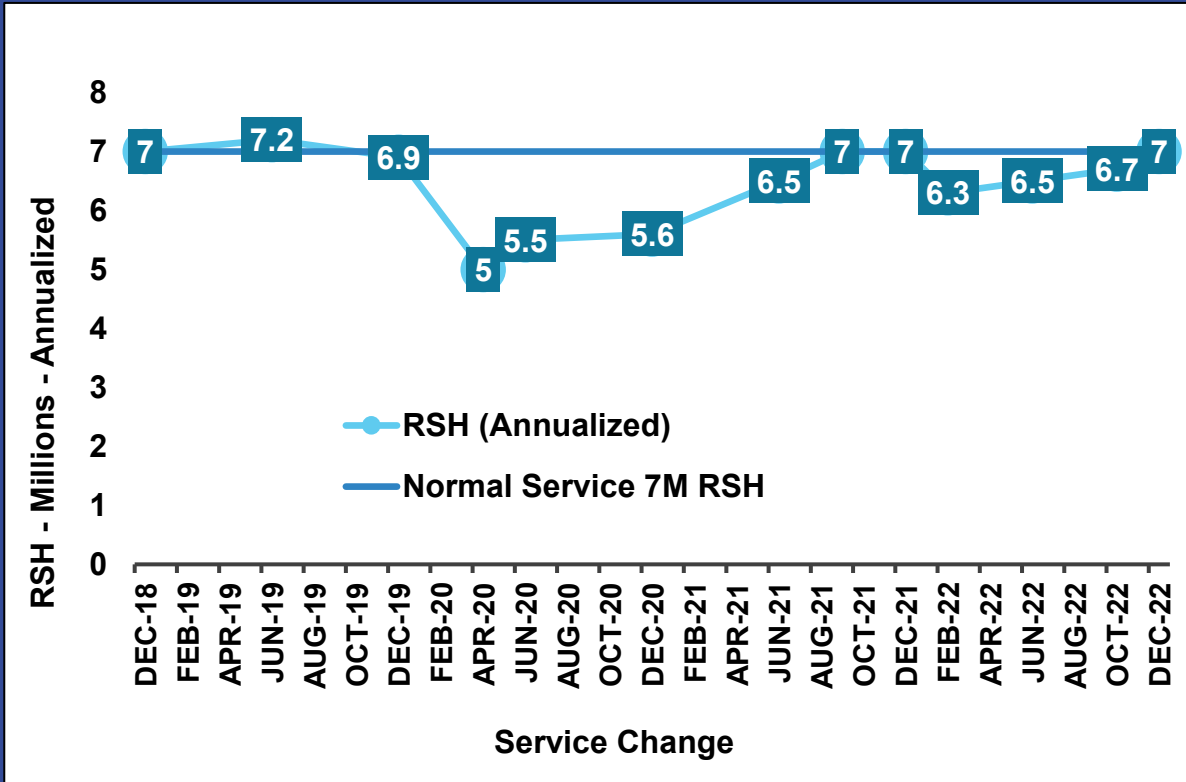
The report compares the ridership from 2019 (pre-pandemic) through September 2023.



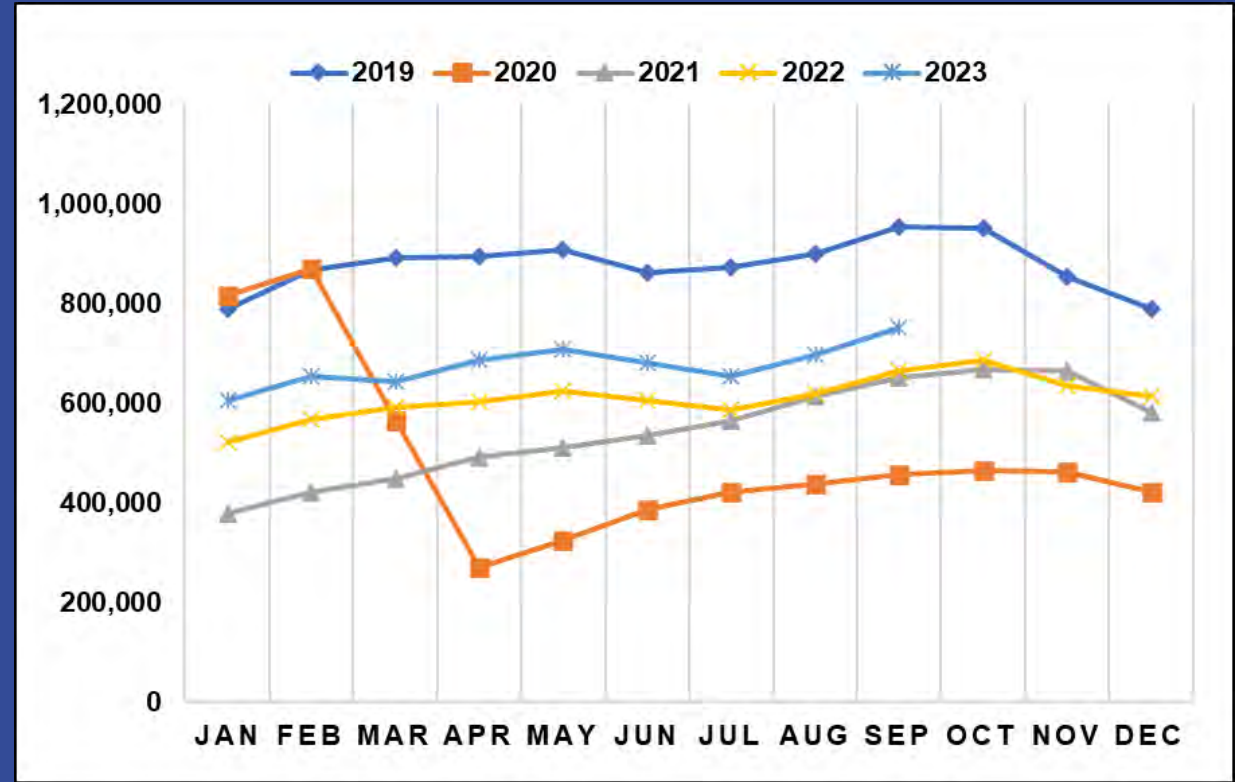
Metro

Service Levels and Weekday Ridership

Metro Bus Service Annual Revenue Service Hour Levels 2019 – 2022



Average Weekday Ridership 2019 – 2023

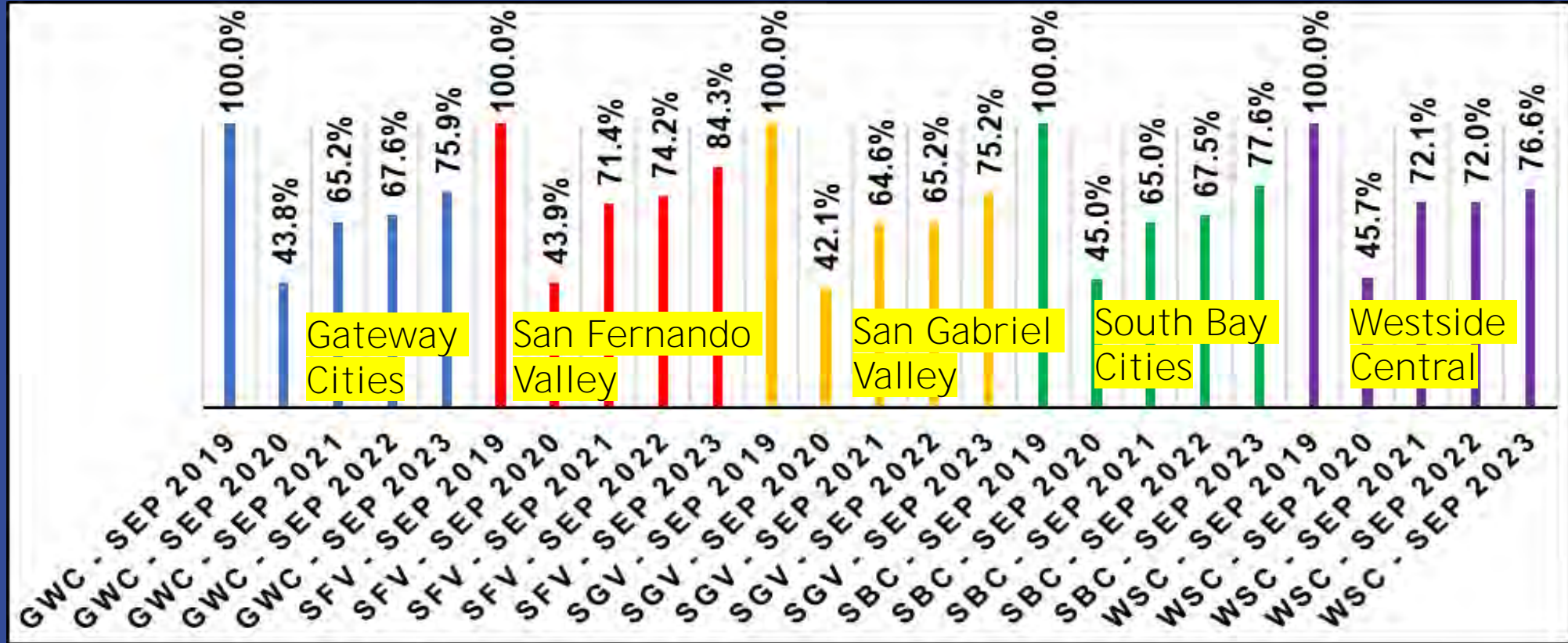


After the pandemic low point in 2020, weekday ridership recovered strongly in 2021 into 2022, together with service restoration, NextGen Bus Plan, LIFE and GoPass implementations. Growth was slower in the second half of 2022 but grew strongly in 2023 after full service was restored.



Metro

Average Weekday Ridership Recovery by Service Area September 2019 – September 2023



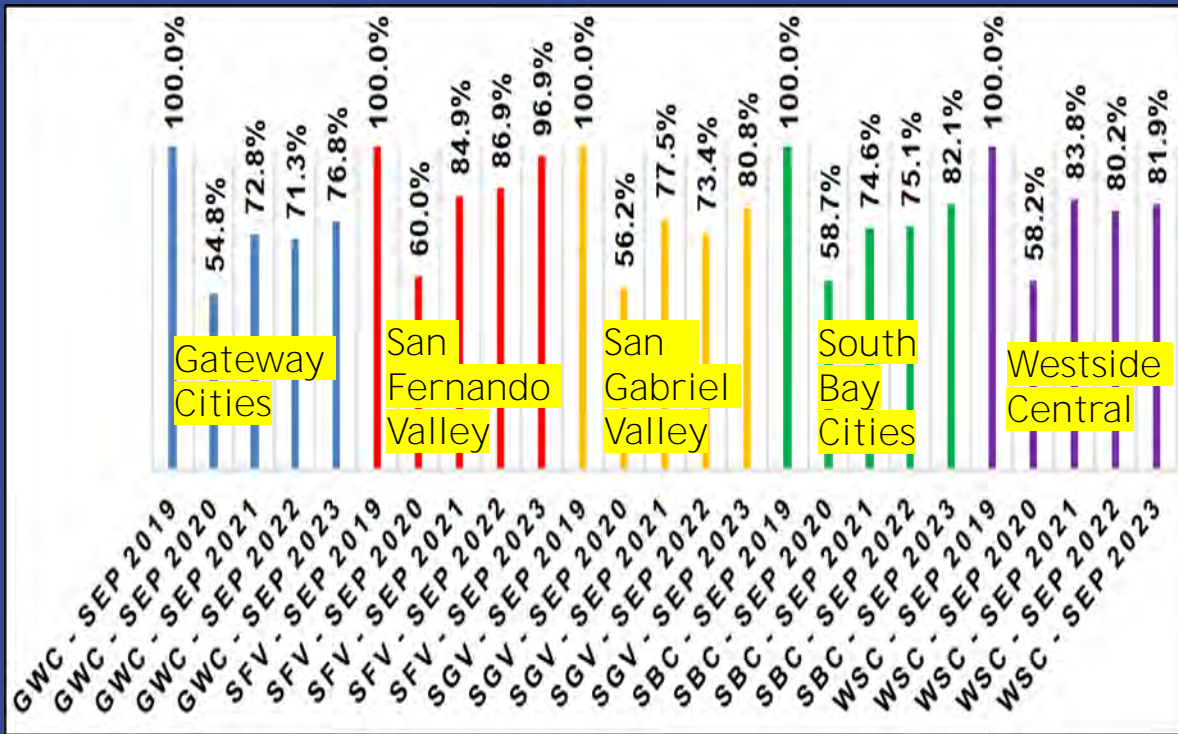
Weekday bus ridership has grown year over year in each of Metro's regions, with a notably strong recovery in the San Fernando Valley, and big growth in all areas between September 2022 and 2023 when NextGen service was fully implemented, and service was most reliable. Similar patterns of growth regionally were also seen on weekends, again led by the San Fernando Valley.



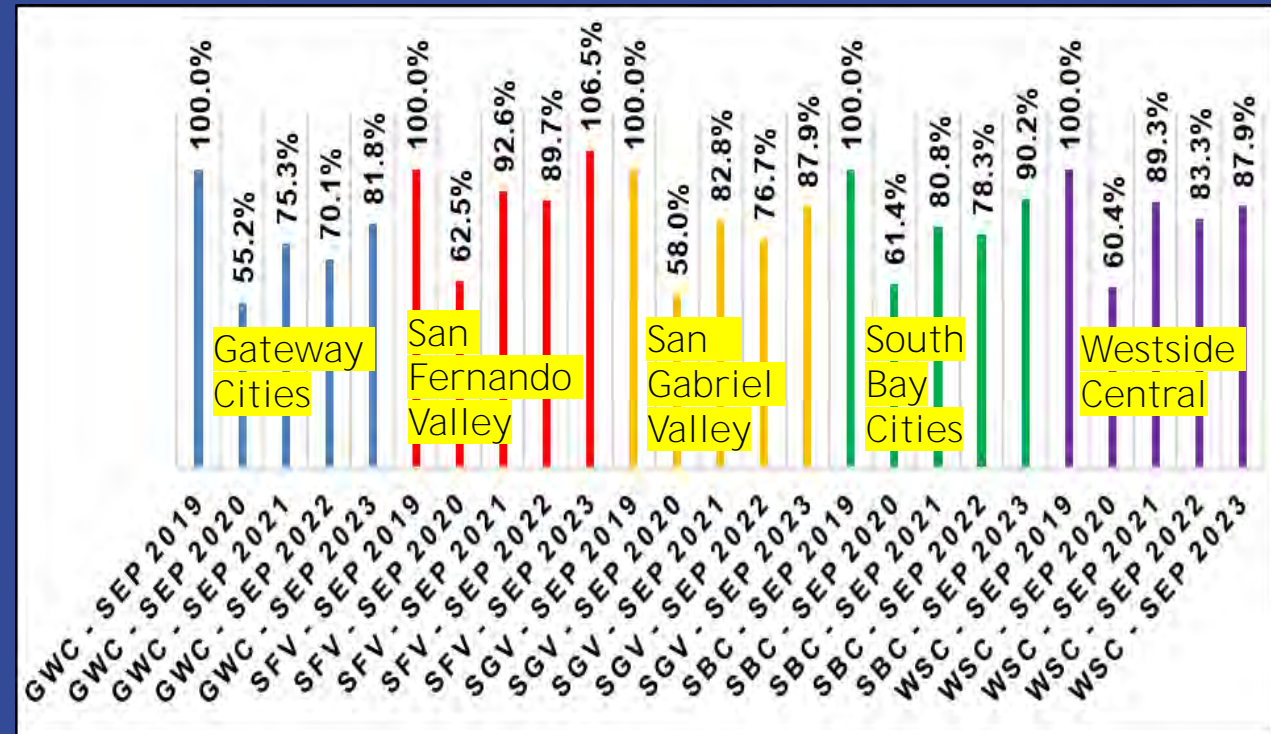
Metro

Saturday Sunday Ridership Recovery by Service Area

Average Saturday Bus Ridership 2019–2023

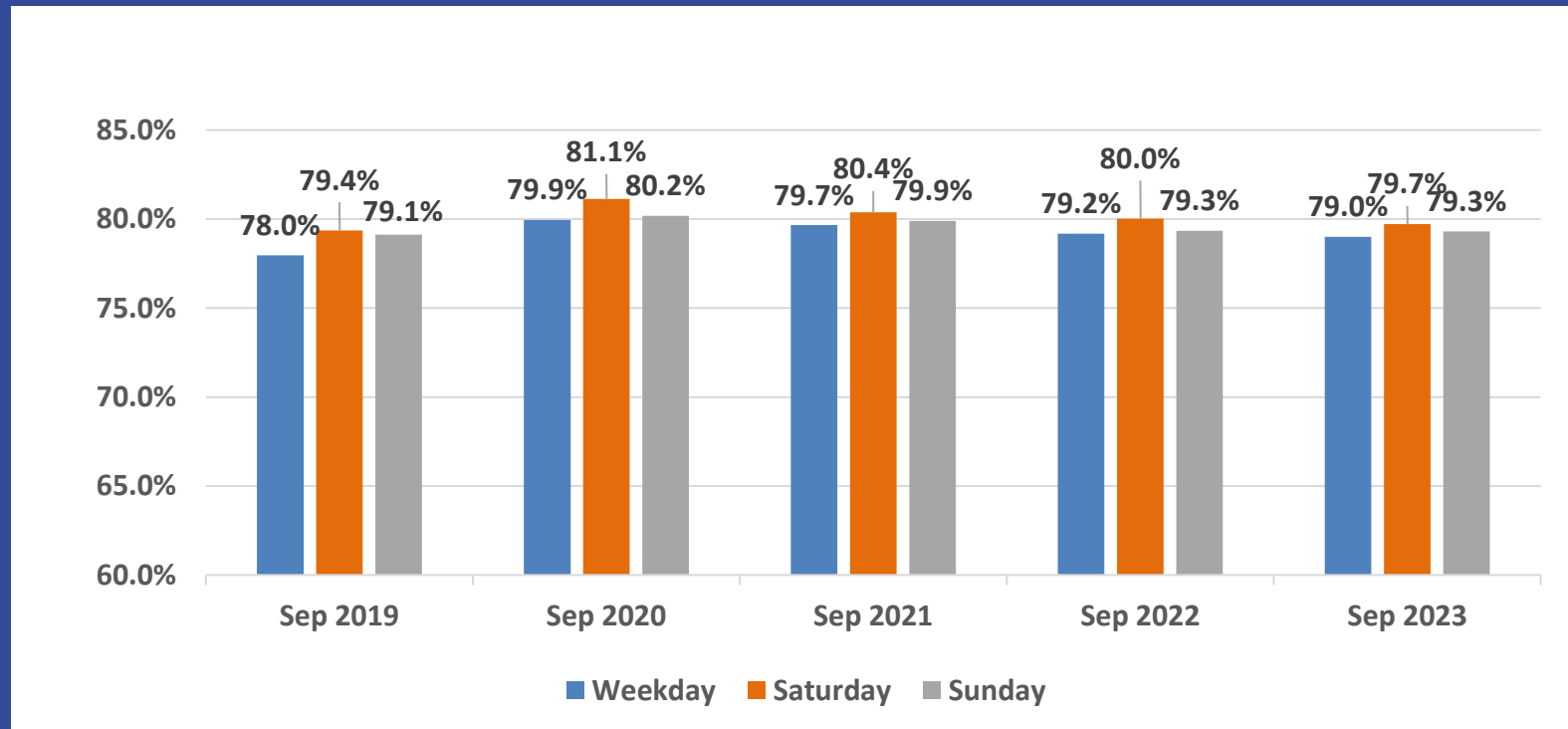


Average Sunday Bus Ridership 2019-2023



After the pandemic low point in 2020, ridership recovered strongly in 2021 into 2022 with service recovery, NextGen Bus Plan, and LIFE and GoPass programs. By the second half of 2022, weekend bus ridership growth had slowed, but grew more strongly in 2023. Sunday ridership is closest to achieving pre-pandemic levels.

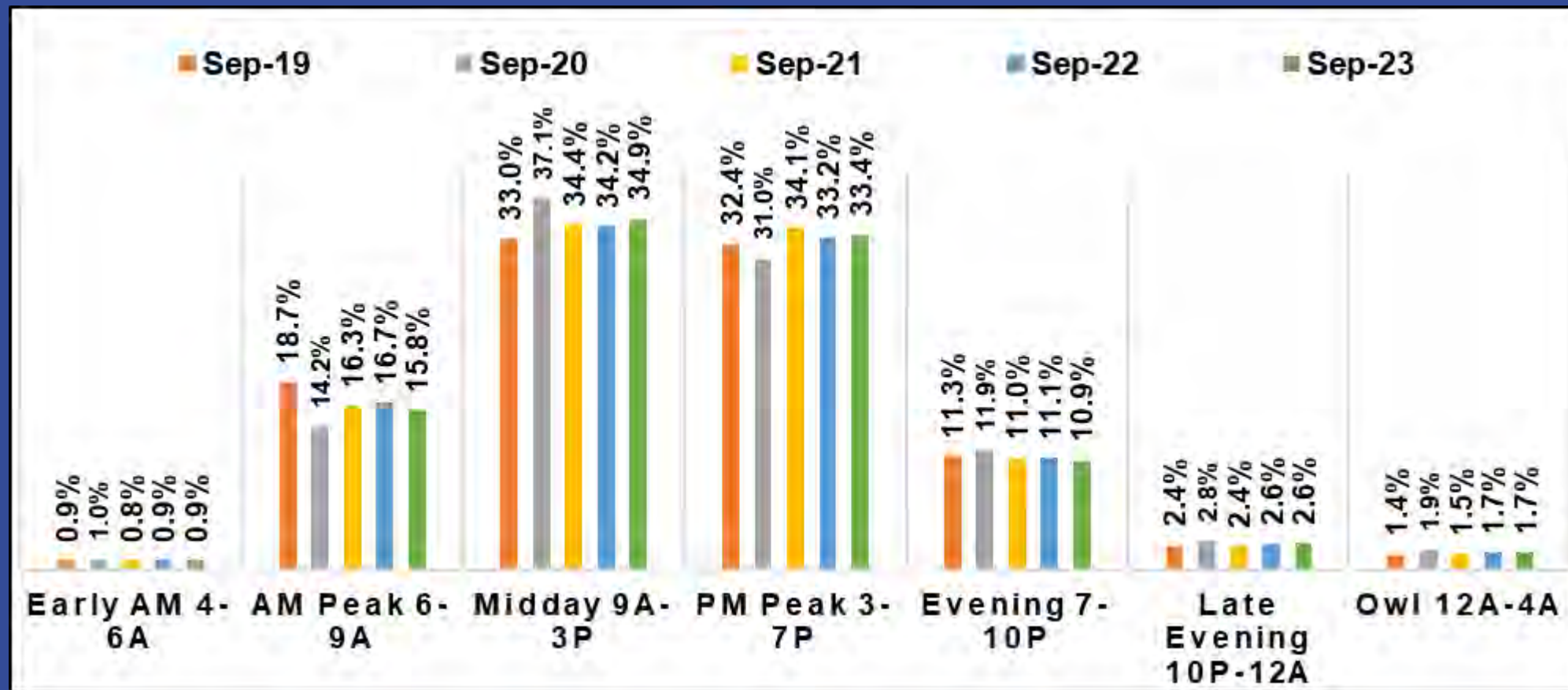
Ridership Percentage in Equity Focus Communities September 2019 – September 2023



Equity-Focus Community share of bus ridership (boardings) grew most in 2020 when people travelled for essential jobs and services. The EFC share remains above pre-pandemic levels suggesting the NextGen Bus Plan has been beneficial to these communities.



Weekday Ridership by Time Period – 2019 to 2023

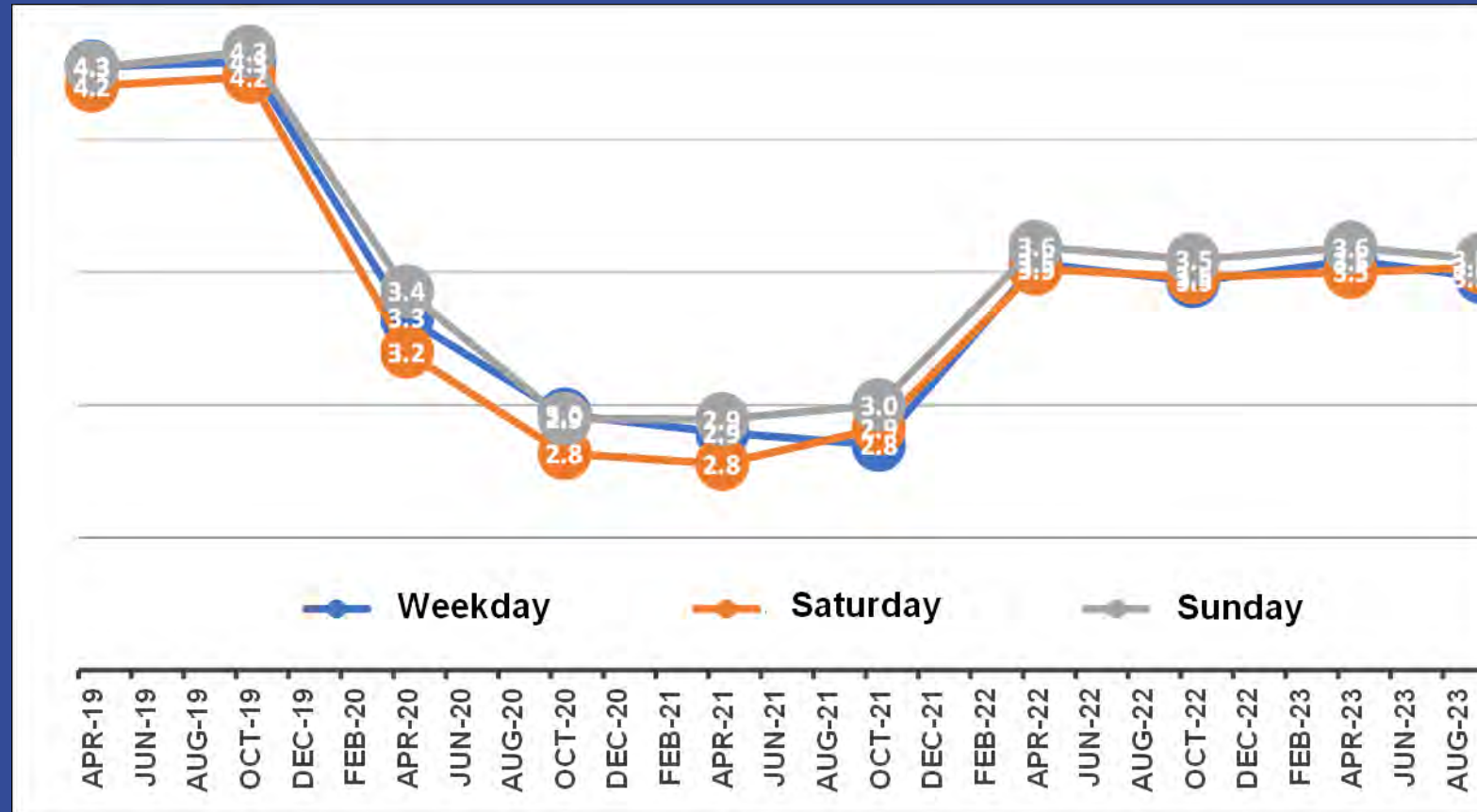


Midday share of ridership grew during the pandemic and has remained higher than pre-pandemic, likely in response to NextGen Bus Plan’s increased off-peak service frequencies. AM peak remains subdued compared to pre-pandemic. People have changed their transit usage due to telecommuting and more off-peak travel to service jobs. In contrast, PM Peak slightly increased.



Metro

Average Bus Passenger Trip Length



Average passenger trips lengths (unlinked) declined from just over 4 miles to just under 3 miles with the pandemic. Trips have remained shorter than pre-pandemic lengths at around 3.5 miles. This is consistent with the NextGen Bus Plan which was designed to attract an increased share of shorter-distance travel through improved local bus frequencies.



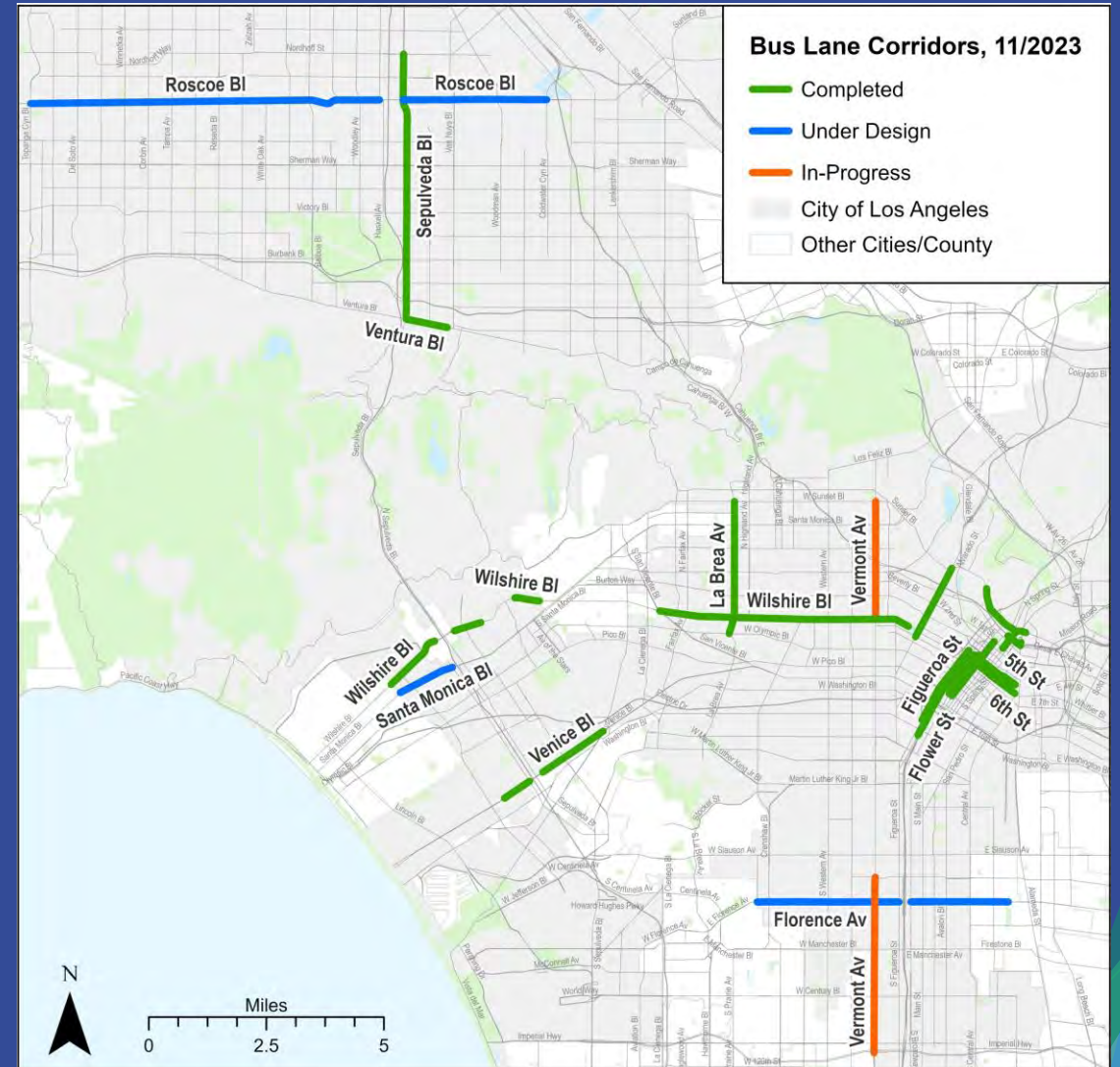
Average Weekday Line/Group Ridership Recovery

Average % Ridership Recovery Sept 2023 versus Sept 2019	Number of Weekday Lines/ Line Groups	Number of Saturday Lines/ Line Groups	Number of Sunday Lines/ Line Groups
> = 140.0%	0	0	1
130.0 – 139.9%	0	2	1
120.0 – 129.9%	0	3	5
110.0 – 119.9%	1	1	6
100.0 – 109.9%	5	8	11
90.0 – 99.9%	20	13	21
80.0 – 89.9%	15	25	13
70.0 – 79.9%	18	15	13
60.0 – 69.9%	13	3	3
50.0 – 59.9%	7	4	0
40.0 – 49.0%	1	0	0
30.0 – 39.9%	2	1	1
Total Lines/Line Groups	82	75	75

- In September 2023, ridership recovered to above pre-pandemic levels on 6 weekday, 14 Saturday, and 24 Sunday lines/line groups.
- Weekday system overall had 78.6% ridership recovery:
 - Above average recovery was most common for the NextGen higher frequency with Tier 1 & 2 lines:
 - 31 out of 49 Tier 1 & 2 lines/line groups with 15 minute or better frequency
 - 13 out of 33 Tier 3 & 4 lines/line groups with 20-60 minute frequency
- Saturday/Sunday system overall ridership recovery 86.0%/92.4%, with above average recovery also common for the higher frequency NextGen Tier 1 & 2 lines/line groups :
 - Saturday: Tiers 1 & 2: 26 out of 49 lines/line groups; Tiers 3 & 4: 11 out of 26 lines/line groups
 - Sunday: Tiers 1 & 2: 26 out of 49 lines/line groups; Tiers 3 & 4: 13 of 26 lines/line groups
- The NextGen lines with improved frequencies appear to be most supportive of ridership recovery.

Bus Speed and Reliability

- Quick-build approach is foundation of program
- Metro-LADOT Bus Speed Working Group
 - 51 lane miles completed, 34 lane miles in design, 13 lane miles in-development
 - Community outreach remains critical for success
 - Focus remains on most frequent lines
- Cloud-based transit signal priority in development
- All door boarding validators being delivered
- Camera-based lane enforcement contract awarded
- Stop rationalization ongoing



Conclusions

During the pandemic with Stay-at-Home orders, ridership declined sharply and trips were shorter-distance because people were not commuting as much and traveling closer to home. Non-peak ridership was more resilient as those trips were largely composed of essential workers and/or essential trips.

As ridership has recovered, off-peak and EFC shares of ridership have remained larger than pre-pandemic, and the average trip length has remained shorter. These outcomes are consistent with the intent of the NextGen Bus Plan to grow ridership in off-peak and shorter-distance travel markets.

As at September 2023, weekday ridership is around 76%, Saturday 86%, and Sunday ridership is 92% of pre-COVID ridership. Year over year ridership growth returned in the first half of 2023 after full service was restored, following slower growth in the second half of 2022 when service levels were reduced and the numbers of cancellations were high.

Metro is now fully staffed with bus operators, allowing for more reliable service. 2023 has presented an opportunity for the full benefits of improved frequency and accessibility under the NextGen Bus Plan to be enjoyed by riders.

Ridership recovery has been strongest where service frequencies and accessibility have been improved. These benefits of NextGen should be promoted together with continued promotion of programs such as fare capping, LIFE, and GoPass to accelerate ridership recovery and achieve the growth intended from NextGen.



Questions?
Thank You



**SCAG
REGIONAL TRANSIT TECHNICAL
ADVISORY COMMITTEE
NOVEMBER 29, 2023**





PILOT ZONE



OCTA identified five goals for micro-transit within Orange County:

1. Provide public transit mobility in low-demand areas
2. Reduce total operating and capital costs
3. Reduce vehicle miles traveled
4. Extend the reach of the OC Bus and Metrolink services
5. Meet customer needs





KEY PERFORMANCE METRICS



Board Adopted Goals	Target	FY23
Productivity (Boardings per Revenue Vehicle Hour)	6	1.9
Cost Effectiveness (Subsidy per Boarding)	\$9.00	\$33.63
Shared Rides (% of Bookings sharing a vehicle)	25%	28%
Connecting Transit Trips (% of transfer trips)	25%	27%
Customer Satisfaction (Average Rating)	85%	4.8

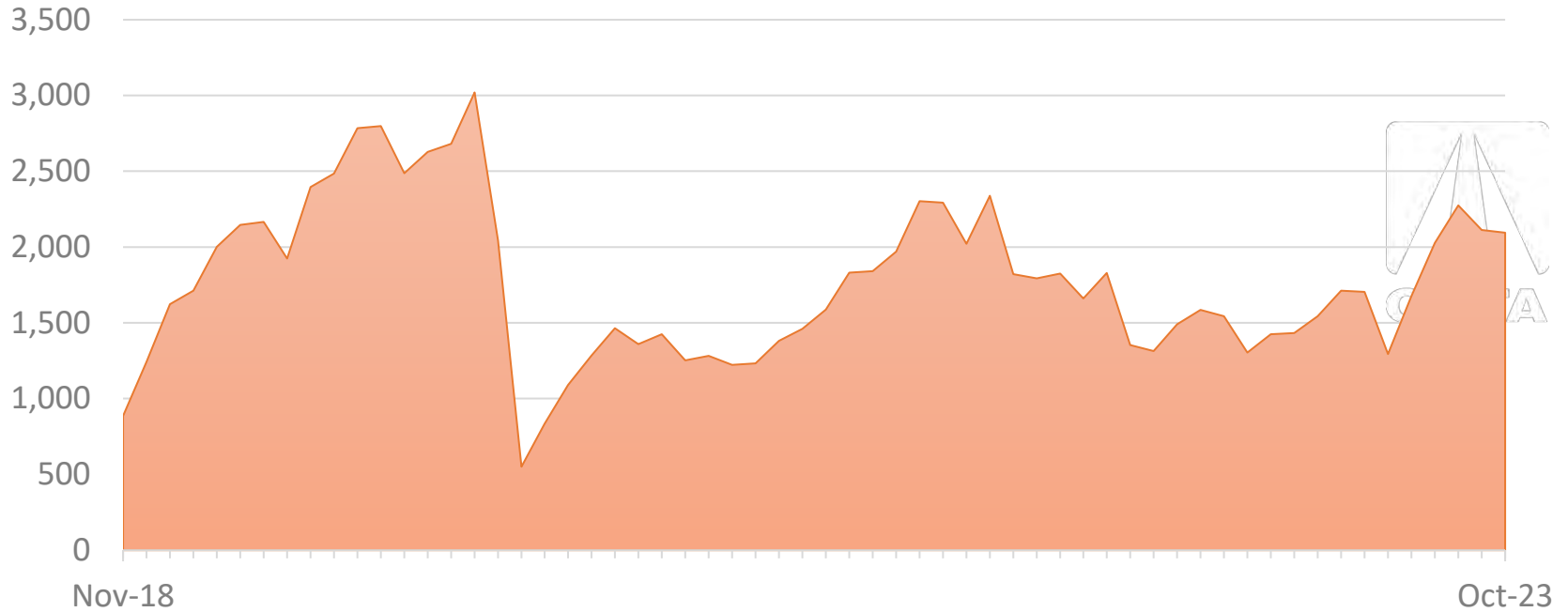




RIDERSHIP TREND



OC Flex Boardings per Month



What we're working on:

- Brand Refresh
- Rider Survey
- Operational Efficiency Review
- Holiday Promotion

Project future:

- OCTA Transit Vision Study



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