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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, October 30, 2024
10:00 a.m. – 12:00 p.m.

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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 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) 630-1410. 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, October 30, 2024**

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

1.0 CALL TO ORDER

(Jennifer Nguyen, Riverside Transit Agency, Regional Transit TAC Chair)

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

3.0 RECEIVE AND FILE

	<u>Time</u>	<u>Page</u>
3.1 <u>Minutes of the July 31, 2024, RTTAC Meeting</u>		3
3.2 <u>Regional Transit Operators Forum</u> (Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)		10
3.3 <u>Transportation Trends Update</u> (Krista Yost, Assistant Regional Planner, SCAG)		12
3.4 <u>Federal Transit Reporting Requirements</u> (Priscilla Freduah-Agyemang, SCAG)		29
3.5 <u>Federal Transit Administration (FTA) General Directive on Protecting Frontline Transit Workers from Assault</u> (Krista Yost, SCAG)		31
3.6 <u>California Air Resources Board (CARB) Innovative Clean Transit Reporting Tool (ICTRT)</u> (Krista Yost, SCAG)		32
3.7 <u>University of California, Irvine (UCI) Listening Session on AI-Based Mobility</u> (Krista Yost, SCAG)		33
3.8 <u>California Assembly Bill (AB) 2553 and High-Quality Transit Corridors Interactive Web Map Updates</u> (Krista Yost, SCAG)		34

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, October 30, 2024**

4.0 INFORMATIONAL ITEMS

- | | | | |
|-----|---|----|----|
| 4.1 | <u>City of Santa Monica Big Blue Bus “Brighter Blue”
Comprehensive Operational Analysis</u> | 20 | 35 |
| | (Abdallah Daboussi, Strategic Transit Planner, BBB) | | |
| 4.2 | <u>Victor Valley Transit Authority Comprehensive
Operational Analysis and Five-Year Transit Plan</u> | 20 | 55 |
| | (Roderick Goldman, Director of Operations, VVTA) | | |
| 4.3 | <u>CALSTA Transit Transformation Task Force Update</u> | 25 | 69 |
| | (Lorelle Moe-Luna, Multimodal Services Director, RCTC) | | |

5.0 STAFF REPORT

- | | | | |
|-----|---|---|----|
| 5.1 | <u>SCAG Mobility Hubs Update</u> | 5 | 80 |
| | (Sirinya Matute, Senior Regional Planner, SCAG) | | |

6.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, January 29, 2025.

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

July 31, 2024

Minutes

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

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

Members Participating:

Jennifer Nguyen (Chair)	Riverside Transit Agency
Aubrey Smith (Vice Chair)	Ventura County Transportation Commission
Geraldina Romo	Antelope Valley Transit Authority
Elisa Mendoza	City of Beaumont Transit
Alyssa Mendez	City of Commerce Transit
Sudesh Paul	City of Corona
Diana Chang	City of Culver City Transit
Diane Amaya	City of Redondo Beach/Beach City Transit
Randy Barragan	City of Riverside
Noemi Lopez	City of Riverside
Corie Zamora	City of Santa Clarita Transit
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Jessica Saks	City of Santa Monica Big Blue Bus
Ben Gonzales	City of Simi Valley
Grahame Watts	City of Thousand Oaks Transit
James Lee	City of Torrance Transit
Josh Landis	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Dan Nguyen	Los Angeles Metro
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
David Huang	Metrolink
Alfredo Machuca	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System
Alex Shippee	Omnitrans

Regional Transit Technical Advisory Committee (RTTAC) – July 31, 2024

Angel Garfio	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Martha Masters	Riverside County Transportation Commission
Nicole Soto	San Bernardino County Transportation Authority
Luis Garcia	SunLine Transit Agency

Anirban Sen	California Department of Technology
Hunter Owens	Caltrans

SCAG Staff:

Courtney Aguirre	Priscilla Freduah-Agyemang
Krista Yost	Sirinya Matute

1.0 CALL TO ORDER

Jennifer Nguyen, Riverside Transit Agency, Chair called the meeting to order at 10:05 a.m. Agencies and attendees introduced themselves.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the May 29, 2024, RTTAC Meeting
- 3.2 Regional Transit Operators Forum
- 3.3 High-Quality Transit Corridors Interactive Web Map Update
- 3.4 Regional Dedicated Transit Lanes Study Interactive Web Map
- 3.5 Regional Rail Station Housing Development Study Updates
- 3.6 Senate Bill 1 Local Partnership Program Update
- 3.7 Federal Transit Administration (FTA) Considerations for Transit Systems Providing Service During Major Events
- 3.8 Federal Transit Administration (FTA) Transit Resilience Guidebook

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 3.3 High-Quality Transit Corridors Interactive Web Map Update and item 3.4 Regional Dedicated Transit Lanes Study Interactive Web Map are available on SCAG’s Regional Data Platform. She shared item 3.5 Regional Rail Station Housing Development Study Updates staff report highlights final steps of the study, and encouraged RTTAC members to review the rest of the items.

4.0 INFORMATIONAL ITEMS

4.1 CALSTA Transit Transformation Task Force Updates

Lorelle Moe-Luna, Multimodal Services Director at Riverside County Transportation Commission (RCTC), provided an update on the Transit Transformation Task Force. Ms. Moe-Luna began with a background of the Task Force including its policy goals and a recap of previous meetings. She highlighted four case studies which were presented at the recent task force meeting to help develop policy recommendations. The Van Ness Bus Rapid Transit (BRT) in San Francisco demonstrated the impact of transit prioritization, with outcomes including increased ridership, reduced trip times, and improved service reliability. The Ontario One Fare Program in Canada showcased fare coordination between agencies, resulting in millions of transfers, decreased trip times, and significant cost savings for riders. Switzerland's Schedule Coordination provided a model for coordinated scheduling, mapping, and wayfinding using a pulse schedule and an integrated fare structure, leading to increased ridership, speed, and availability of rail services as well as reduced headways. Metro's Transit Ambassador Program addressed safety and security, with ambassadors providing assistance to patrons and coordinating with health and human services, as needed.

Ms. Moe-Luna proceeded to lead a discussion on proposed policy recommendations to improve ridership through polling RTTAC members on their preferences. For transit prioritization, respondents preferred making more state funding flexible to secure long-term support for capital projects, standardize and require transit signal priority, and identify opportunities for transit priority when vehicle performance falls below target benchmarks. For service and fare coordination, respondents preferred ensuring acceptance of open loop payments even with legacy payment systems still in place, establishing a responsible entity to ensure fare and payment coordination leading to standardization in California, and standardizing fare integration at the regional level before scaling further. For coordinated scheduling, mapping, and wayfinding, respondents preferred establishing a centralized function to coordinate joint timetable planning activities and implementation, facilitating agency collaboration, establishing common data collection, analysis and publication standards across agencies, and developing centralized capabilities to design and maintain an integrated timetable. For safety and cleanliness recommendations, respondents preferred installing protective doors for bus operators, creating unified legal frameworks for routes that cross jurisdictions, increasing coordination with the state for funding, creating safety ambassador programs to improve perceived oversight and rider comfort, and facilitating collaboration between the legal system and transit agencies to improve enforcement. Ms. Moe-Luna concluded her presentation by outlining the forecasted meeting schedule and noting the upcoming meeting will be hosted by SCAG at the Downtown Los Angeles office.

4.2 Riverside Transit Agency (RTA) Go Micro Update

Jennifer Nguyen, Planning Director at the Riverside Transit Agency (RTA), provided an update on RTA's Go Micro microtransit program. Go Micro was launched in January 2023 in the Hemet-San Jacinto area as part of a system-wide service reduction of unproductive

routes, which were either removed or truncated, and replaced by the Go Micro service zone. Rides can be booked from bus stop to bus stop within the service zone through the Go Micro app or by phone. Go Micro costs the same as other local fixed route services and can be booked up to seven days in advance.

Ms. Nguyen presented performance trends, showing year-over-year ridership growth from 2023 to 2024, with an average of 170 passengers per day. She noted a slight decrease in ridership during the summer months due to the high student population. She also noted that on-time performance (OTP) has increased year-over-year despite increasing ridership and passengers per vehicle hour has increased throughout the program due to increased efficiency. Efforts to improve the service included optimizing school trips, automatic booking limitations to reduce no shows, wait time increases and variation in trips to prioritize shared rides, improving driver scheduling during peak hours, and implementing fixed route booking restrictions for microtransit trips that start and end on a fixed route to eliminate duplicative service. Ms. Nguyen stated that new and existing riders continue to utilize the Go Micro service. She concluded with next steps, which included continuing to optimize the service with RideCo, monitoring weekend ridership and adjusting as needed, adding Go Micro stops to Google Maps, a potential school tripper/fixed route deviation, multimodal trip planning within the Go Micro app, adjusting OTP to prioritize more trips, bus stop consolidation, and a comprehensive operational analysis to evaluate other potential Go Micro service areas.

Geraldina Romo, Antelope Valley Transit Authority (AVTA), inquired about the location of stops and ADA compliance for Go Micro. Ms. Nguyen explained that stops are labeled as Go Micro stops on both the online and in-app maps. Regarding ADA accessibility, Ms. Nguyen confirmed that Go Micro vehicles and buses are ADA compliant, with wheelchair access. She also noted that RTA also provides paratransit services throughout the county.

4.3 Metro Micro Update

Dan Nguyen, Executive Officer at Los Angeles Metro, provided an update on the Metro Micro program. The Metro Micro, or MicroTransit Pilot (MTP), consists of eight zones covering 165 square miles across 21 cities and unincorporated communities as part of Metro's NextGen bus plan, which coincided with the partial or full replacement of 14 bus routes. Mr. Nguyen noted that the MTP is currently in its third year, with the contract set to expire in March 2025. However, the pilot program is struggling with costs despite outreach, optimization, and performance enhancements. He stated that in September 2023, the Metro Board pushed to implement operational changes to improve low-performing zones, including increased marketing efforts and updated reporting to the Metro Board every six months. As of January 2024, the \$1 promotional fare has been discontinued and Metro staff have fine-tuned the operating model resulting in cost efficiencies.

Mr. Nguyen provided an overview of optimization efforts, including improving vehicle availability, reducing no shows, varying service frequency, enhancing software to monitor

operator performance, and making general improvements to service and scheduling. He also presented several findings related to cost efficiency and productivity. The cost per revenue hour has decreased 30 percent from \$142.67 to \$101.80, while ridership increased by 22 percent in Q2FY24 compared to Q3FY23. As a result, the cost per trip decreased 39 percent, from \$47.74 to \$29.06, which is below the system average cost per trip of \$29.10. Passengers per vehicle hour increased by 20 percent compared to January 2023.

Mr. Nguyen outlined next steps for Metro Micro, including continued optimization, finalizing a solicitation packet for the service, and issuing an RFP in May 2024 for both software and operations in full. Ongoing discussions with the Board will address modifications and an additional six-month extension. The new contract is expected to be implemented in March 2025 with Board approval. Concerns were raised over operator turnover due to in-house operations ceasing with the new contracts and operators looking for new opportunities.

4.4 California Integrated Travel Project (Cal-ITP) Update

Hunter Owens, Caltrans, along with Anirban Sen from the California Department of Technology (CDT), presented an update on the California Integrated Travel Project (Cal-ITP). Cal-ITP is a statewide initiative sponsored by CalSTA, Caltrans, and the Capital Corridor Joint Powers Agency to make travel more cost effective by providing accurate real-time trip planning, contactless payments, and automating discounts across the state. Mr. Owen noted that Cal-ITP believes in interoperability, allowing for seamless trips while enabling different agencies to utilize various payment and data technologies without forced integration. Contactless fare collection, or open loop payments, would allow riders to pay for trips using debit or credit card payments without having to load a separate card. To implement this system, transit agencies require fare validator devices to read bank cards and other devices, software to determine trip fares, applicable discounts, and travel frequency, as well as payment processing software. Benefits of contactless fare collection include higher ridership due to lower complexity, lower overhead for fare collection, faster boarding, increased customer satisfaction, and more equitable fares by enabling fare capping.

Mr. Owens reviewed the process for contactless transit fare payments and indicated that state of California master service agreements (MSA), fully vetted competitive procurements that do not require further competitive bidding, are available to purchase devices and software directly. MSA purchases can be funded using federal, state, and local funding sources with prices considered as maximums with the opportunity to negotiate prices down. He noted that a cost estimation tool is available on Cal-ITP's website. MSAs are available through six vendors for payment acceptance devices and transit processor services. Additionally, he went over the MSA purchasing process which utilizes user agreements that Cal-ITP can help draft and assist with throughout the purchasing and implementation process.

Mr. Sen discussed the California Identity Gateway (CIG), a tool developed by the CDT to help agencies streamline the eligibility verification process for discounts or other services. Compared to the cost and complexity of the verification process for both program participants and government agencies, a digital verification process allows participants to access multiple benefit programs while interoperable, replicable verification procedures are available for government programs. Mr. Sen emphasized the need to reduce cost and complexity, duplication efforts of sharing and providing applicant data, and security risk from inconsistent data storage. He then reviewed the CIG process to share, store, and utilize personal data securely without storing personal identifying information.

4.5 SCAG Mobility Hubs Study Update

Priscilla Freduah-Agyemang, SCAG staff, provided an update on SCAG’s Mobility Hubs study, an effort to support mobility hub development in the region. Ms. Freduah-Agyemang reviewed Phase 1 of the regional mobility hub strategy which included identifying a baseline mobility hub network and six different mobility hub typologies as part of the developing Connect SoCal 2024. As part of Phase 2, SCAG will develop design and implementation guidance that will provide best and innovative design practices, identify potential funding sources and partnerships, position local agencies to be competitive for funding, and provide additional training and support through the Toolbox Tuesday sessions. In addition, SCAG plans to develop up to five conceptual designs as part of the Study, and potentially advance one to two through SCAG’s Regional Pilots Initiative (RPI) for implementation.

Ms. Freduah-Agyemang shared the screening and prioritization approach to select priority projects where SCAG. The initial screening will look for mobility hub locations that align with regional plans, studies, and planning efforts. Project prioritization will be based on future transit and active transportation, connection to Connect SoCal 2024, and the presence of priority equity communities. Final selection will be based on funding availability, local partnership opportunities, and SCAG’s preferences. Throughout the process, SCAG plans to conduct extensive stakeholder engagement to receive feedback from public partners and engage with private partners to develop technical assistance. SCAG plans to hold two transportation stakeholder workshops. A dedicated webpage with information on the Study, especially the design and implementation guidance will be developed and available on the SCAG website.

Ms. Freduah-Agyemang provided a project summary timeline, a list of ongoing mobility hub opportunities, plans and completed projects, and a review of the RPI Program. She concluded with next steps including conducting stakeholder outreach and providing project updates at RTTAC and SCAG Transportation Committee meetings.

5.0 STAFF REPORT

No staff updates.

6.0 ADJOURNMENT

Jennifer Nguyen, Chair, adjourned the meeting at 11:59 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
October 30, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Regional Transit Operators Forum

DISCUSSION:

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




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

Community tools

- [Manage discussions](#)
- [Create categories](#)
- [Create badges](#)
- [Assign badges to members](#)
- [Reputation settings](#)
- [Review reported posts](#)
- [Community settings](#)

What's happening

14 members



To: Transportation Committee (TC)
Regional Council (RC)

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

Subject: Transportation Trends Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in June 2024. Overall, in June 2024, the region's bus ridership is 13 percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 12 percent vs. 21 percent, respectively, in June 2019 vs. 2024). Metrolink's rail ridership is currently 45 percent lower than it was at this time in June 2019. Vehicular travel has recovered at a more robust rate. In the years following the onset of the pandemic, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. After briefly eclipsing the pre-pandemic baseline in February 2024, for the first time since the onset of the pandemic, overall VMT declined back to about five percent below pre-pandemic levels between March and June 2024, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of June 2024. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained around 30 percent since then, with a notable increase to 34 percent in June 2024, likely influenced by seasonal factors. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

The COVID-19 pandemic has had dramatic impacts on travel behavior across the country and in the SCAG region. Though we are now four years out from the pandemic's start, some transportation system impacts endure.

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority (L.A. Metro)'s Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics, line level trends, and historical information for L.A. Metro's bus and rail systems. Staff specifically utilized L.A. Metro's monthly all bus (both directly operated and purchased transportation) and rail ridership data. Additionally, staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink) to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the State Highway System (SHS). California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or hardware malfunctions. Essentially, PeMS provides a high-level accounting of SHS travel trends, but provides no direct insights regarding travel on the wider system that includes local roads and arterials. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source available for

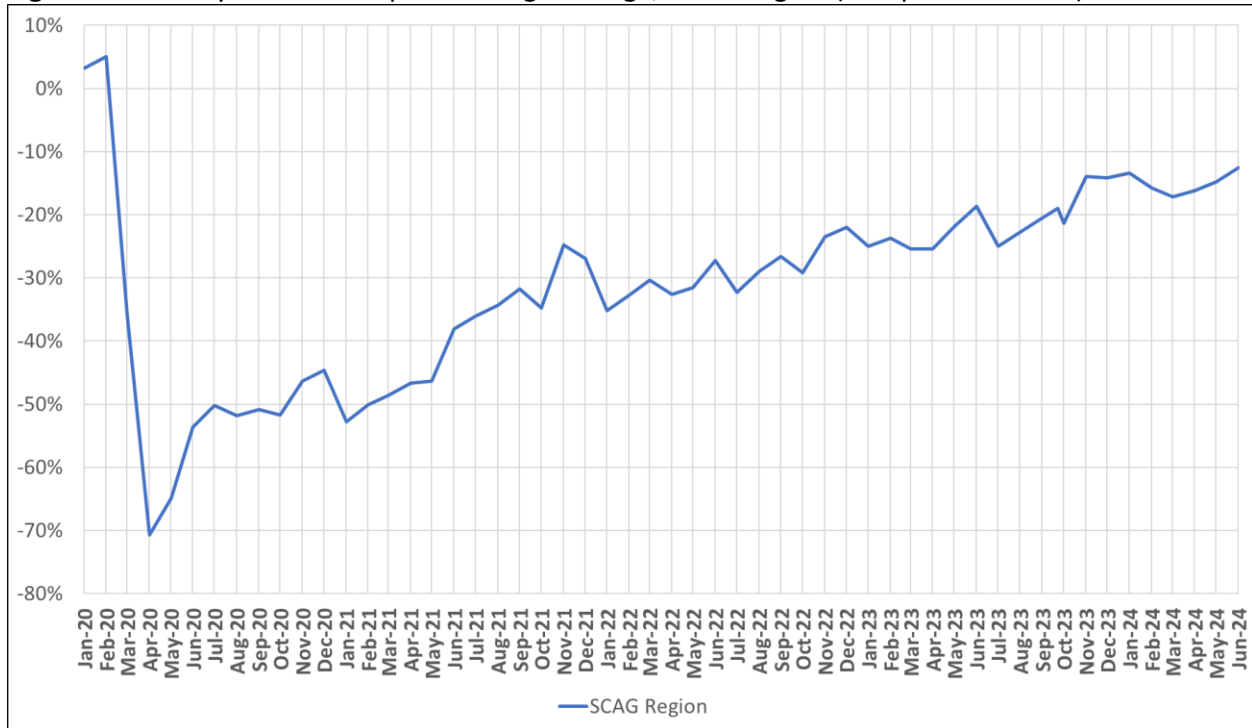
this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

For remote work trends, SCAG staff gathered and summarized data utilizing the Survey of Working Attitudes and Arrangements (SWAA) from WFH Research, which collects monthly online survey data from individuals aged 20 to 64 across the nation. The SWAA provides time series data on the extent of working from home and employer plans for working from home post-COVID for selected metropolitan areas such as the Los Angeles Combined Statistical Area (LA CSA), including Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. When comparing this data to the 2022 1-year American Community Survey (ACS) data, SCAG staff found that the LA CSA sample disproportionately represents individuals with college degrees or higher, while those without a high school degree are severely underrepresented. To adjust for this, staff reweighted the LA CSA sample by age, sex, and education using iterative proportional fitting (IPF) to align the sample with known population margins on these variables. The IPF procedure iteratively adjusts the weights so that the sample distributions match the known distributions in the 2022 1-year ACS. While the reweighted sample now more closely reflects the age and education distribution found in the ACS, it still underrepresents people without a high school degree and those with some college education. Nonetheless, the work-from-home rates across subgroups without a college degree are expected to show minimal differences.

Overall Transit/Rail Trends

Figures 1 and 2 and **Table 1** reflect NTD information. These graphics demonstrate that bus ridership levels have improved steadily over the course of the past year, though they are still below their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)



Source: Federal Transit Administration National Transit Database, as of June 2024.

Table 1. Bus Ridership Change by Operator (Compared to 2019)

Bus Operator	FY24 Qtr1	FY24 Qtr2	FY24 Qtr3	FY24 Qtr4
	Jul-Sep	Oct-Dec	Jan-Mar	Mar-Jun
Anaheim Transportation Network	-7%	-4%	-3%	-5%
Antelope Valley Transit Authority	-41%	-28%	-30%	-39%
Beach Cities Transit (City of Redondo Beach)	-33%	-29%	-27%	-33%
City of Commerce Municipal Buslines	23%	23%	33%	34%
City of Glendale	-43%	-43%	-38%	-38%
City of Los Angeles Department of Transportation	-16%	-10%	-15%	-16%
City of Pasadena	-26%	-25%	-18%	-21%
Culver City Municipal Bus Lines	-39%	-30%	-36%	-34%
Foothill Transit	-28%	-19%	-20%	-21%
Gold Coast Transit	-7%	0%	7%	3%
City of Gardena Transportation Department	-39%	-33%	-24%	-21%
Imperial County Transportation Commission	2%	25%	25%	23%
Long Beach Transit	-13%	-18%	-26%	-23%

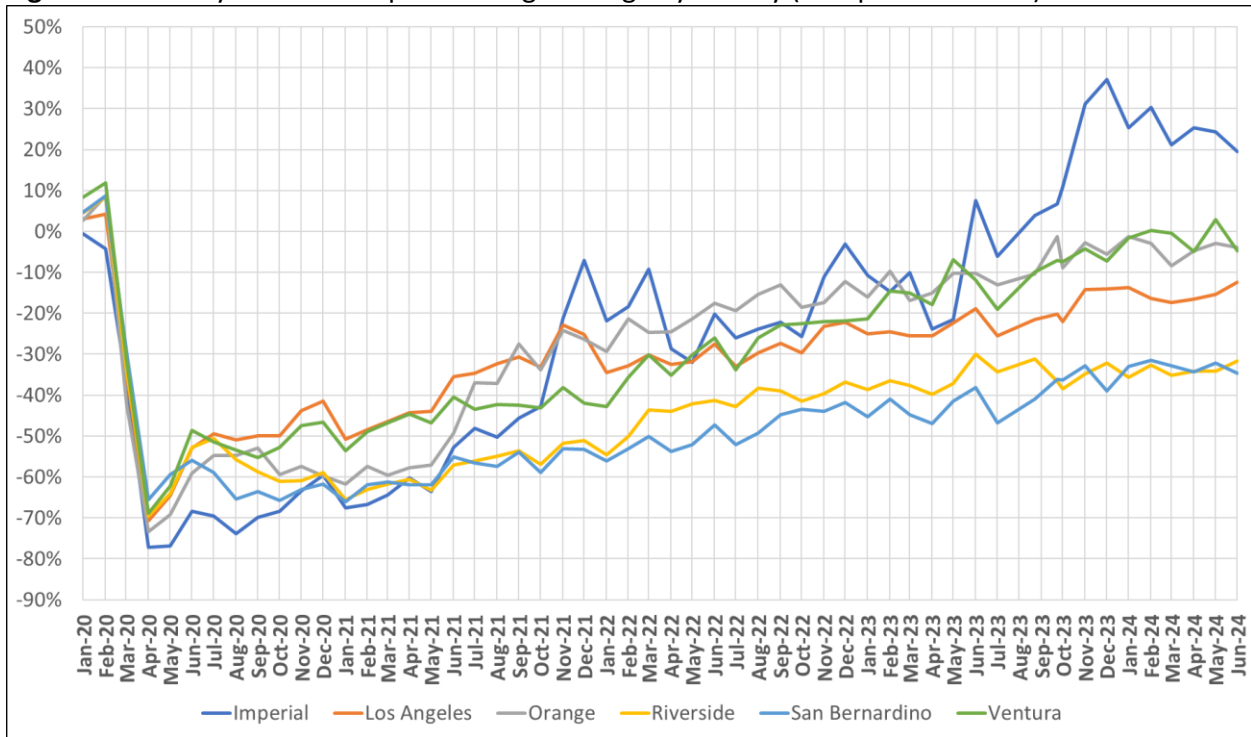
Bus Operator	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Dec	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Mar-Jun
Los Angeles County Metro	-21%	-15%	-13%	-12%
Montebello Bus Lines	-44%	-45%	-46%	-47%
Norwalk Transit System	-24%	-23%	-18%	-17%
Omnitrans	-41%	-37%	-32%	-34%
Orange County Transportation Authority	-9%	-6%	-5%	-4%
Riverside Transit Agency	-32%	-35%	-34%	-33%
Santa Clarita Transit	-12%	-56%	-11%	-13%
Santa Monica's Big Blue Bus	-36%	-31%	-28%	-32%
SunLine Transit Agency	-38%	-37%	-35%	-35%
Torrance Transit System	-51%	-51%	-40%	-36%
Ventura Intercity Service Transit Authority	-35%	-38%	-38%	-33%
Victor Valley Transit Authority	-45%	-27%	-34%	-32%
TOTAL	-22%	-17%	-15%	-15%

Source: Federal Transit Administration National Transit Database, as of June 2024.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial County experiencing the most significant increase of 11 percent when comparing June 2023 to June 2024. Meanwhile, Ventura, Los Angeles, Orange, and San Bernardino counties have experienced smaller gains of eight percent, eight percent, seven percent, and six percent, respectively. Riverside County is the only county in the region experiencing a loss in ridership, with a two percent decrease over the same period. Overall, regional bus ridership increased by seven percent during this time. It is worth noting that the June increases align with trends from preceding months, except for the notable fluctuations in Imperial and Ventura Counties. For example, regional bus ridership increased by nine percent from May 2023 to May 2024 and by 12 percent from April 2023 to April 2024. Imperial and Ventura Counties experienced significantly higher gains in prior months. For instance, bus ridership in Imperial County rose by 58 percent in May and 65 percent in April. In Ventura County, bus ridership grew by 16 percent in May and 24 percent in April.

Overall, these trends represent a significant improvement from June 2020, when regional transit ridership was down by 54 percent. However, bus ridership remains below pre-pandemic levels in all counties except Imperial County, as shown in **Figure 2**. In Imperial County, bus ridership is 19 percent above pre-pandemic levels for the most recent month of data available, June, consistent with preceding months (e.g., Imperial County bus ridership was 24 percent above pre-pandemic levels in May). Although bus ridership is currently down by five percent in Ventura County, it is important to note that it was three percent above pre-pandemic levels in May, marking the first month the county exceeded pre-pandemic levels. As previously mentioned, the region’s overall bus ridership is currently 13 percent below pre-pandemic levels.

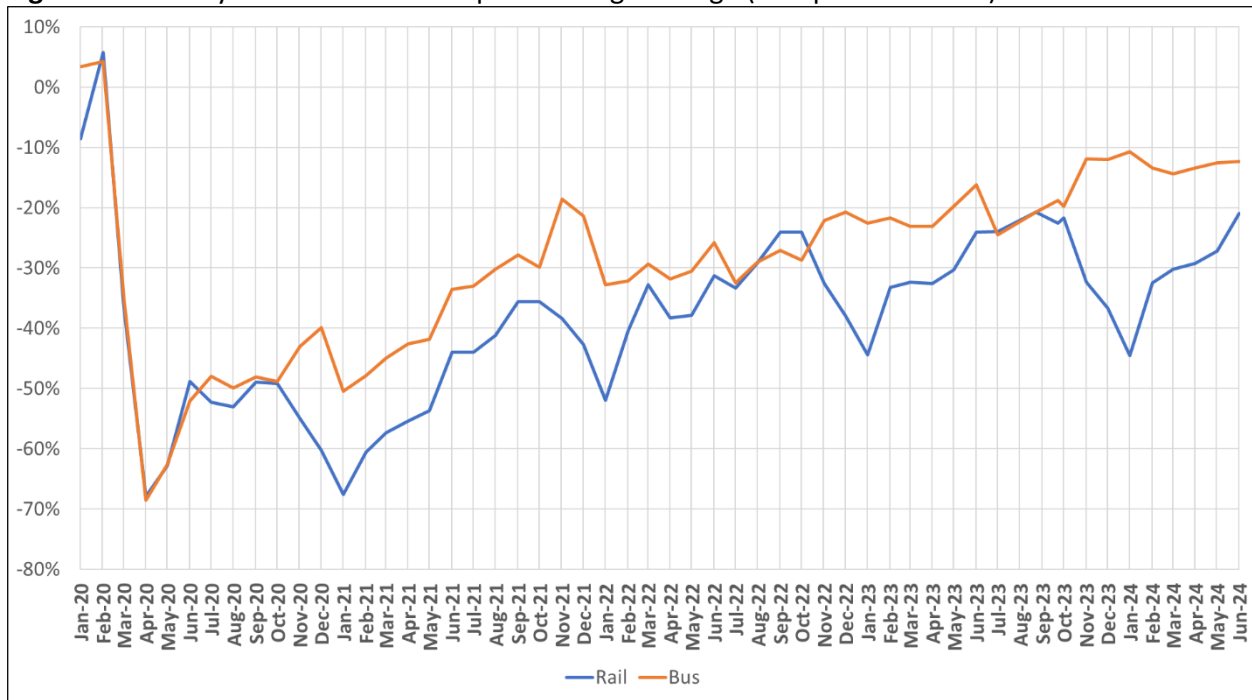
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: [Federal Transit Administration National Transit Database](#), as of June 2024.

Data reported by L.A. Metro for its bus and rail systems through June 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly five percent in June 2024 compared to June 2023, marking the nineteenth consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by four percent over the same time period. Although these trends are an improvement from June 2020, they remain below pre-pandemic levels. For example, compared to June 2019, bus ridership in June 2024 was down 12 percent, and rail ridership was down 21 percent.

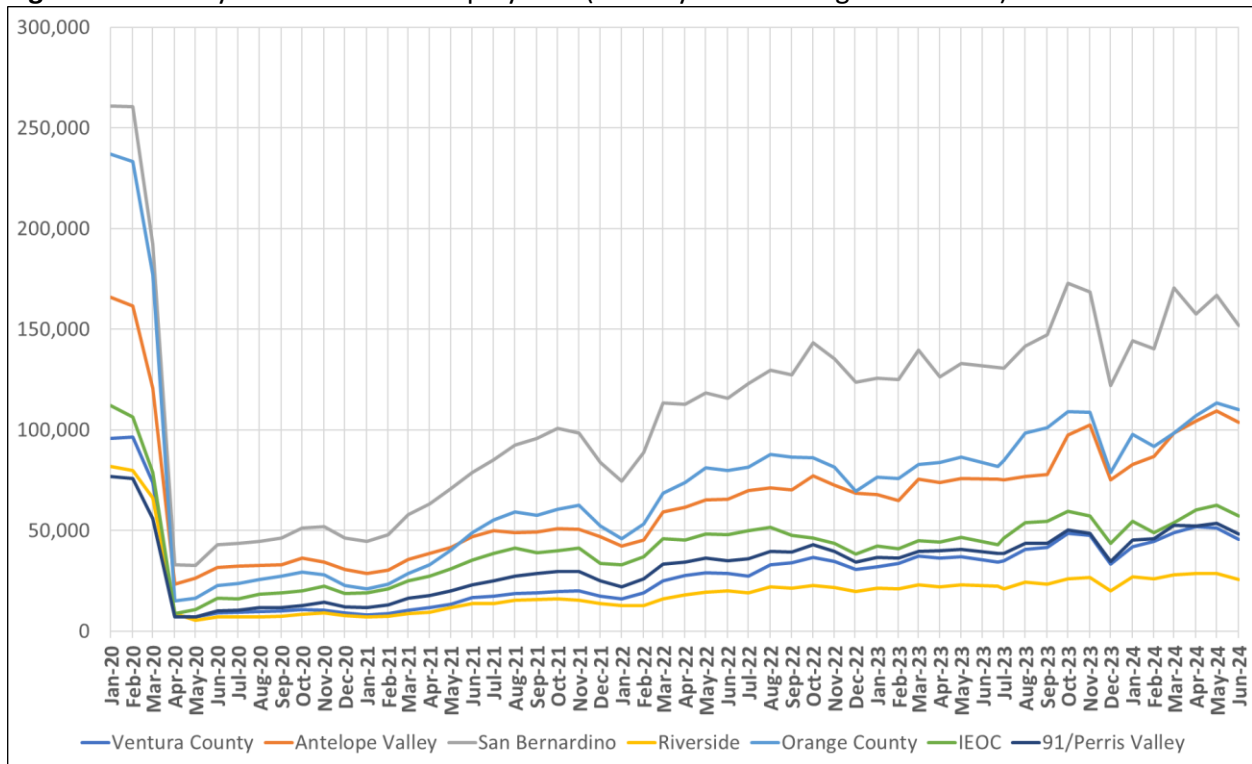
Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, as of June 2024.

Figure 4 reflects total monthly ridership data reported by Metrolink by line through June 2024. Overall, Metrolink regional rail ridership is up by approximately 27 percent in June 2024 compared to June 2023, with the Antelope Valley line experiencing the most significant increase at 37 percent. The Orange County line follows with a 34 percent increase, while the Inland Empire-Orange County (IEOC) and Ventura County both experienced 33 percent increases. Ridership on the 91/Perris Valley line rose by 32 percent, and the San Bernardino and Riverside lines had more modest gains of 16 and 14 percent, respectively. Notably, the June increases for all lines are consistent with or slightly trail the trends observed in preceding months.

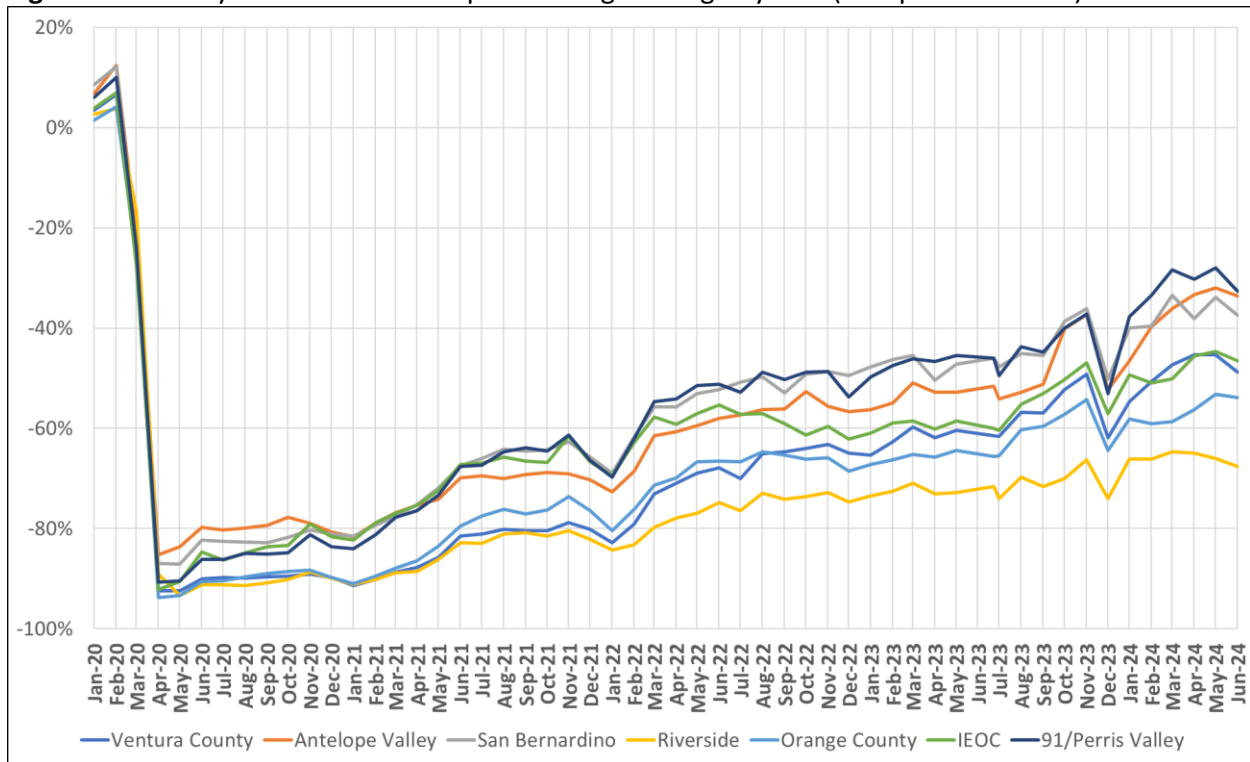
Figure 4. Monthly Metrolink Ridership by Line (January 2020 through June 2024)



Source: Southern California Regional Rail Authority, as of June 2024.

However, total Metrolink ridership is still 45 percent lower than it was pre-pandemic at this time (June 2024 compared to June 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink is working to evolve from a primarily commuter-oriented service to one that also serves local travel over much of the day to address pandemic-induced travel behavior changes. At the September 5 Regional Council, Metrolink’s Chief Executive Officer, Darren Kettle, will present on its efforts to evolve its service. **Figure 5** shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Compared to 2019)

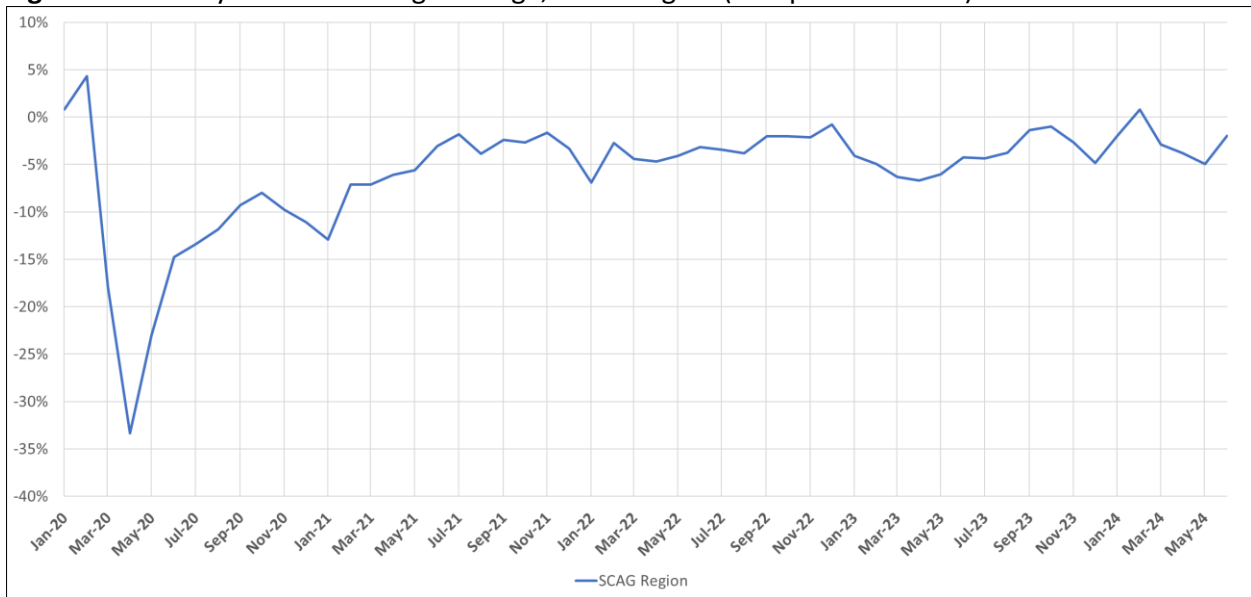


Source: Southern California Regional Rail Authority, as of June 2024.

Overall Vehicular Travel Trends

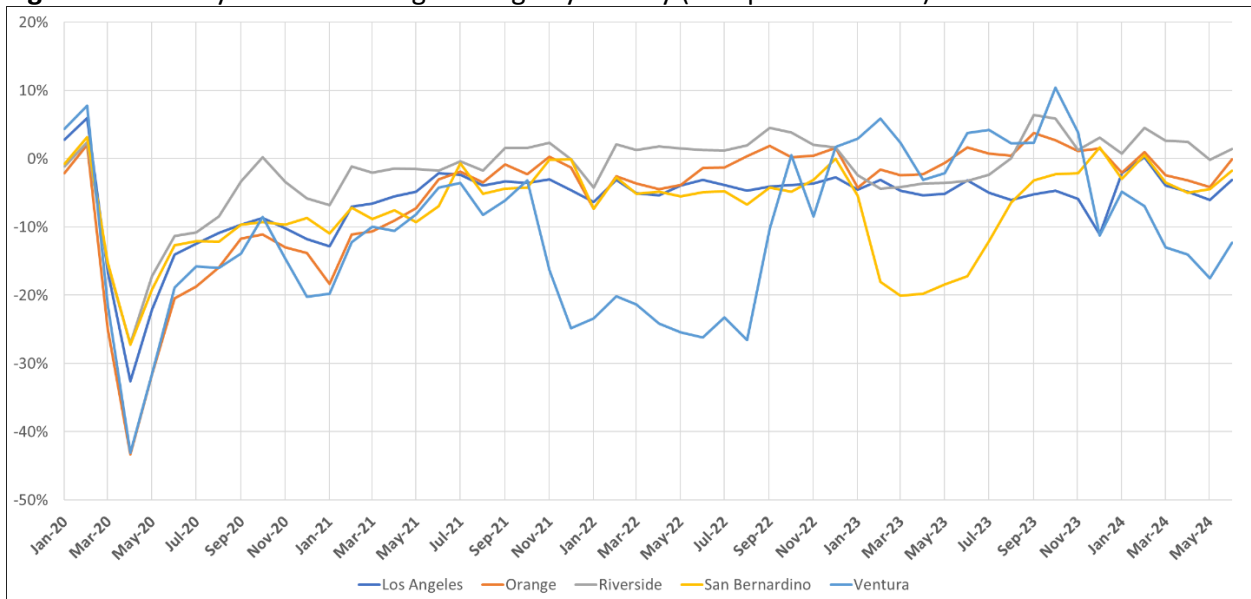
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall statewide VMT on the SHS eclipsed the pre-pandemic baseline for the first time. **Figures 6 and 7** show monthly VMT totals at the SCAG-region and county-level, respectively, shown as percentage changes from PeMS-reported monthly VMT totals for the same months in 2019.

Figure 6. Monthly VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)



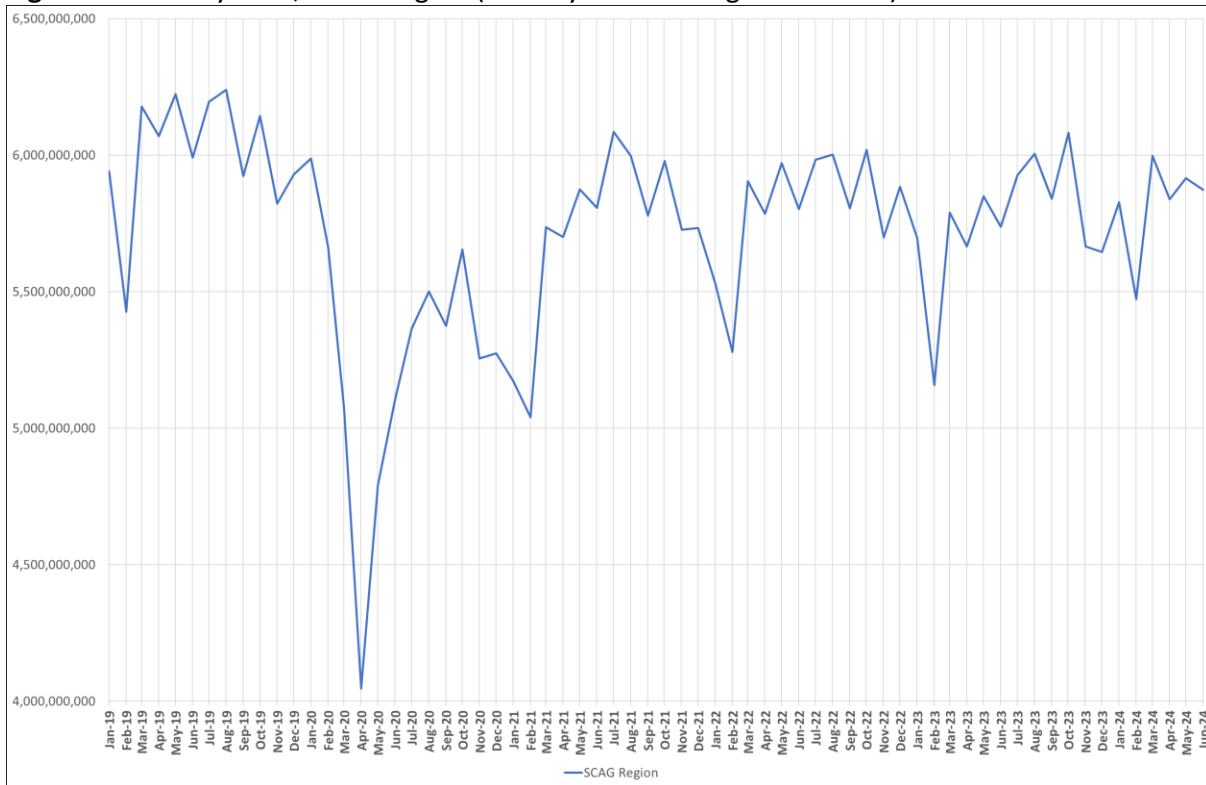
Source: California Performance Measurement System (PeMS), as of June 2024.

As noted in previous updates to the Transportation Committee, county-level VMT trends have varied. Los Angeles, Orange, and Riverside counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino counties appear to have experienced

temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, as has also been noted in previous updates to the Transportation Committee, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors, rather than actual VMT declines. SCAG staff is continuing to review county-level data given these apparent anomalies.

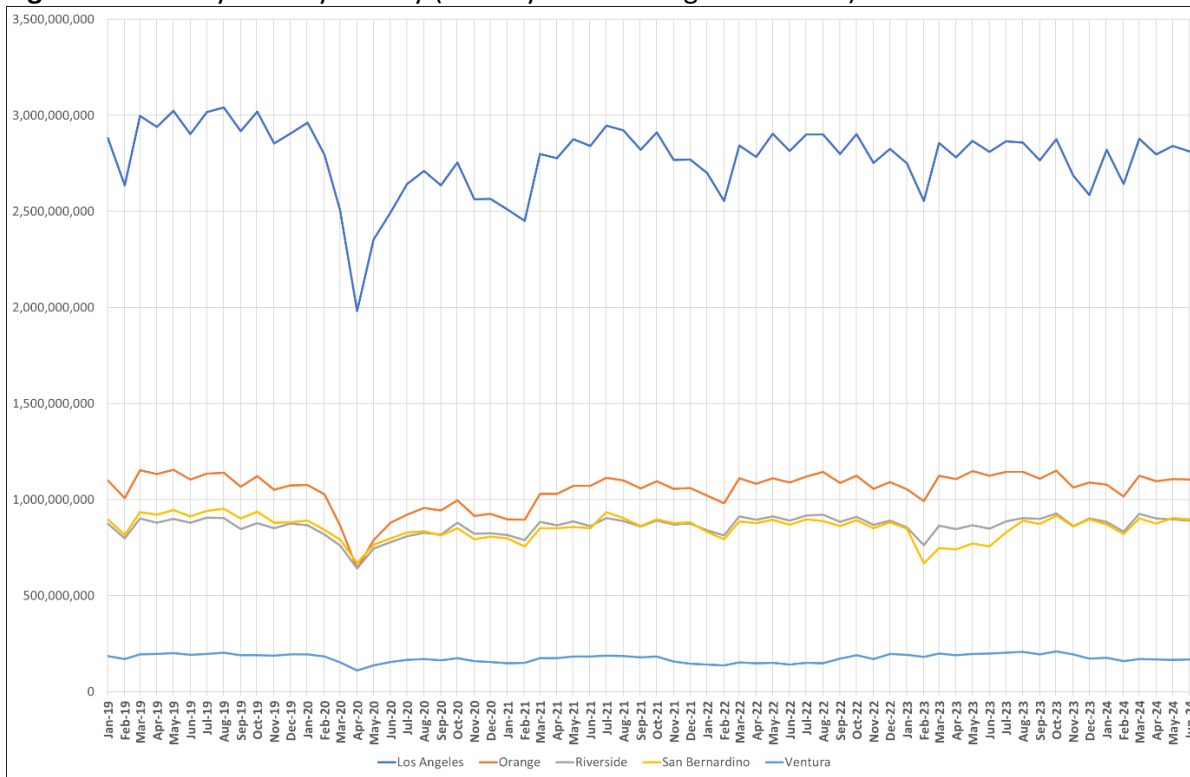
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through June 2024)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 9. Monthly VMT by County (January 2019 through June 2024)

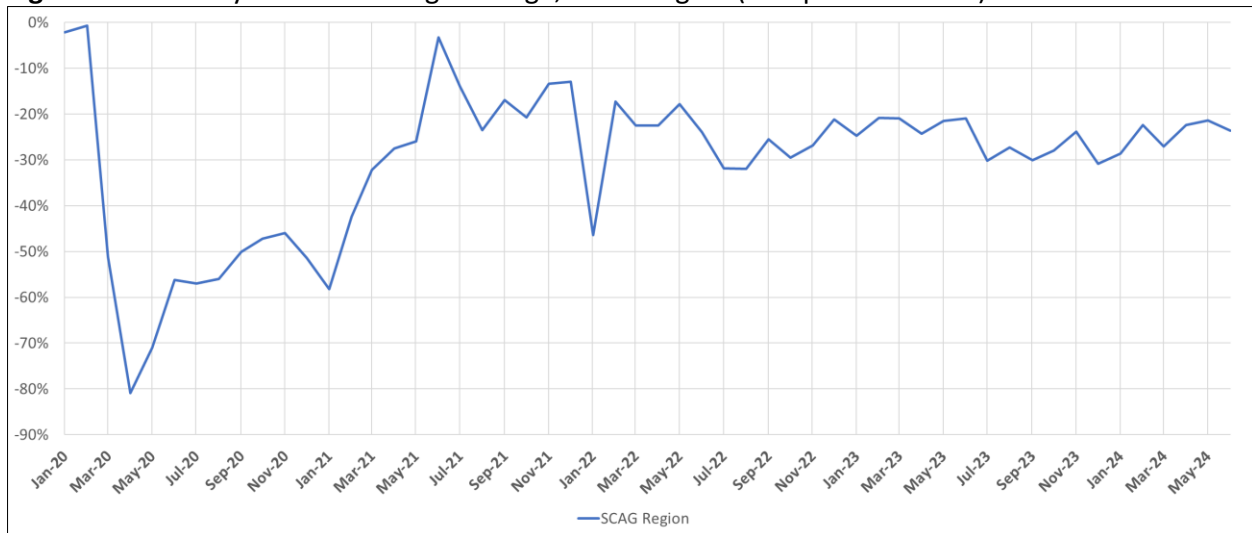


Source: California Performance Measurement System (PeMS), as of June 2024.

According to data collected and reported through PeMS, vehicle hours of delay (VHD) levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, hovering between 20 percent and 30 percent below the pre-pandemic baseline since Fall 2022.

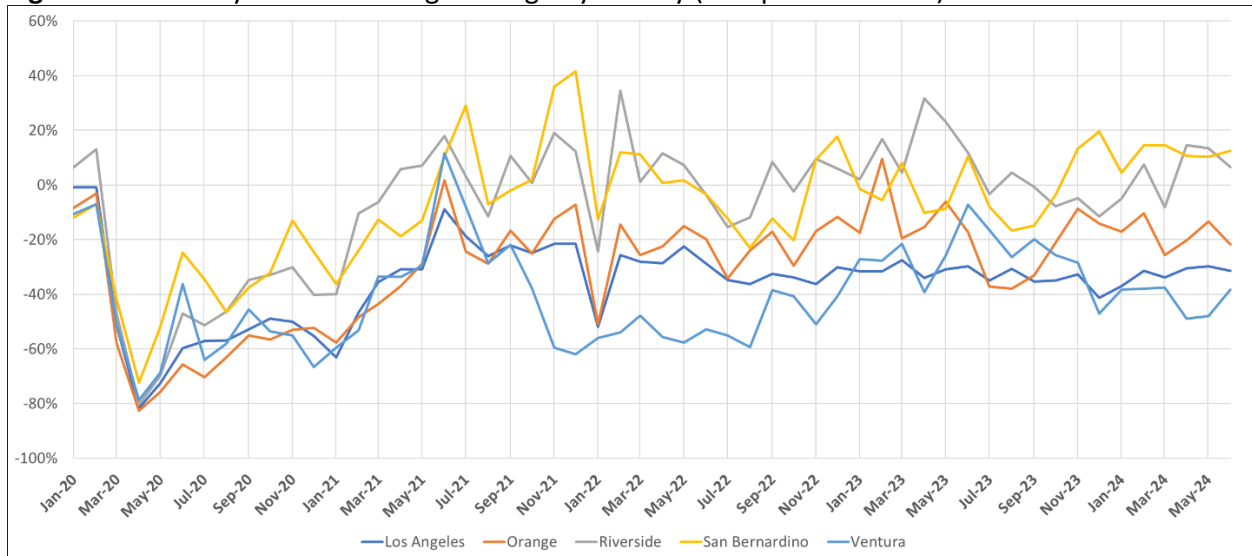
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)



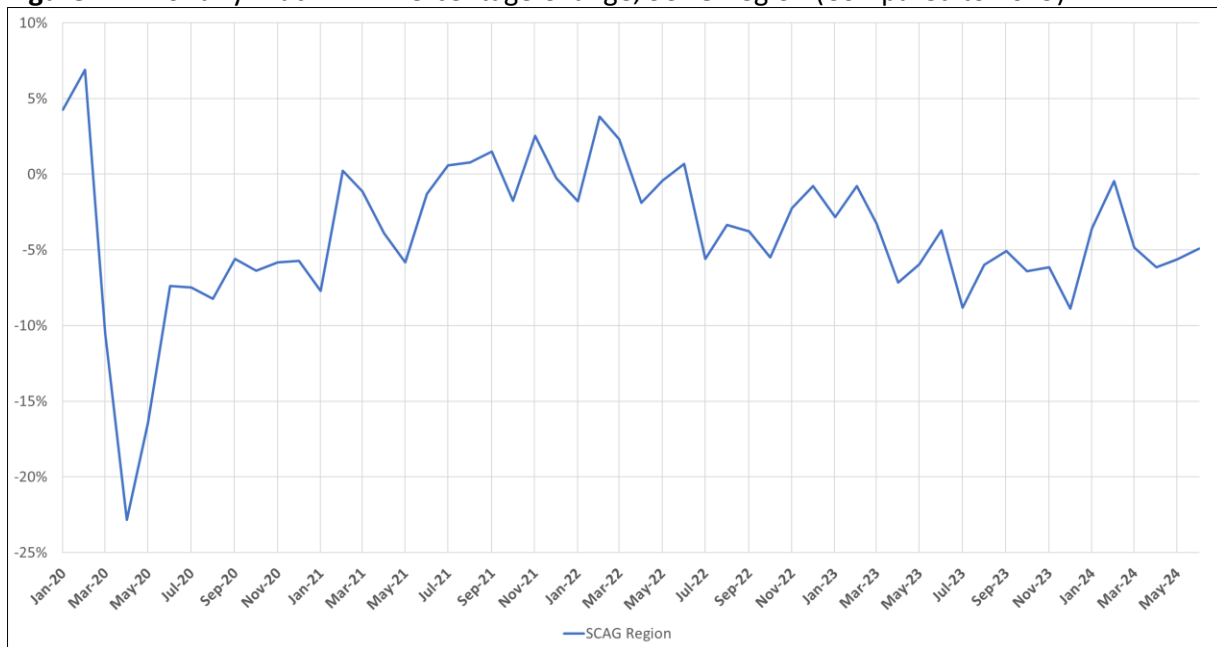
Source: California Performance Measurement System (PeMS), as of June 2024.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the onset of the pandemic, including in the first half of 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about five percent below the pre-pandemic baseline by the end of June 2024. In general, the regional trend in truck VMT since the middle of 2022 seems to be continued regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels, before achieving near-parity with pre-pandemic levels in February 2024.

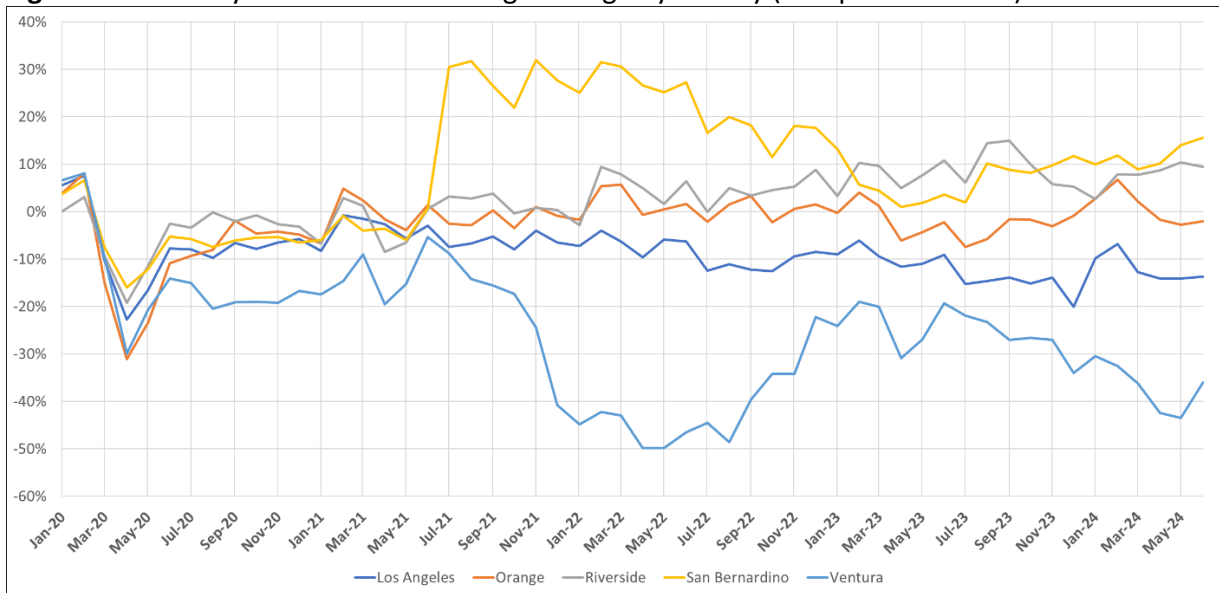
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Figure 12. Monthly Truck VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

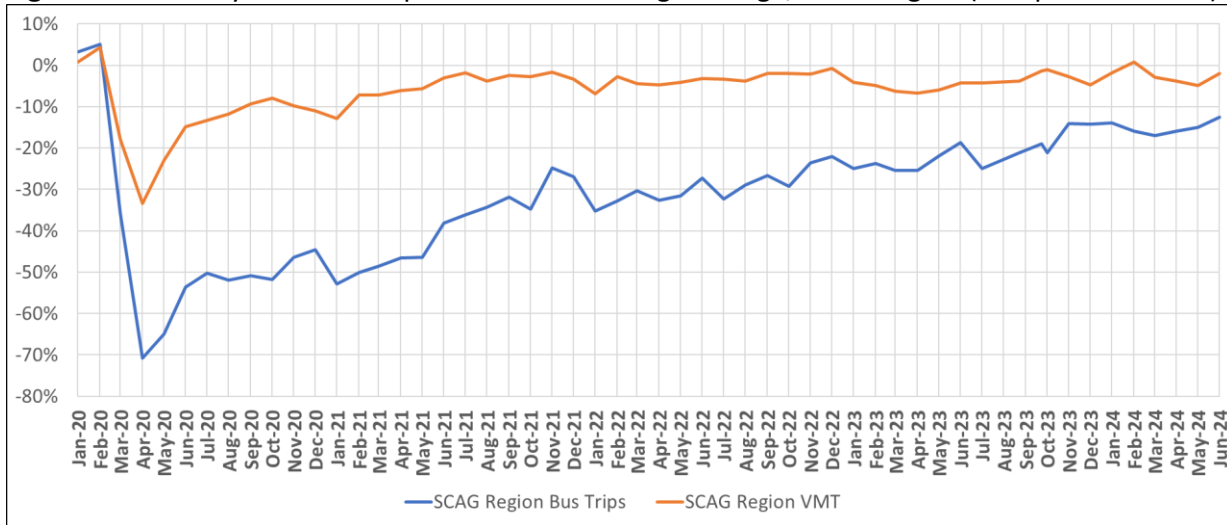
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month’s totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about 15 percent below its pre-pandemic baseline level as of June 2024, is greater than the deficit in VMT of less than five percent below its pre-pandemic baseline level. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic.

Figure 14. Monthly Bus Ridership and VMT Percentage Change, SCAG Region (Compared to 2019)

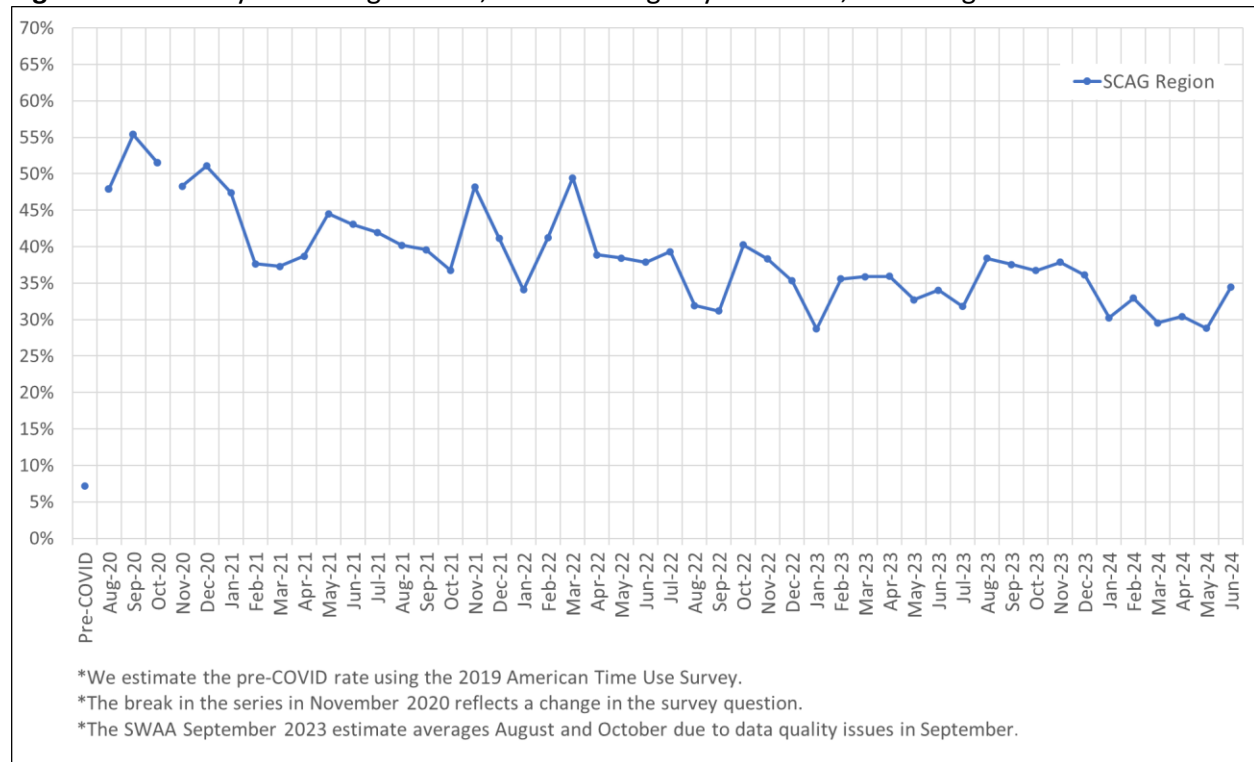


Source: [Federal Transit Administration National Transit Database](#), as of June 2024, and California Performance Measurement System (PeMS), as of June 2024.

Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained consistent around 30 percent. As of June 2024, the current rate stands at 34 percent. The work-from-home rate for June was noticeably higher than the previous five months, which may reflect seasonal fluctuations in remote work (e.g., school summer vacations).

Figure 15. Monthly Percentage of Full, Paid Working Days at Home, SCAG Region



Source: The work-from-home statistics are derived based on microdata from www.wfhresearch.com, re-weighted to be representative of the Los Angeles Combined Statistical Area (LA CSA, consisting of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties) and updated as of June 2024.

NEXT STEPS:

Staff will continue to provide quarterly updates to the Transportation Committee on regional transportation and work-from-home trends using monthly PeMS, NTD, and SWAA data as the data becomes available. Staff will also continue to update the work-from-home statistics monthly on the [SCAG SoCal Economic Trends Dashboard](#).

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Quarterly Travel Metric Reporting

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
October 30, 2024

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 [FY2024 Comprehensive Review Contractors Manual](#) – Transit Asset Management). Similarly, Section 22 of the Triennial Review assesses whether transit operators make available safety performance targets to aid in the planning process.

To further assist transit operators in meeting these federal requirements, SCAG is offering a virtual TransAM Training Workshop on December 3, 2024, from 10:00 a.m. to 11:00 a.m. (PST). This 60-minute session will provide:

- Overview of the TransAM platform
- Software demonstration
- Q&A to address questions and challenges

This workshop will also offer valuable insights on how to use TransAM to support NTD reporting and streamline TAM-related data management. A separate email invitation with registration details will be sent to the RTTAC. For those unable to attend, a recording will be made available afterward.

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
October 30, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) General Directive on
Protecting Frontline Transit Workers from Assault

SUMMARY:

From: <https://www.federalregister.gov/documents/2024/09/25/2024-21923/general-directive-24-1-required-actions-regarding-assaults-on-transit-workers>

On September 25, 2024, the Federal Transit Administration (FTA) issued General Directive 24-1: Required Actions Regarding Assaults on Transit Workers, requiring more than 700 transit agencies nationwide to take action and address ongoing incidents of assaults on transit workers. The General Directive requires all transit agencies subject to FTA's Public Transportation Agency Safety Plans (PTASP) regulation to complete a safety risk assessment. Agencies must assess the risk of assaults on their workers using the Safety Management System processes outlined in their agency safety plans. The directive is a significant and necessary next step in FTA's efforts to better protect frontline transit workers. It requires transit agencies to:

- Assess the risk of assaults on the agency's transit workforce using the Safety Management System (SMS) processes outlined in its Agency Safety Plan (ASP).
- Conduct a safety risk assessment related to assaults on transit workers. If a transit agency's safety risk assessment shows an unacceptable level of risk of assaults on transit workers, they must identify strategies to mitigate that risk and improve transit worker safety.
 - If a transit agency's safety risk assessment shows an unacceptable level of risk of assaults on transit workers, they must identify strategies to mitigate that risk and improve transit worker safety.
 - For transit agencies serving large urbanized areas (with populations of 200,000 or more), they must comply with PTASP requirements to involve the joint labor-management Safety Committee when identifying safety risk mitigations and strategies.
- Provide information to FTA within 90 days on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers.

This information will help FTA understand how transit worker assault safety risk assessments and safety risk mitigations vary throughout the industry, informing the agency of further activities that may be effective in reducing the risk of assaults on transit workers.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
October 30, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: California Air Resources Board (CARB) Innovative Clean Transit
Reporting Tool (ICTRT)

SUMMARY:

From: https://ictrt.carb.arb.ca.gov/?utm_medium=email&utm_source=govdelivery

The California Air Resources Board (CARB) has announced that their web-based Innovative Clean Transit Reporting Tool (ICTRT) will be available from September 30, 2024, through November 8, 2024, for transit agencies to report their bus purchases and fleet information as of December 31, 2023. The current ICTRT has been updated to include new features and modules, including “ZEB Purchase Compliance Calculations” and “Compliance History” modules. Transit agencies can refer to the updated ICTRT Guidance Document to learn about the recent updates, Innovative Clean Transit reporting requirements, and how to use the ICTRT.

Please note, “Reporting Cycle for 2023 is open” means transit agencies must report the year 2023 data in the reporting year 2024. Additionally, the reporting cycle for 2024 will open from February 3, 2025, through March 31, 2025.

Additional Resources:

- [CARB ICTRT Guidance Document](#)

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.7
October 30, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: University of California, Irvine (UCI) Listening Session on AI-Based
Mobility

SUMMARY:

From: <https://www.jotform.com/form/242885305030148>

On November 5, 2024, SCAG and the HORIBA Institute for Mobility and Connectivity2 (HIMaC2) at the University of California, Irvine will host a listening session on findings from recent research into the uses of artificial intelligence (AI) to improve safety and energy efficiency for transportation systems. A previous listening session, hosted by HIMaC2 and SCAG in April 2023, discussed desired project outcomes, and the upcoming session will cover interim project results and discuss the future of AI and transportation, including a presentation of critical traffic data collected during the research and next steps for the program.

The upcoming listening session will be held on Tuesday, November 5, 2024, from 11:00 a.m. to 12 p.m. It will be offered in hybrid format, with the option of joining via Zoom, or in-person at the SCAG office: 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. To register, please use the link provided above.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.8
October 30, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: California Assembly Bill (AB) 2553 and High-Quality Transit
Corridors Interactive Web Map Updates

SUMMARY:

From: <https://legiscan.com/CA/text/AB2553/id/3009164>

On September 19, 2024, California Assembly Bill (AB) 2553 was signed into law, which revises the definition of “major transit stop” for the purposes of the California Environmental Quality Act (CEQA) and any cross references, to contain the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less, rather than 15 minutes or less, during the morning and afternoon peak commute periods.

To comply with this legislative amendment, SCAG staff will update the High-Quality Transit Corridors (HQTC) Interactive Web Map, which is accessible through SCAG’s Regional Data Platform. This web map currently depicts existing and planned HQTCs and major transit stops as outlined in Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The HQTCs and major transit stops for the RTP/SCS horizon year 2050 include existing HQTCs and major transit stops (based on 2022 inputs and the general assumption that pre-pandemic service would be restored by 2025), combined with future improvements expected to be implemented by transit agencies by 2050. The major transit stop data will be updated to reflect the new statutory requirements.

Brighter Blue

Five Year Service Plan for Big Blue Bus

SCAG Regional Transit Technical
Advisory Committee Meeting
October 30th, 2024

Abdallah Daboussi
Strategic Transit Planner





What is Brighter Blue?

- Comprehensive Operational Analysis (COA)
 - Analysis of Existing Service
 - Public Outreach and Stakeholder Engagement
 - Five Year Service Plan
- From January 2023 to June 2024
- Transportation Management & Design, Inc
 - Arellano Associates
 - Fehr & Peers

MOVING COMMUNITIES FORWARD





Deliverables

- Five Year Service Plan
(Route by Route Proposed Changes)
- Brighter Blue Final Report
- Public Outreach Summary Report
- Existing Conditions Report



MOVING COMMUNITIES FORWARD



Public Outreach & Stakeholder Engagement



- On-board customer survey
- Online surveys
- Focus group meetings
- Project dedicated website and e-mail
- Public workshops & hearings, virtual and in-person, live Spanish interpretation
- Meetings, flyers, surveys, etc., in English & Spanish



MOVING COMMUNITIES FORWARD



Public Outreach (cont.)



¡Ayúdanos a mejorar Big Blue Bus!

Participe en la próxima reunión pública y comparta sus opiniones sobre cómo podemos mejorar Big Blue Bus.

Formas de participar

Taller virtual
 miércoles, 6 de marzo de 2024
 Reunión por Zoom
 6:00 PM - 8:00 PM
 Regístrese en brighterbluebbb.com

Taller presencial
 jueves, 7 de marzo de 2024
 Santa Monica Main Library
 Multipurpose Room
 5:30 PM - 7:30 PM
 Regístrese en brighterbluebbb.com

Habrá interpretación en español disponible.

Si necesita alguna adaptación lingüística o de accesibilidad para esta reunión, por favor contáctanos al menos 72 horas antes de la fecha de la reunión.



City of Santa Monica Big Blue Bus
May 16

Have you shared your thoughts on the proposed service changes for Big Blue Bus? 🗳️ The deadline is approaching fast! Take the survey before May 24: <https://survey.typeform.com/to/N9oGdT41> #BrighterBlue

¿Ha compartido sus opiniones sobre los cambios de servicio propuestos para Big Blue Bus? 🗳️ ¡Se acerca la fecha de cierre! Responde a la encuesta antes del 5/24: <https://survey.typeform.com/to/N9oGdT41>

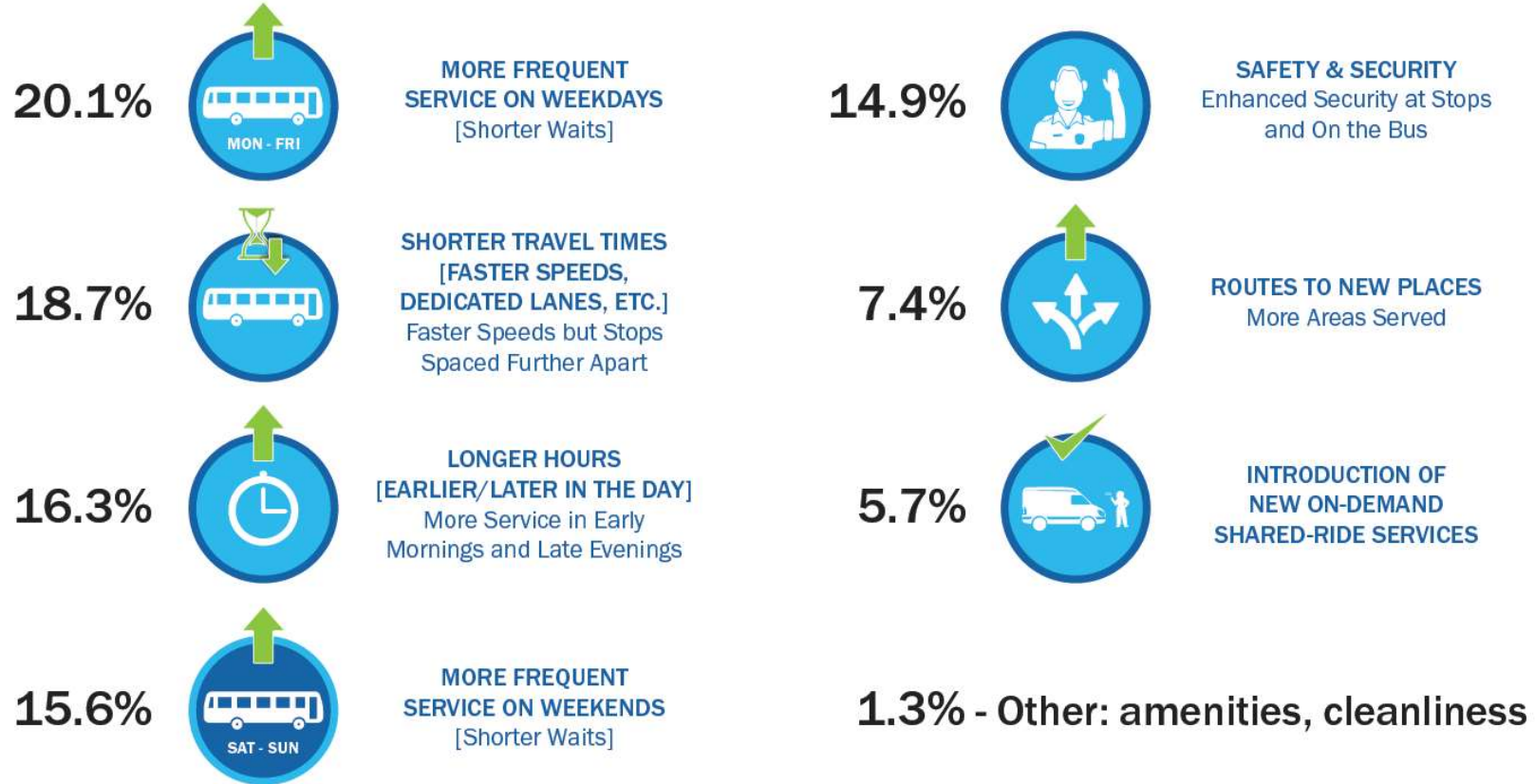




MOVING COMMUNITIES FORWARD



“Brighter Blue Bucks” Results



MOVING COMMUNITIES FORWARD



Brighter Blue Service Plan Summary



- **Adopted by Council – July 9, 2024**
- **Improve frequencies** on most routes including 10 minutes or better service on select major routes
- **Expand service hours** so most routes start earlier, end later, and operate on weekends
- **Ensure connections** to the new LAX/Metro Transit Center and Metro Rail D Line extension, and other **essential destinations**

Big Blue Bus Brighter Blue COA Route Recommendations | 2024

As part of the Brighter Blue Comprehensive Operations Analysis, Big Blue Bus is proposing a series of service changes to be implemented over the next five years. These changes were developed based on feedback from community outreach, rider surveys, and analysis of existing Big Blue Bus services. The following pages provide an in-depth look at the proposed schedule and alignment changes for each route.

Route Info
Key information on proposed changes to the route is presented in this section. This includes alignment changes, headway/frequency changes, and span changes.

Schedule Recommendations
The schedule recommendations present the change in frequencies and service hour span for weekday, Saturday, and Sunday. Current frequencies and service hour spans are presented for comparison.

Route Map
Each route's proposed alignment is shown in blue. The existing network is shown in red. If the existing route is not visible, the proposed route will operate on the same alignment. The lighter gray routes are the rest of the proposed network.

Day	Start	End	Frequency	Current	Proposed	Current	Proposed
Monday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM
Tuesday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM
Wednesday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM
Thursday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM
Friday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM
Saturday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM
Sunday	6:00 AM	10:00 PM	15	15	10	6:00 AM	10:00 PM

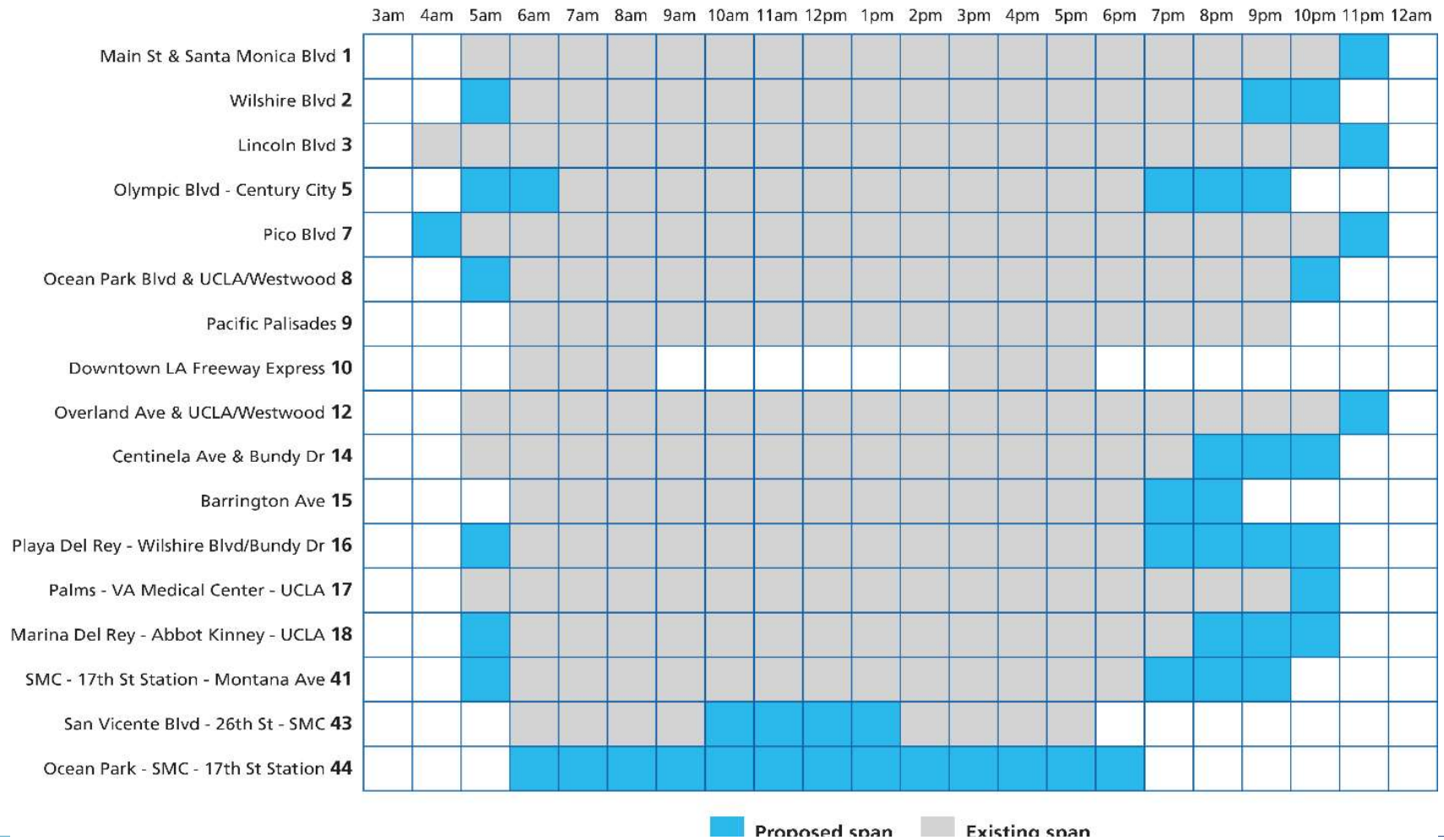
MOVING COMMUNITIES FORWARD



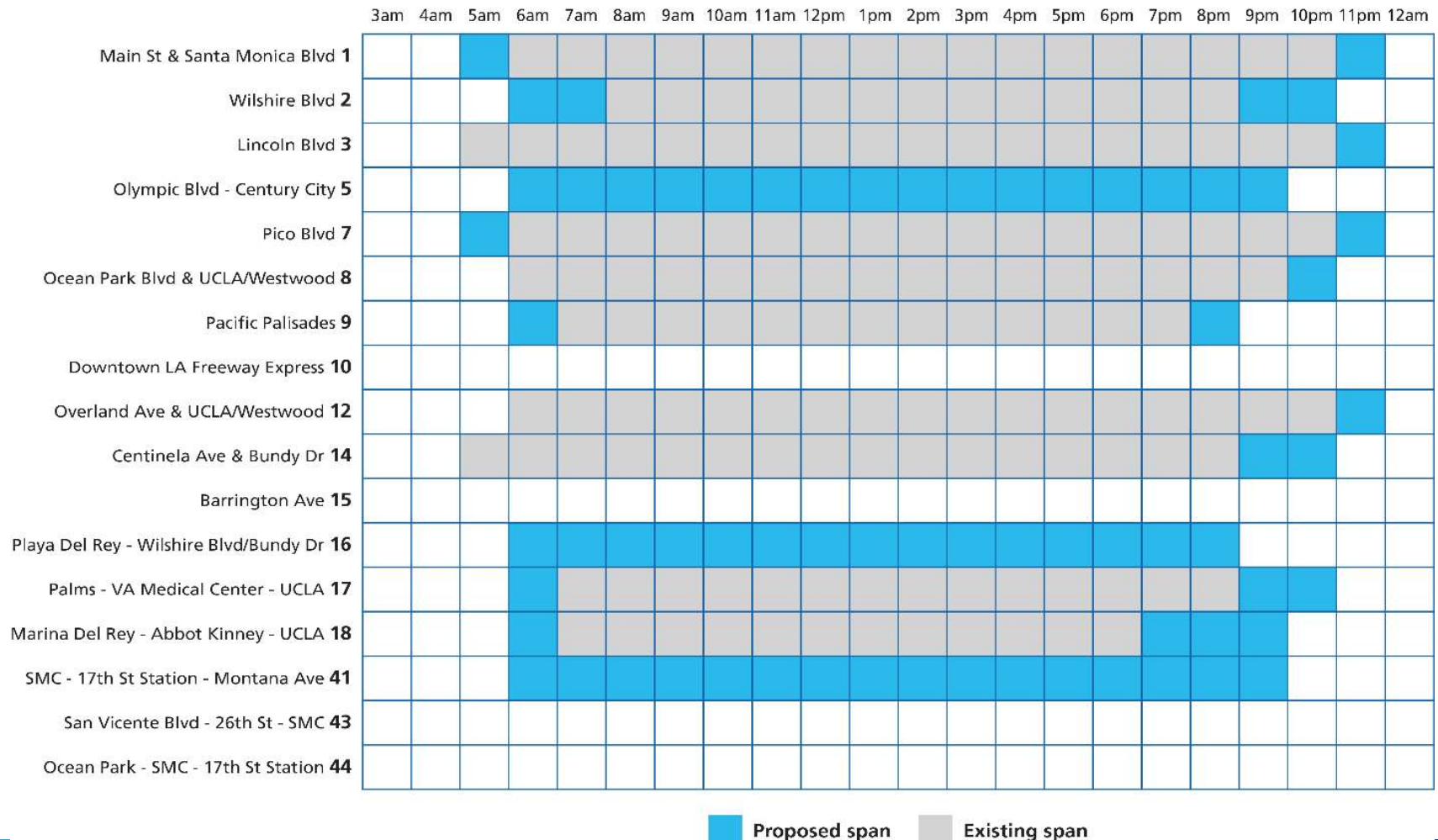
Frequency Improvements - Weekday



Proposed Service Hours - Weekdays



Proposed Service Hours - Weekends

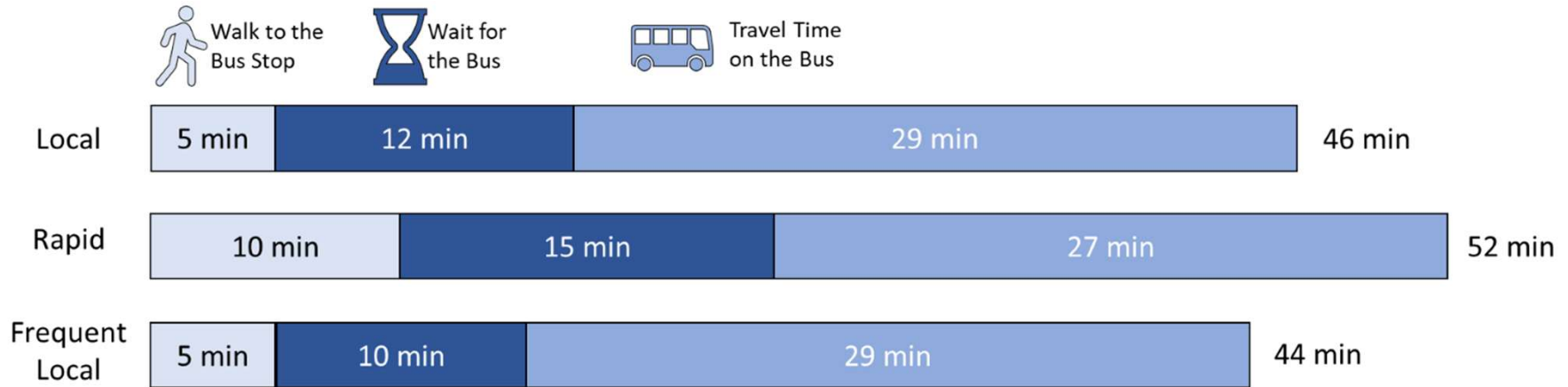




Example of Proposed Route Changes



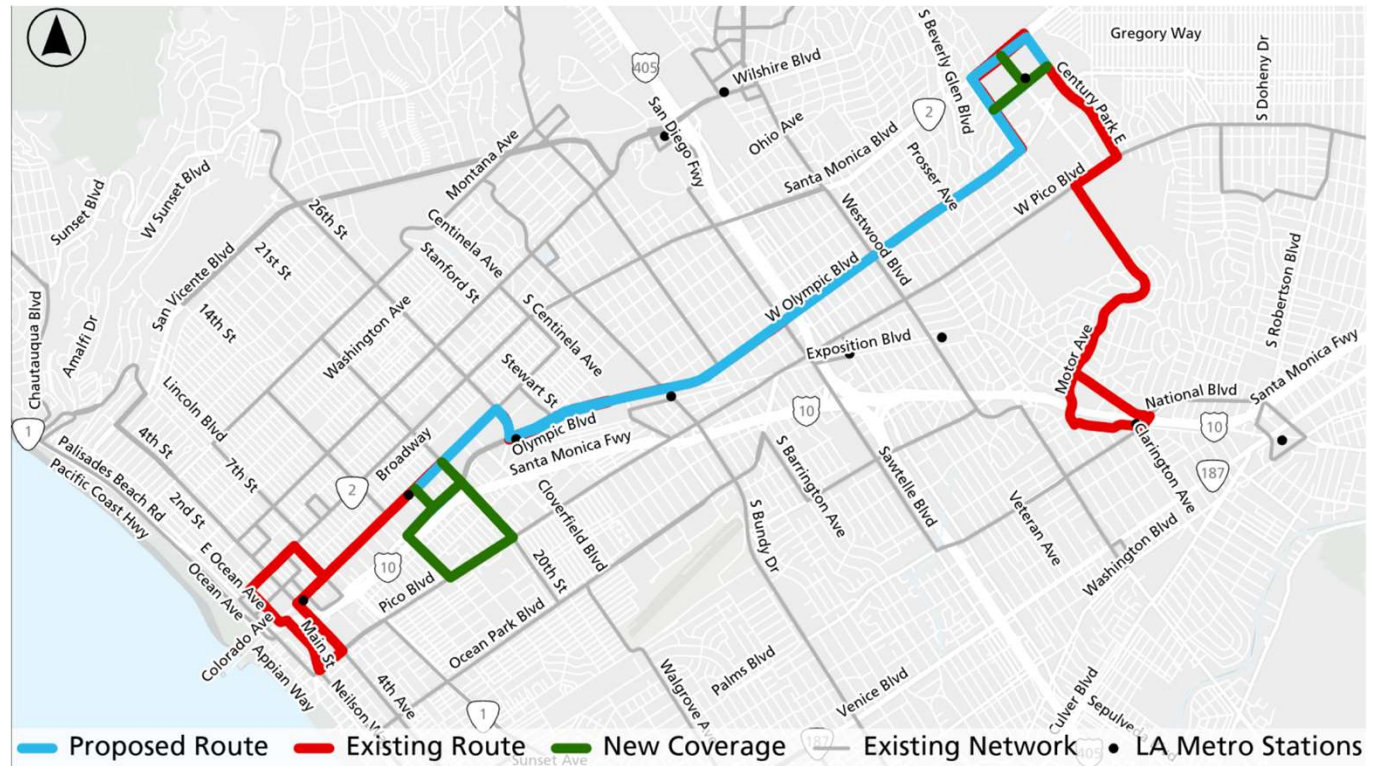
Local vs. Rapid Travel Time Comparison



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Route 5 Proposed Changes



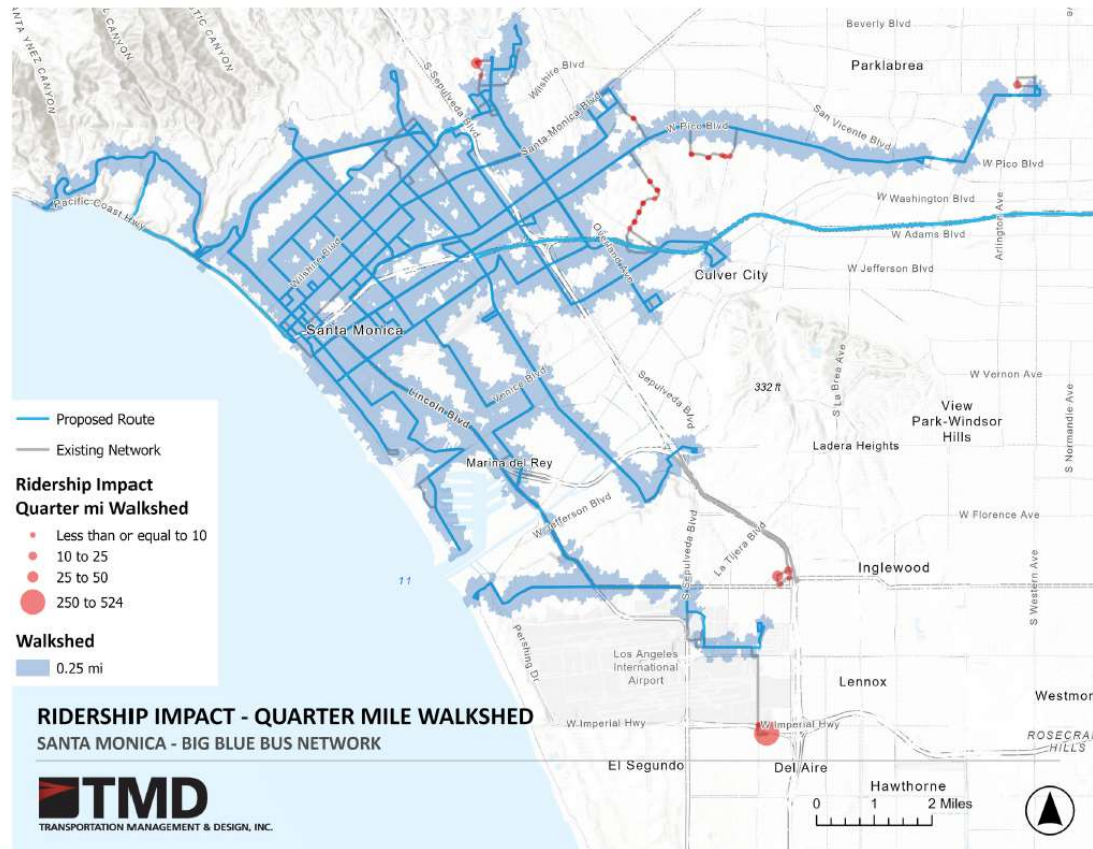
Route	Corridor or Route Name	Summary of Proposed Change(s)	Tentative Implementation Timeline
5	Olympic Blvd	Increase peak frequency from 60 to 30 minutes. New weekend service. Discontinue Century City to Palms segment and discontinue service west of SMC.	Aug '25

Route 14 Proposed Changes



Route	Corridor or Route Name	Summary of Proposed Change(s)	Tentative Implementation Timeline
14	Bundy Dr/ Centinela Ave	Increase peak frequency from 20 to 15 minutes. Discontinue service to Inglewood. New southern terminus in Culver City. Re-route to Westwood/VA Hospital Station in 2027.	Dec '24 (Culver City) Aug '27 (D Line)

Ridership Impacts



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Title VI Service Equity Analysis



- Determine disparate impacts or disproportionate burdens on disadvantaged populations
- Proposed changes exceed thresholds in BBB's Policies
- Final service plan proposes mitigations & provides rationale (e.g., Route 7 service frequencies)



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Tentative Implementation Timeline



Timeline	Proposed Change(s)	Routes
December 2024	Changes impacted by the opening of the LAX/Transit Center	3, R3, 14
August 2025	Changes to SMC service routes	5, 7, R7, E7, 9, 16, 41, 42, 43, 44
August 2026	Changes to UCLA serving routes	1, 2, 8, R12, 17, 18
August 2027	Changes to Westwood/ VA Hospital Station serving routes	2, 14, 15, 16
2028	Remaining frequency & service hour changes (if any)	TBD

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Corridors Targeted for Improvements



Corridor	Segment	City	Routes(s)
4 th Street	Wilshire Blvd. to Colorado Ave.	Santa Monica	1,2,3,7,9,18
Bundy Dr	Wilshire Blvd. to Ocean Park Blvd.	Los Angeles	14,15
Lincoln Blvd	Rose Ave. to Mindanao Way	Los Angeles	3
Ocean Park Blvd	25th St. to Centinela Ave.	Santa Monica	8,44
Ocean Park Blvd	Centinela Ave. to Bundy Dr.	Los Angeles	8,44
Pico Blvd	16th St. to Centinela Ave.	Santa Monica	7
Pico Blvd	Centinela Ave. to Sepulveda Blvd.	Los Angeles	7
Pico Blvd	Ave. of the Stars to Crenshaw Blvd.	Los Angeles	7
Santa Monica Blvd	Centinela Ave. to Westwood Blvd.	Los Angeles	1
Wilshire Blvd	Bundy Dr. to Westwood Blvd.	Los Angeles	2,17,18

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BBB Initiatives Supporting Plan



- Safety and Security including new Transit Safety Officer Program
- Transition to Zero Emission Fleet & building of charging infrastructure
- Recruitment and retention of Motor Coach Operators



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Thank You



Questions?

- For more details, or visit: brighterbluebbb.com
- Or email Abdallah.Daboussi@santamonica.gov



MOVING COMMUNITIES FORWARD





VVTA Comprehensive Operational Analysis

Presentation to SCAG

October 30, 2024

What is the Comprehensive Operational Analysis?

- 5-Year blueprint for VVTA
- Guides longer term vision
- Looks at all services and aspects of the agency
- A plan for ZEB buses
- A plan for improvements to bus facilities and transit centers
- Infrastructure to support services

Phase I

- Analysis of current programs and operations

Phase II

- Development of a system plan that looks at reorienting services to better serve VVTA's customers

Phase III

- Final plan that includes a comprehensive capital program and financially constrained implementation program



Analysis Findings

- No significant demands beyond the current service area
- Missed connections are a major concern
- Passengers requested later and more frequent service
- Major new development areas need to be served in later years
- There are areas where microtransit may be more effective than fixed route

- Review potential for vanpool services to replace NTC commuter bus service
- Route 15 intercity service is very popular
- Fare program modernization will provide benefits to riders and VVTA



Service Alternatives

Short-Term Alternatives

- Serve new and emerging destinations
- New connections
- Streamlined route alignments
- Span and frequency improvements

Long-Term Vision

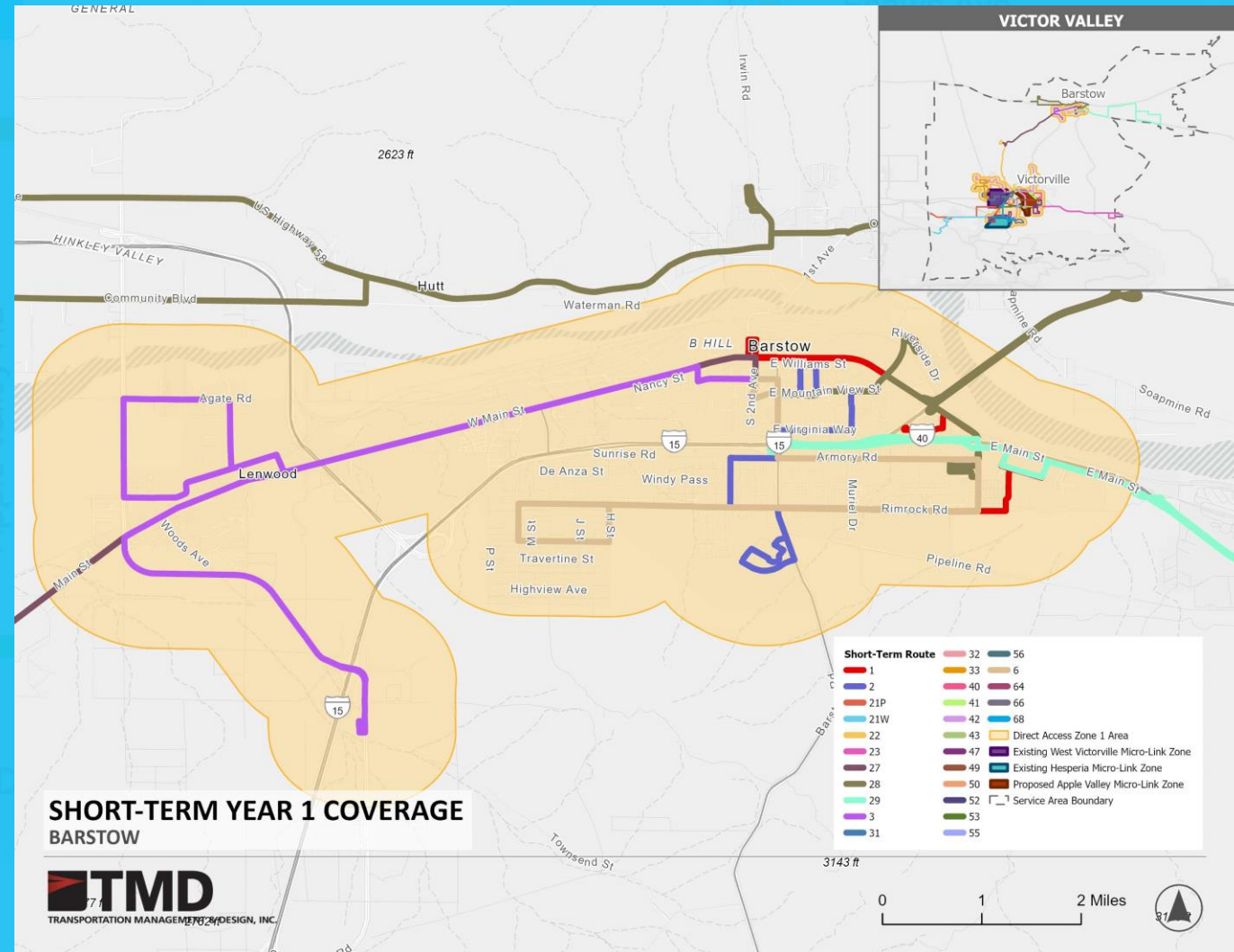
- Serving new developments
- More extensive frequency and span improvements
- New connections
- New transit centers
- Streamlined route alignments
- Span and frequency improvements

Additional Recommendations

- Route 15
 - Additional stops and additional trips
- Ft. Irwin Commuter Service – future to be decided
- Vanpool
 - Advertise to new markets
 - Include as part of the future of NTC transportation
- Direct Access
- CTSA
 - Travel training
 - Transit ambassadors
 - Veterans' transportation program
 - Long-term programs

Year 1 Service Changes – Implemented October 6, 2024

- Major restructure of service throughout the service area
- Span and frequency consistency within services and day of week
- Replace Route 50X with streamlined and more frequent Route 55 service
- New County Route 27 connecting Barstow and Hinkley
- New Route 49 serving the Yucca Loma corridor
- New Apple Valley Micro-Link service beginning October 28, 2024
- Replace Routes 25 and 54 with existing Micro-Link
- Modify an additional Route 15 NB trip to serve CSUSB
- Plan for future of Ft. Irwin Commuter services



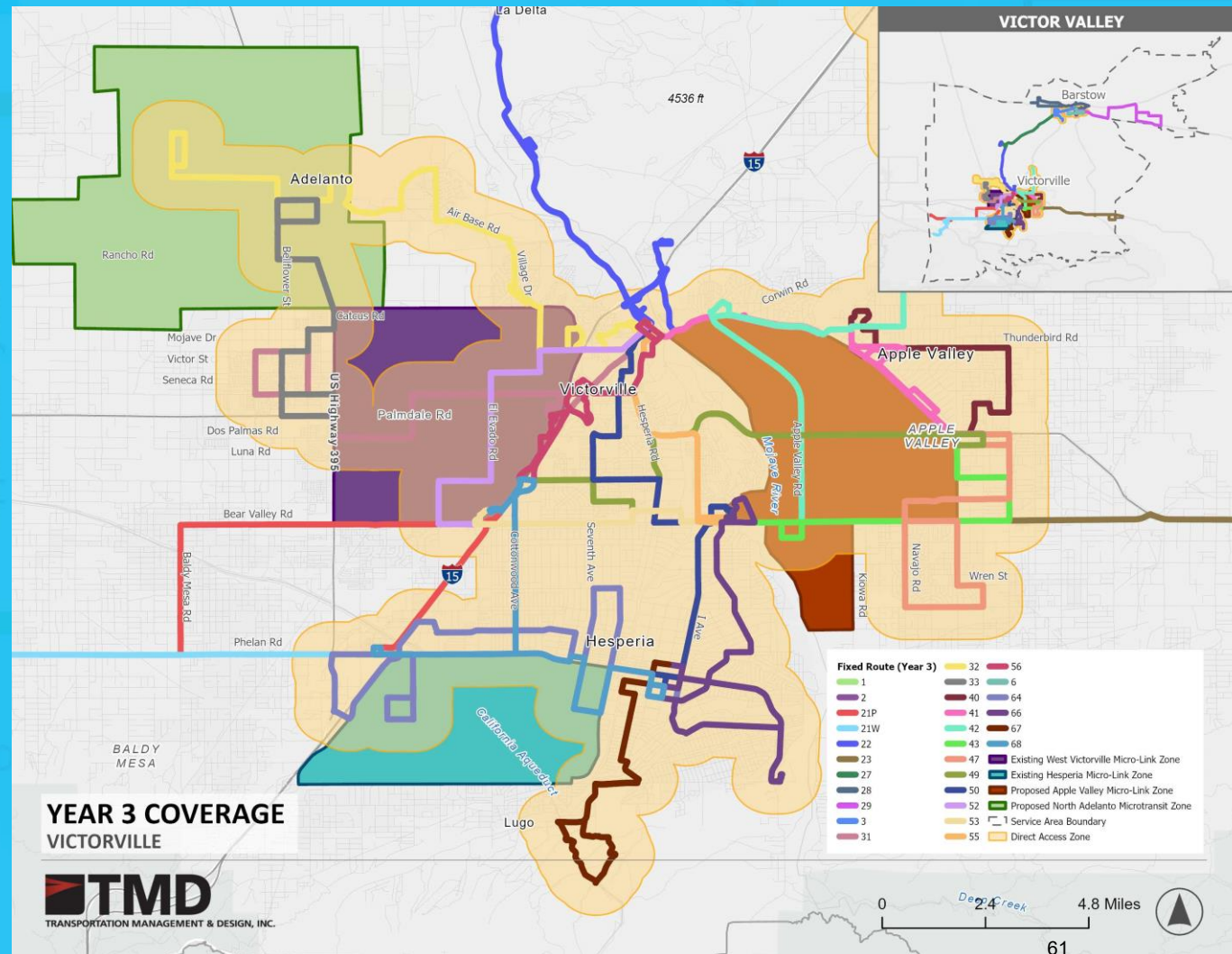
Year 2 Service Changes

- Span Expansion – Weekday service span extended one hour into the evening on Routes 1 through 6 and Routes 31 through 68
- Adjust span of Direct Access service to match fixed route
- Route 15 – Add one additional weekday trip between Victorville and Barstow
- Implement changes to the NTC Commuter program



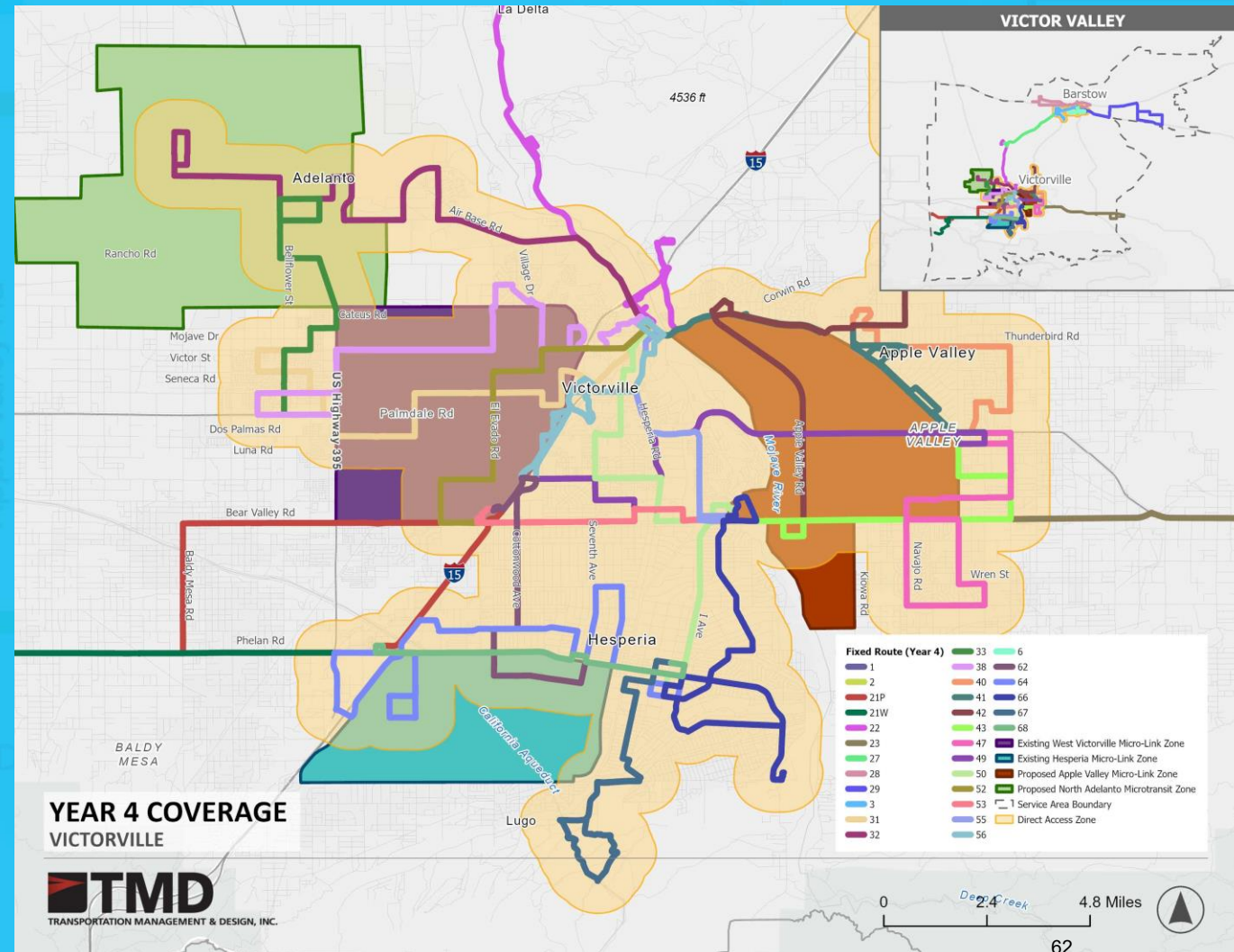
Year 3 Service Changes

- New Route 67 to serve the Silverwood development
- New North Adelanto Micro-Link
- Adjustments to Routes 33 and 66 based on new services
- Operate Route 15 Saturday schedule on Sunday



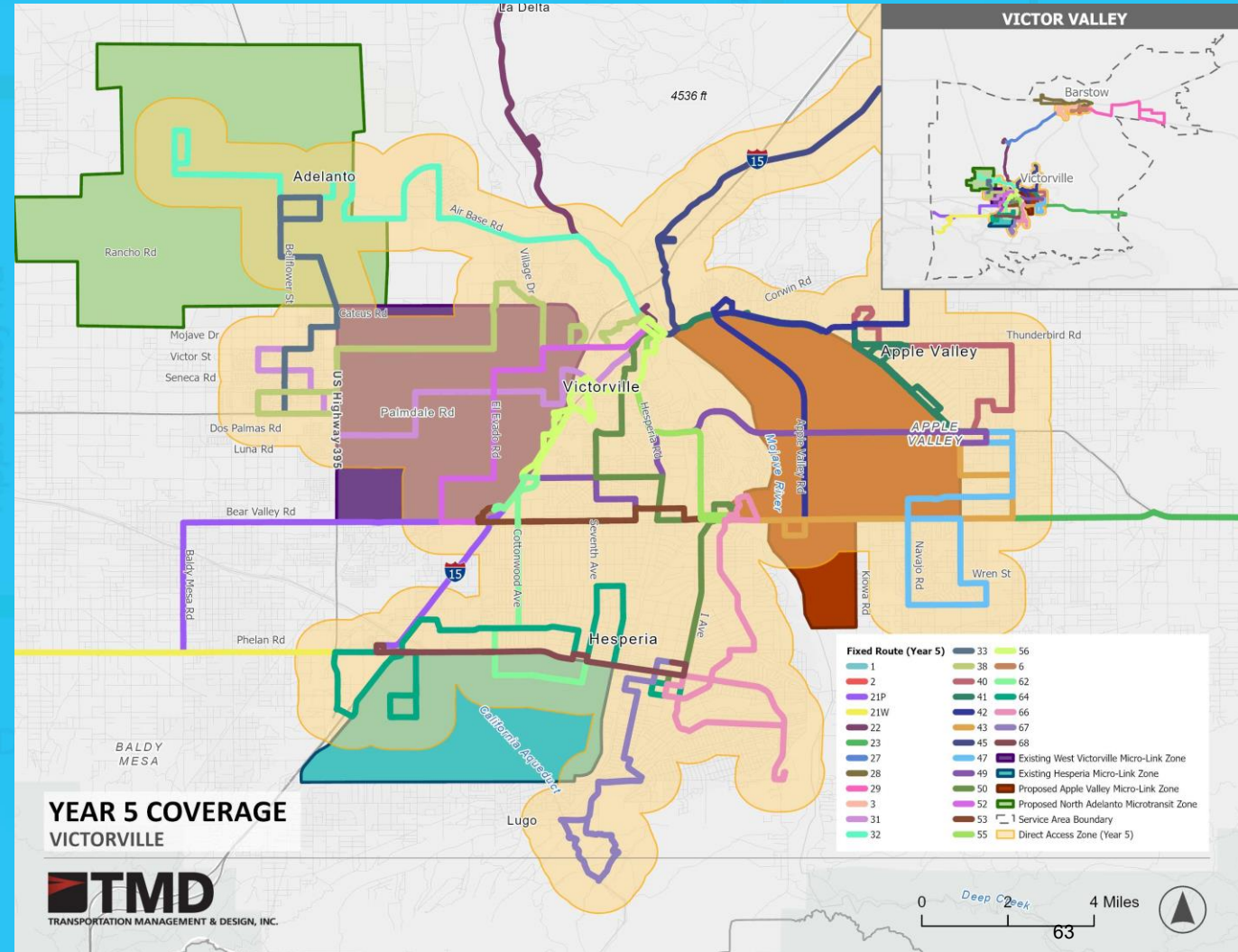
Year 4 Service Changes

- New Route 38 along Mojave Drive
- Modify Routes 31 and 32 based on Route 38
- New Route 62 between Hesperia and Victor Valley Mall
- Modify Route 68 to operate solely along Main Street



Year 5 Service Changes

- Implement new Route 45 to connect to the Apple Valley Brightline facility
- Modify Route 22 based on implementation of Route 45
- Span expansion – weekday service span extended one hour early in the morning and 1 hour later into the evening on Routes 1 through 6 and 31 through 68
- Adjust span of Direct Access service to match fixed route
- Changes to Route 15
 - Add stops at the Apple Valley and Hesperia Brightline Stations
 - Add two additional weekday roundtrips to Route 15 between Victorville and San Bernardino



Prioritized Future Improvements Beyond Five Years

- Weekend span improvements
- County service span improvements
- Implementation of Route 65
- Provide 30-minute weekday headways on the following routes: 1, 2, 3, 6, 33, 38, 40, 42, 45, 47, 49, 50, 56, 62, 64, 66, 67, 68
- Provide 20-minute weekday headways on the following routes: 31, 41, 43, 52, 53, 55
- Provide 60-minute headways on County routes
- Provide 30-minute service on weekends along major routes



Additional Recommendations

CTSA

- Restoration of the Transit Ambassador and Travel Training programs
- Introduction of a Veterans Transportation program
- Develop a mobility assessment center associated with the Hesperia facility expansion

Commuter Service

- Possible transition of Commuter bus service to Vanpools

Vanpool

- Explore model of selling seats on vanpools
- Additional vanpools may be a part of the NTC Commuter strategy
- Market vanpool program to additional employers

Fare Modernization

- Implement in Year 2/FY 2026
- Introduce fare capping program
 - Incremental purchase of unlimited ride fares
- Introduce open-loop payment structure
- Fare modification

Administration

- Review staffing needs for FY 2026 and beyond



Capital Program

- Vehicle Acquisition
- ZEB Transition
- Transit Hub Development (Hesperia & Barstow)
- O&M Facility Expansion
- Fare Collection
- Passenger Amenities
- Brightline



Financial Plan

- The Five-Year Plan includes a balanced financial plan using Federal, State, and Local funding sources for Operating and Capital expenses.



Next Steps

- Implement Year 1 service plan (October 2024)
- Planning for the future of Ft. Irwin Commuter service (Fiscal Year 2025)
- Incorporate COA service plans in annual budgets
- Fare modernization
- Plan for growth





Transit Transformation Task Force Update

Regional Transit Technical Advisory
Committee (RTTAC)

October 30, 2024

WWW.SCAG.CA.GOV

August 29 Task Force Meeting Debrief

- Discussed the process of approving the policy recommendations for the report to the Legislature
- CalSTA shared draft strategies and policy recommendations with the Task Force to review and vote on
- Discussed proposed research plan for completing the non-recommendations focused portions of the final SB 125 report
- Discussed strategies to improve workforce opportunities in public transportation
- Discussed current challenges with TDA and recommendations for potential reform

Today's goal

Discuss and get feedback on:

- Process for **approving recommendations**¹
- **Recommendations on transit prioritization**¹
- Current **research plan**
- Strategies to improve workforce **recruitment, retention and development**
- **Transportation Development Act (TDA)** reform for transit operations

1. Recommendations for approval come from Transit Transformation Task Force meetings, Technical Working Group meetings, and Subject Matter Expert interviews

Image caption: LA Metro bus drivers ([LA Metro](#))





PROPOSED POLICY RECOMMENDATIONS

DISCUSSION TO SOLICIT RTTAC FEEDBACK

Strategy A: Standardize, support, and scale transit priority infrastructure.

1. Establish statewide procurements for Transit Signal Priority (TSP) and other infrastructure that can be leveraged to lower costs and encourage standardization.
2. Update the CA MUCTD to include TSP for transit routes where applicable. Create TSP Guidelines & standards that can be leveraged in any jurisdiction. Work to encourage collaboration between cities and agencies to enable TSP at scale.
3. On the state right of way, encourage implementation of transit priority and BRT features, such as bus-only lanes or queue jumps. Ensure that the State Highway Network can be used by Transit riders.
4. Authorize transit buses to be equipped with “yield to bus” signs, to establish yield requirement for auto travel.
5. Have Extend authorization for transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law.



Strategy B: Expedite delivery of transit supportive infrastructure.

1. Allow for exemption or preemption of local permitting requirements on identified priority transit routes.
2. Extend the SB 922 CEQA exemptions for transit prioritization projects, general purpose lane to bus-only lane conversions, highway shoulders to part-time transit lanes conversions.
3. Establish a by-right permitting mechanism for transit infrastructure – bus shelters, transit priority, TSP, etc. inside each city and on the State right of way.
4. Establish a statewide TIGER team to assist with the implementation of BRT/Bus Only lanes statewide to assist with planning, engineering and implementation in all jurisdictions.



Strategy C: Coordinate and collaborate to deliver infrastructure across jurisdictions.

1. Develop a framework on roles and responsibilities for TSP and BRT implementation for use statewide.
2. Convene a statewide working group for cities and transit agencies to discuss and solve common issues in implementing TSP.
3. Assist with funding TSP & other transit amenities on a state-owned facility using SHOPP dollars.



Strategy D: Establish flexibility with State funding sources.

1. Fund planning and engineering resources at the State level for easier implementation of transit priority infrastructure at the local level.
2. Update state funding programs and guidelines to encourage the delivery of transit priority infrastructure.




Additional Feedback?

Forecasted Meeting Schedule

	Meeting theme	Potential dates	Potential locations	Duration
1	Introduction	Dec 19, 2023	Virtual	2 hours
2	What outcomes does transit need to achieve, to achieve State mandates?	Feb 29, 2024	Sacramento, CA	2 hours
3	How would the customer experience need to change to meet the State’s goals?	Apr 15, 2024	San Diego, CA	4 hours
4	What level/types of service do these outcomes require?	June 17, 2024	San Francisco, CA	4 hours
5	What does this level of service imply for OpEx spend, workforce development, and employee engagement?	Aug 29, 2024	Los Angeles, CA	4 hours
6	What does this level of service imply for CapEx spend?	Mid-Oct 2024	Salinas / Monterey, CA	4 hours
7	How can this level of OpEx and CapEx be funded?	Dec 10, 2024	Clovis (Fresno), CA	4 hours
8	What prioritized topics and draft decisions should be included in the report?	Early Feb 2025	Riverside, CA	4 hours
9	Draft report review¹	April 2025	Sacramento, CA	4 hours
10	Final report briefing before submission¹	Sept 2025	San Francisco, CA (TBD)	4 hours

1. Final report due to legislature October 31, 2025
 Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Mar. 2024



October 28 Meeting @ Monterey Conference Center

- Transit Transformation Task Force Meeting #6:
 - October 28, 2024, 9:00 a.m. to 3:30 p.m.
Monterey Conference Center
(1 Portola Plaza, Room Steinbeck #1
Monterey, CA 93940)
 - Virtual Option will be available (visit <https://calsta.ca.gov/subject-areas/sb125-transit-program>)
 - Meeting Materials are available on the CalSTA website





THANK YOU!

For more information, please visit:

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



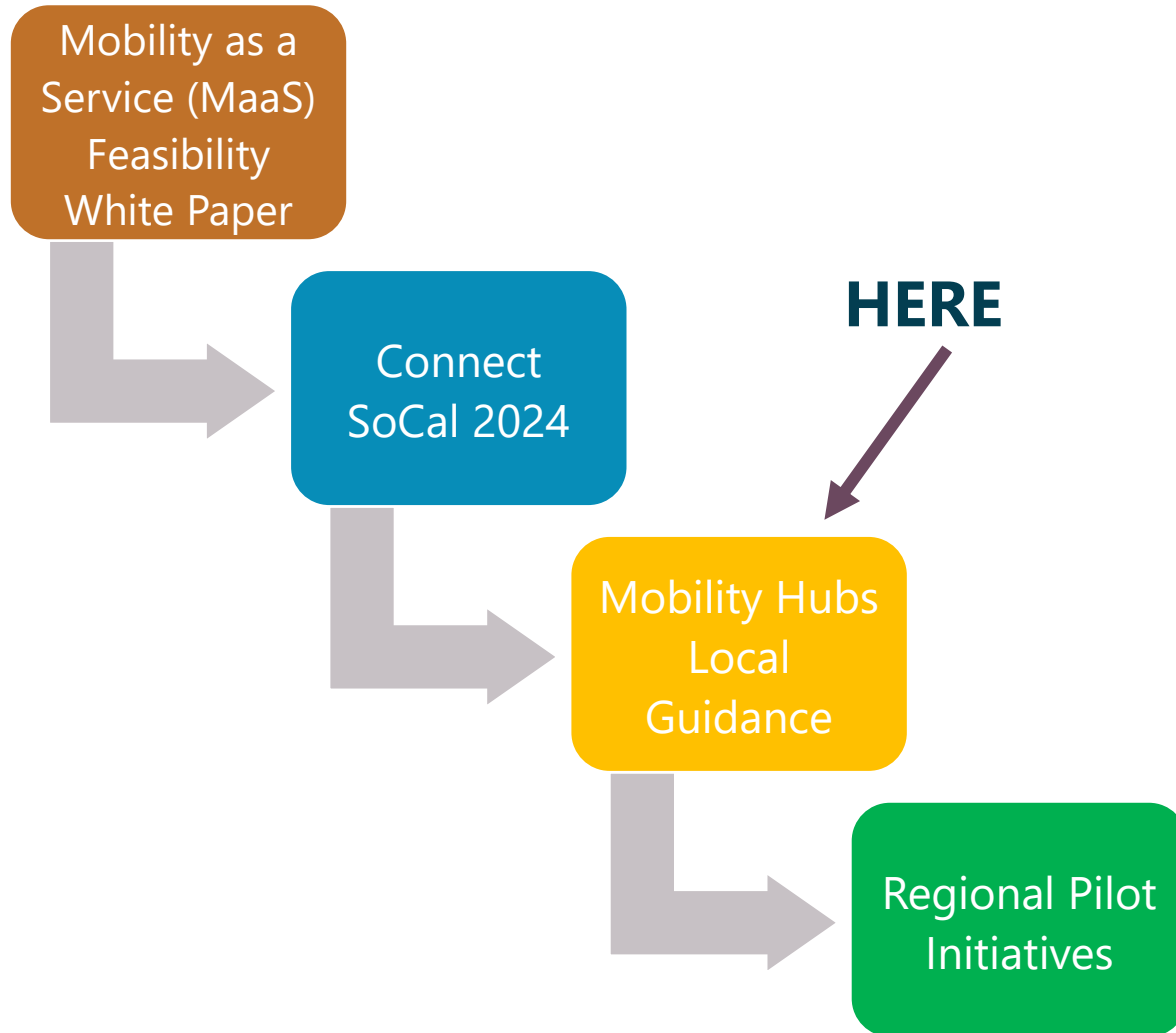
Mobility Hubs Update

Regional Transit Technical Advisory
Committee (RTTAC)

October 30, 2024

WWW.SCAG.CA.GOV

Mobility Hub Work at SCAG



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

RECAP: Regional Mobility Hubs Strategy (Phase 1)

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



RECAP: SCAG Mobility Hubs Typologies

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



Regional Mobility Hubs Strategy (Phase 2)

- Develop Design & Implementation Guidelines and provide training/support.
- Develop mobility hubs conceptual designs.
- Develop 1-2 Mobility Hub Pilot Projects for Regional Pilots Initiative (RPI).
- Conduct research and coordinate with stakeholders to identify and advocate for potential funding sources and public/private partnership opportunities.
- Position locals for success in competing for grant funding.
- Continue to refine baseline network of mobility hubs.



Project Summary

- Best Practices and Planning Context
 - **COMPLETE!**
- Design and Implementation Guidance
 - December 2024
- Mobility Hubs Conceptual Designs
 - November 2024 – January 2025
- Implementation Strategy
 - November 2024 – January 2025
- Toolbox Tuesday Training
 - March 2025
- Advance 1-2 conceptual designs via Regional Pilot Initiatives
 - March 2025



Willowbrook/Rosa Parks Station (Los Angeles)

Recent Progress

- Finalizing Mobility Hub Design & Implementation Guidance (Anticipated Completion: 02/25)
 - Conducted briefings with CTCs to solicit input on potential project sites for conceptual design.
 - Identified short list of priority project mobility hubs for conceptual design. Reaching out to secure partnerships.
 - Launched a Mobility Hubs webpage: <https://scag.ca.gov/transit-program>

