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## MEETING OF THE

# REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

*Wednesday, January 31, 2024*  
*10:00 a.m. – 12:00 p.m.*

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

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# REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

Wednesday, January 31, 2024

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

**1.0 CALL TO ORDER**

*(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**

3.1	<u>Minutes of the November 29, 2023, RTTAC Meeting</u>	3
3.2	<u>Regional Transit Operators Forum</u> (Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)	10
3.3	<u>2024 Regional Transit Technical Advisory Committee (RTTAC) Agenda Look Ahead</u> (Priscilla Freduah-Agyemang, SCAG)	12
3.4	<u>Regional Transit Technical Advisory Committee (RTTAC) Future Agenda Items</u> (Priscilla Freduah-Agyemang, SCAG)	15
3.5	<u>Transportation Trends Update</u> (Krista Yost, Assistant Regional Planner, SCAG)	17
3.6	<u>Federal Transit Administration (FTA) Fiscal Year (FY) 2024 Triennial Reviews, Section 5307 Program Requirements</u> (Priscilla Freduah-Agyemang, SCAG)	32
3.7	<u>SCAG Clean Technology Compendium</u> (Krista Yost, SCAG)	36

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE  
AGENDA  
Wednesday, January 31, 2024**

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**4.0 INFORMATIONAL ITEMS**

4.1	<b><u>Transit Transformation Task Force Update</u></b> (Kome Ajise, Executive Director, SCAG)	20	37
4.2	<b><u>I-805 Freeway Bus on Shoulder Pilot Project</u></b> (Mike Daney, Director of Contract Operations & Passenger Facilities, MTS, San Diego)	20	42
4.3	<b><u>VCTC Transportation Network Company (TNC) Access for All Program Update</u></b> (Heather Miller, Program Manager, VCTC)	10	61
4.4	<b><u>SCAG Clean Cities Strategic Plan</u></b> (Marisa Laderach, Principal Regional Planner, SCAG)	15	68

**5.0 STAFF REPORT**

5.1	<b><u>Connect SoCal 2024 Updates</u></b> (Priscilla Freduah-Agyemang, SCAG)	5	
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**6.0 ADJOURNMENT**

***The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, March 27, 2024.***

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

November 29, 2023

**Minutes**

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

The Regional Transit Technical Advisory Committee held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20. The meeting was called to order by Chair, 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
Geraldina Romo	Antelope Valley Transit Authority
Elisa Mendoza	Beaumont Transit
Alyssa Mendez	City of Commerce
Chun Leung	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
Corie Zamora	City of Santa Clarita Transit
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Joe Raquel	Foothill Transit
Josh Landis	Foothill Transit
Austin Novstrup	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Christopher MacKechnie	Long Beach Transit
Jessica Cignarella	Long Beach Transit
Joe Forgiarini	Los Angeles Metro
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
David Huang	Metrolink
Rory Vaughn	Metrolink
Alfredo Machua	Montebello Bus Lines
Lamicia Butler	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Christopher Chan	Norwalk Transit System

Regional Transit Technical Advisory Committee (RTTAC) – November 29, 2023

Jeremiah Bryant	Omnitrans
Nicole Ramos	Omnitrans
Angel Garfio	Orange County Transportation Authority
Greg Nord	Orange County Transportation Authority
Jack Garate	Orange County Transportation Authority
Jorge Duran	Orange County Transportation Authority
Melissa Mungia	Orange County Transportation Authority
Nancy Strickert	San Bernardino County Transportation Authority
Dana Curtis	Victor Valley Transit Authority

Edgar Becerra	City of La Habra
Golnaz Sarram	

**SCAG Staff:**

Priscilla Freduah-Agyemang	Philip Law
Krista Yost	Steve Fox
Amanda McDaniel	

**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 August 30, 2023, RTTAC Meeting
- 3.2 Regional Transit Operators Forum
- 3.3 Transit Ridership Update
- 3.4 Federal Transit Reporting Requirements
- 3.5 CALSTART Zeroing in on Zero Emission Buses (ZEBs) Report
- 3.6 Federal Transit Administration (FTA) Developing Community-Based Public Safety Programs for Transit Webinar
- 3.7 Federal Transit Administration (FTA) Sustainable Transit for a Healthy Planet Climate Challenge
- 3.8 Federal Transit Administration (FTA) National Transit Database (NTD) 2022 Annual Data Products Release
- 3.9 Federal Transit Administration (FTA) Innovative Coordinated Access and Mobility (ICAM) Grants

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

information on the ridership trends quarterly. She also noted item 3.4 Federal Transit Reporting Requirements to address questions regarding federal rulemakings related to Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP), encouraging RTTAC members to review the staff report which provides background information on the final rules and summarizes the coordination and data sharing responsibilities for both MPOs and transit agencies.

Joyce Rooney, chair, mentioned CARB's new clean truck check regulation, urging RTTAC members to create accounts, upload vehicle information, and pay compliance fees before the December 31<sup>st</sup> deadline, with emission testing requirements anticipated to start in July 2024.

#### **4.0 INFORMATIONAL ITEMS**

##### **4.1 Connect SoCal 2024 Updates**

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Connect SoCal 2024, specifically highlighting the transit and passenger rail component of the plan. Ms. Freduah-Agyemang emphasized a future in which transit and rail function as the backbone of the mobility ecosystem, enabling seamless and efficient travel without private vehicles. She covered plan investments in infrastructure, maintenance, and system efficiency, addressing financial constraints with a focus on operations and maintenance costs. Ms. Freduah-Agyemang then discussed challenges such as funding, ridership decline, safety, climate change, and equity, presenting transit and rail strategies in the plan. These include system preservation and resilience, mobility hubs, complete streets, multimodal integration, shared mobility, and transit-oriented development.

Steve Fox, SCAG staff, continued the presentation with an overview of transportation projects in the plan, highlighting significant investments in the regional transit and rail network, as well as future transit improvements, high quality transit corridors, and major transit stops. Mr. Fox also discussed performance measures related to transit and rail, presenting findings from the plan baseline analysis. Ms. Freduah-Agyemang concluded the presentation with a brief discussion on federal transit performance measures and outlined the next steps for the plan. These include the public comment period, plan revisions, and final plan approval anticipated in April 2024. Additionally, she announced Mr. Fox's retirement, expressing appreciation for his work and inviting well-wishes from the attendees.

Joyce Rooney, chair, inquired about farebox recovery, noting the trend towards free fare policies. Ms. Freduah-Agyemang responded, highlighting the challenge of sustaining transit funding with declining fare revenues and low ridership. She emphasized the need for additional resources beyond fare revenue, recognizing its insufficiency in meeting transit needs and maintaining operational efficiency.

Diane Amaya, City of Redondo Beach/Beach Cities Transit, inquired about the deadline for submitting entries in the TransAM database. Ms. Freduah-Agyemang responded, referring

to the transit federal reporting requirements outlined in receive and file item 3.4. She encouraged annual updates of transit assets in TransAM after submitting NTD data, highlighting the system's ability to help transit agencies better track assets and run reports for NTD reporting purposes.

Edgar Becerra, a member of the public, asked about future autonomous vehicle transit and its inclusion in the plan. Ms. Freduah-Agyemang responded, although not covered in the Mobility Technical Report, SCAG prepared a Clean Technology Compendium, for example, which may touch on this topic. She noted however that the plan and specifically the Mobility Technical Report highlights training related to the California Air Resources Board's Innovative Clean Transit rule, and support for zero emission transitions.

#### 4.2 Omnitrans Fare Capping Policy

Jeremiah Bryant, Omnitrans, presented an overview of the Omnitrans Fare Capping Policy. Mr. Bryant reviewed the current fare payment types, including cash, mobile, pre-paid magstripe, and the GoSmart program. He highlighted the absence of an account-based system and explained that Omnitrans implemented mobile-only fare capping. The presentation also covered the fare mix, emphasizing the continued significance of mobile and cash, along with an analysis of lost revenue, indicating that most customers made efficient choices. The timeline for implementing fare capping was outlined, with board approval obtained in May 2022 and implementation completed by August 2022. Mr. Bryant explained the fare capping policy, which applies to the entire pass portfolio, allowing upgrades based on the number of rides. He also acknowledged concerns about implementing mobile-only fare capping, citing potential Title VI concerns, but explained the decision to proceed due to the technology's ease of adjustment if needed.

He further discussed the challenges and results encountered during the implementation of the fare capping system. Mr. Bryant reported positive system growth but acknowledged the difficulty in definitively attributing this growth to the fare capping system. Results indicated an increase in fare capping instances from about 500 passes in the first month to almost 1,000 passes per month, with approximately 5% of passes sold through mobile channels being fare capped. He noted the relatively low financial impact of fare capping, with a small percentage of passes being affected. Regarding next steps, Omnitrans plans to implement fare validators on board to obtain transaction data tied to upgraded passes and explore open-loop payment options.

Abdallah Daboussi, City of Santa Monica Big Blue Bus, inquired about the projected fare revenue impact and data outcomes from the fare capping program. He also asked about any fare projection impact related to the installation of open-loop payment. Mr. Bryant responded, mentioning challenges in assessing the actual impact due to changing customer patterns but noted that they haven't observed a significant difference in revenue, and the average fare hasn't noticeably changed. He also stated that they are still working with the technology provider to determine the impact of open-loop payment and haven't delved into specific details yet.

Joyce Rooney, chair, asked about the university pass program and whether it will be compatible with the validators or limited to the transit app. Nicole Ramos, Omnitrans, responded that the plan is to use validators to record free fares for K through 12 students. Currently, the college program records fares using magstripes on student IDs in fare boxes. However, considering the potential shift to virtual student IDs, they aim to prepare for such changes in the next year or two.

#### 4.3 Metro NextGen and Transit Recovery Plan Update

Joe Forgiarini, Los Angeles Metro, provided an update on Metro's NextGen and Transit Recovery Plan. He offered insights into Metro's ridership profile over the last four years, considering factors such as day type, service area, equity focus communities (EFCs)/non-EFCs, time period, average unlinked passenger trip length, and line/line group. Mr. Forgiarini addressed the challenges posed by service reductions during the pandemic, the subsequent restoration efforts, and the successful achievement of pre-pandemic service levels by December 2022. He then discussed weekday ridership trends, which revealed a significant drop in 2020, a leveling out in 2022, and recovery in 2023. He also provided a breakdown of Metro service areas, with a focus on the San Fernando Valley, which showed a higher recovery rate compared to other areas, likely due to the NextGen Bus Plan's service enhancements in that area.

Next, Mr. Forgiarini examined ridership in Equity Focus Communities (EFCs) compared to non-EFCs, noting that EFCs maintained a share of ridership above pre-pandemic levels. He highlighted the growth of midday ridership during the pandemic, sustained at levels higher than pre-pandemic, likely a response to increased off-peak service frequencies in the NextGen Bus Plan. Additionally, the AM peak remained subdued compared to pre-pandemic, while the PM peak slightly increased. Mr. Forgiarini discussed the decline in average unlinked bus passenger trip lengths during the pandemic, and efforts to attract shorter-distance travel through improved local bus frequencies. He noted, September 2023 ridership recovery to above pre-pandemic levels on 6 weekday, 14 Saturday, and 24 Sunday lines/line groups with improved frequencies.

Mr. Forgiarini concluded the discussion by providing an overview of ongoing programs, including bus lanes, transit signal priority, all-door boarding, camera-based lane enforcement, and stop rationalization. The presentation ended on an optimistic note, emphasizing alignment with NextGen improvements and a commitment to continued data tracking.

Christopher MacKechnie, Long Beach Transit, mentioned that perhaps the NextGen changes were particularly effective in the San Fernando Valley, to which Mr. Forgiarini responded uncertain of whether economic recovery in the area also played a role. However, he found the outcome interesting and will continue to monitor the situation.



#### 4.4 OC Flex Service Update

Melissa Mungia, Orange County Transportation Authority (OCTA), provided an update on the OC Flex Microtransit pilot program. The program was launched in October 2018 as an on-demand service operating in two zones with designated hubs for transferring to other transit services. Operating on a weekday-weekend schedule, the service is accessible via a mobile app or phone booking. Ms. Mungia noted that one zone was eliminated during the pandemic due to low ridership, and currently, OC Flex operates in the Aliso Viejo and Laguna Hills area. She discussed the goals of the program, which include providing transit in low-demand areas, cost reduction, and customer satisfaction.

Ms. Mungia also provided an overview of performance metrics, covering productivity, cost-effectiveness, shared rides, connections to transit, and customer satisfaction. She stated that while productivity was initially lower due to reduced ridership, there has been an increase in recent months in the monthly productivity rate to 2.3, driven by expanded outreach and marketing efforts resulting in higher ridership and shared rides. However, subsidy per boarding exceeded expectations due to increased fuel costs and lower ridership. She noted positive ridership trends in calendar year 2023, especially during a summer promotion campaign which resulted in a 20% increase in total riders, a 5% increase in new riders, and a 43% increase in boardings.

For overall project updates, she mentioned ongoing initiatives such as a brand refresh and a rider survey to enhance outreach and understand customer needs. She also noted that OCTA conducted an operational efficiency review in 2023, reducing virtual stops in residential areas to simplify ride booking and attract commuters. These changes positively impacted service productivity, with providers giving positive feedback. Currently, OCTA is actively participating in the Transit Vision study to assess the long-term strategy for microtransit in Orange County, aligning with a 30-year plan for public transportation enhancement and expansion.

Priscilla Freduah-Agyemang, SCAG staff, inquired about microtransit program's pilot status and plans for expansion. Ms. Mungia confirmed it is intended as a pilot, and ongoing efforts such as the Transit Vision study, aim to determine the future of microtransit in Orange County, including potential expansion.

Edgar Becerra asked about the average trip distance and time for OC Flex or microtransit rides in general. Ms. Mungia responded that the average trip distance for OC Flex is about three miles, with a service area of just over six square miles, indicating shorter errand-based trips, and mentioned changes in ridership patterns post-pandemic. She further stated that the on-board time is approximately 25 minutes, and the wait time is around 15 minutes.

Abdallah Daboussi from the City of Santa Monica Big Blue Bus asked whether microtransit trips are replacing single occupancy vehicle or traditional transit trips. Ms. Mungia highlighted the uncertainty regarding the replacement of transit trips but confirmed the

potential strong connections, expecting 25% of trips to be first/last mile connections. She noted success in connecting transit trips, particularly for paratransit usage, and observed some transit riders using OC Flex for errand-based trips within the zone, emphasizing the cost-effective transition from paratransit to microtransit.

Joyce Rooney, chair, asked if OC Flex has predetermined destinations or origins, and Ms. Mungia explained that it operates as a hybrid model with curb-to-curb service and virtual stops. Ms. Mungia mentioned that OCTA is currently reviewing virtual stops for operational efficiency, considering a reduction in residential areas to enhance productivity and user-friendliness. She also mentioned ongoing efforts to pivot towards a more streamlined model.

**5.0 STAFF REPORT**

No staff updates.

**6.0 ADJOURNMENT**

Joyce Rooney, chair, adjourned the meeting at 11:55 a.m.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.2  
**January 31, 2024**

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

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

**Subject:** Regional Transit Operators Forum

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**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](mailto: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.

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## SCAG 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

## **Regional Transit Technical Advisory Committee 2024 Agenda Look Ahead**

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The RTTAC meets quarterly on the fifth Wednesday of the month. The following is a tentative look-ahead to the proposed RTTAC agendas for 2024. It includes three standing items requested by the Chair and Vice Chair for:

- 1) Regulatory Compliance – items addressing compliance with MAP – 21, FAST Act and Infrastructure Investment and Jobs Act (IIJA) rulemakings, as well as state regulations including SB 375 or CARB fleet rules, and SB125.
- 2) Performance – items related to understanding why ridership has declined, and highlighting steps local agencies are taking to address these losses.
- 3) Technology and Mobility Innovations – items related to transportation network companies, ITS, the CARB Clean Transit rule, advanced technologies, and other mobility innovations.

Per an RTTAC 2023 survey and poll, the top three Connect SoCal 2024 focus areas include:

1. Multimodal Integration
2. System Preservation and Resilience
3. Mobility Hubs

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

### **Winter 2024 (January 31)**

- Regulatory Compliance Standing Item
  - Connect SoCal 2024 updates
  - CALSTA Transit Transformation Task Force Updates
- Performance Standing Item
  - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
  - I-805 MTS bus on shoulder pilot
- SCAG Clean Cities Strategic Plan
- SCAG Clean Technology Compendium
- 2024 RTTAC agenda look ahead

### **Spring 2024 (March 27)**

- Regulatory Compliance Standing Item

- Connect SoCal 2024 updates
    - Regional Dedicated Transit Lanes Study Interactive Web Map
    - High Quality Transit Corridor (HQTC) Interactive Map
  - CALSTA Transit Transformation Task Force Updates
- Performance Standing Item
  - TBD
- Technology and Mobility Innovations Standing Item
  - Microtransit update
    - Metro Micro
  - LADOT LAnow Program
  - Access Services Bluetooth Beacon IoT Pilot Project
- SCAG Mobility Hubs Study Introduction
- Anaheim Transportation Network (ATN) Advancing Neighborhood Networks for All (ANNA) East/West Connection
- Regional Rail Station Housing Development Study Updates
- Montebello First/Last Mile (FLM) Plan

#### **Spring 2024 (May 29)**

- Regulatory Compliance Standing Item
  - MAP-21 Regional Transit Safety Target Setting Update – Final Report
  - CALSTA Transit Transformation Task Force Updates
- Performance Standing Item
  - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
  - California Integration Travel Project (CAL-ITP) Update
  - Regional Microtransit update
    - Metro Mobility Wallet Pilot Update
    - RTA Go Micro
    - OC Flex
- SCAG Highways to Boulevards Regional Study Update
- Orange County Transportation Authority (OCTA) Transit Vision

#### **Summer 2024 (July 31)**

- Regulatory Compliance Standing Item
  - CALSTA Transit Transformation Task Force Updates
- Performance Standing Item
  - Victor Valley Transit Authority Comprehensive Operational Analysis and 5 – year Transit Plan
- Technology and Mobility Innovations Standing Item
  - Santa Monica Big Blue Bus Automated Bus Lane Enforcement Pilot

- SCAG Mobility Hubs Study Update
- Metro 2028 Games Mobility Concept Plan
- Metrolink Update
- Transportation Network Company (TNC) Access for All Program Update
  - Metro
- Metro Mobility Wallet Pilot Update

**Fall 2024 (October 30)**

- Regulatory Compliance Standing Item
  - CALSTA Transit Transformation Task Force Updates
- Performance Standing Item
  - Santa Monica Big Blue Bus "Brighter Blue" Comprehensive Operational Analysis
- Technology and Mobility Innovations Standing Item
  - Callexico On-Demand Service Updates
  - VCTC Cal-ITP mobile ticketing and contactless payment initiative – update
- SCAG Mobility Hubs Study Updates
- SCAG Highways to Boulevards Regional Study Update
- Metro I-405 corridor studies
- Metro NextGen Study and Recovery Plan Update
- Metro Fare Capping Policy Update
- RCTC Transit-Oriented Communities Strategic Plan

Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.4  
**January 31, 2024**

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

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

**Subject:** Regional Transit Technical Advisory Committee (RTTAC) Future  
Agenda Items

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#### **SUMMARY:**

To gather input on potential topics for the 2024 meetings, SCAG staff administered a poll to the RTTAC members during the November 29, 2023, meeting. A survey was also sent to all members following the November meeting. The survey and poll covered several key areas, including:

- Ranking of themes for 2024 RTTAC agenda development, including Regulatory Compliance, Transit Performance, and Technology and Mobility Innovations.
- Additional focus areas from Connect SoCal 2024 strategies, such as System Preservation and Resilience, Mobility Hubs, Complete Streets, Multimodal Integration, Shared Mobility, and Transit-Oriented Development (TOD).
- Inquiry about other topics of interest for 2024 discussions.

Based on the survey and poll results, Technology and Mobility Innovations emerged as the top theme for 2024 RTTAC agenda development. The top three Connect SoCal 2024 focus areas identified were:

1. Multimodal Integration
2. System Preservation and Resilience
3. Mobility Hubs

Agenda items that fit into the 2024 schedule have been incorporated in the agenda look ahead.

The following are additional future agenda items the RTTAC proposed:

- Intersection of microtransit and fixed-route service when microtransit is provided by a city or MPO and not the transit agency in the area.
- GTFS real-time and improving ping rates when using a single feed.
- The Brightline rail and stations between Rancho Cucamonga and Las Vegas
- The 2026 FIFA World Cup in Los Angeles
- Mobility Hubs Pilot Projects
- Upcoming California Air Resources Board (CARB) requirements
- Free fare implementation



- 
- Transition to zero emissions vehicles
  - Innovative technologies to improve safety and system performance.
  - Transit Technology
  - Hydrogen fuel cell bus deployment
  - Workforce development
  - Service coordination to address a more seamless transition between agencies and modes.

Staff will plan to invite speakers on the proposed items.



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To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Transportation Trends Update

*Kome Ajise*

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**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:**

*SCAG's efforts to monitor transportation trends and system performance pre-date the COVID-19 pandemic. Considering the pandemic's enduring impacts on travel behavior, SCAG staff plan to provide the Transportation Committee (TC) with regular updates on transportation trends. With regard to transit, current analysis shows that ridership has improved over the course of the past year. Overall, the region's bus ridership is currently 21 percent below what it was pre-pandemic. More specifically, for the Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership, while Metrolink's rail ridership is currently 48 percent lower than it was pre-pandemic at this time. Vehicular travel has recovered at a more robust rate. The current analysis indicates that vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region hover slightly below pre-pandemic baseline levels. The staff report that follows provides a more detailed breakdown on these transportation trends.*

**BACKGROUND:**

The COVID-19 pandemic had dramatic impacts on travel behavior across the country and in the SCAG region, particularly in its earliest stages, from March through May 2020. Though we are now more than three years out from the pandemic's start, some transportation system impacts endure.

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### Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD),<sup>1</sup> administered by the Federal Transit Administration (FTA). 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, like Caltrans Performance Measurement System (PeMS)<sup>2</sup>, 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's (Metro) Interactive Estimated Ridership Statistics dashboard,<sup>3</sup> which provides monthly ridership statistics, line level trends, and historical information for Metro's bus and rail systems. Staff specifically utilized 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 commuter 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 PeMS. PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the 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 malfunctioning PeMS roadside sensors. Essentially, PeMS provides a high-level accounting of SHS travel trends. 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 that is 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.

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<sup>1</sup> Federal Transit Administration (FTA). National Transit Database (NTD). <https://www.transit.dot.gov/ntd>

<sup>2</sup> California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed December 2023)

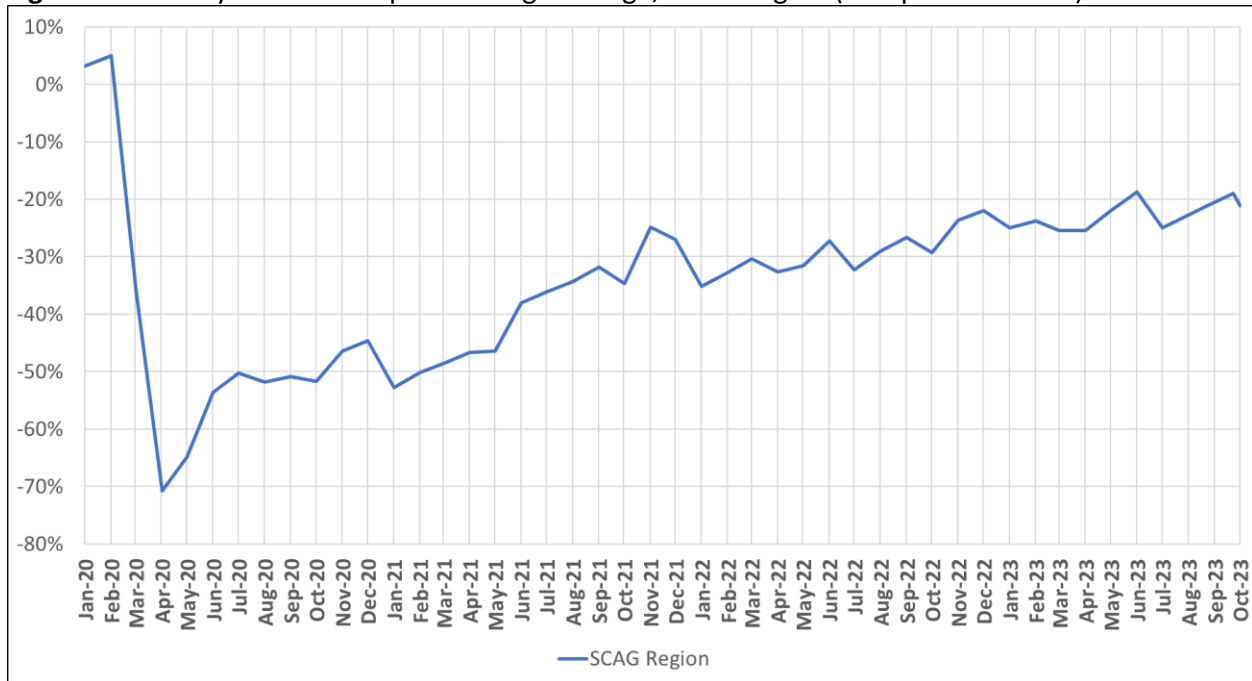
<sup>3</sup> Los Angeles County Metropolitan Transportation Authority (Metro). Interactive Estimated Ridership Stats. <https://isotp.metro.net/MetroRidership/YearOverYear.aspx>

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**Overall Transit/Rail Trends**

**Figures 1 and 2** and **Table 1** below reflect 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 still well below their pre-pandemic levels.

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



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of October 2023.

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

Bus Operator	FY23 Qtr2 Oct-Dec	FY23 Qtr3 Jan-Mar	FY23 Qtr4 Apr-Jun	FY24 Qtr1 Jul-Oct*
Anaheim Transportation Network	-15%	-10%	-8%	-6%
Antelope Valley Transit Authority	-49%	-46%	-43%	-39%
Beach Cities Transit (City of Redondo Beach)	-24%	-29%	-36%	-33%
City of Commerce Municipal Buslines	-10%	11%	14%	25%
City of Glendale	-51%	-46%	-46%	-45%
City of Los Angeles Department of Transportation	-20%	-20%	-18%	-15%
City of Pasadena	-23%	-26%	-30%	-26%
Culver City Municipal Bus Lines	-42%	-41%	-40%	-39%
Foothill Transit	-38%	-34%	-30%	-27%

Bus Operator	FY23 Qtr2 Oct-Dec	FY23 Qtr3 Jan-Mar	FY23 Qtr4 Apr-Jun	FY24 Qtr1 Jul-Oct*
Gold Coast Transit	-19%	-11%	-7%	-6%
City of Gardena Transportation Department	-31%	-30%	-31%	-42%
Imperial County Transportation Commission	-18%	-12%	-14%	5%
Long Beach Transit	-27%	-33%	-29%	-16%
Los Angeles County Metro	-24%	-22%	-20%	-21%
Montebello Bus Lines	-55%	-53%	-54%	-50%
Norwalk Transit System	-29%	-26%	-28%	-26%
Omnitrans	-44%	-43%	-41%	-40%
Orange County Transportation Authority	-20%	-15%	-13%	-9%
Riverside Transit Agency	-42%	-38%	-36%	-34%
Santa Clarita Transit	0.4%	-14%	-6%	-1%
Santa Monica's Big Blue Bus	-40%	-37%	-36%	-36%
SunLine Transit Agency	-40%	-36%	-36%	-39%
Torrance Transit System	-49%	-50%	-50%	-52%
Ventura Intercity Service Transit Authority	-47%	-44%	-38%	-36%
Victor Valley Transit Authority	-40%	-49%	-53%	-40%
<b>TOTAL</b>	<b>-26%</b>	<b>-25%</b>	<b>-22%</b>	<b>-22%</b>

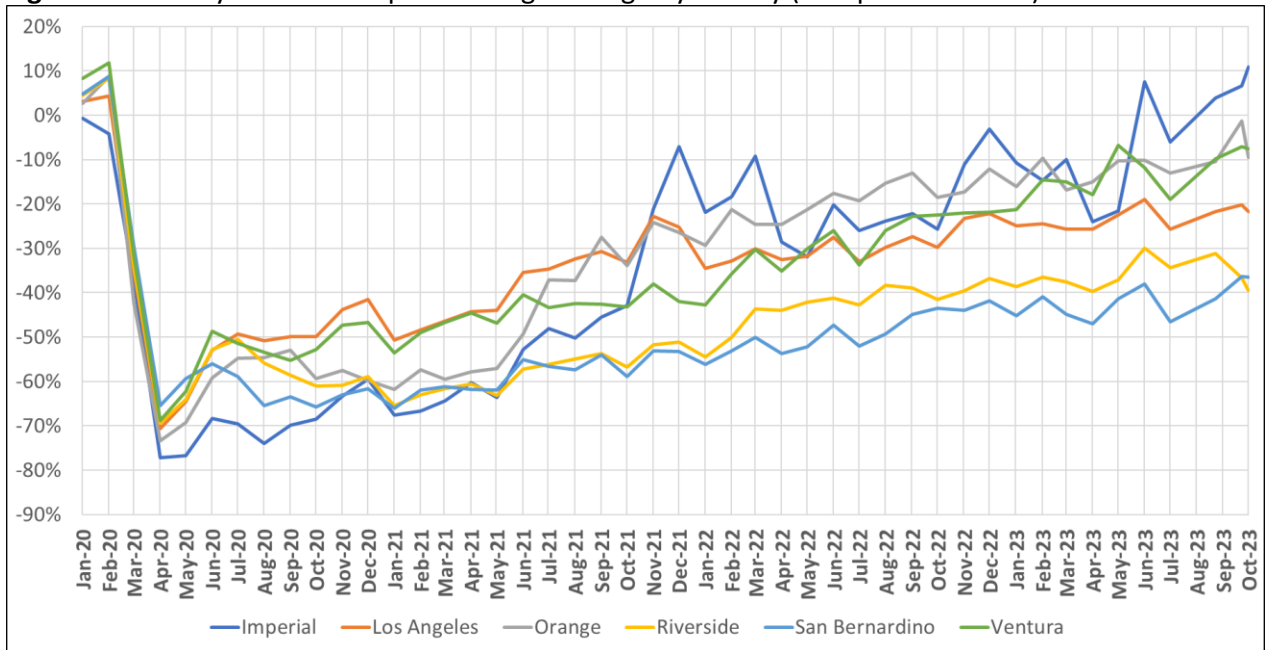
Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of October 2023. \*This data reflects bus ridership change compared to 2019 for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage.

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, when comparing October 2022 to October 2023, Imperial County is reflecting a 49 percent increase in bus ridership, while Ventura County is reflecting a 19 percent increase in bus ridership during the same period. Additionally, Orange, Los Angeles, and San Bernardino Counties are reflecting modest gains of 11 percent, 12 percent, and 12 percent respectively, comparing October 2022 to October 2023. Meanwhile, Riverside County has only experienced a gain of three percent when comparing October 2022 to October 2023. Regional bus ridership overall increased 12 percent over the same time period. Note that the October increases across the board are similar to preceding months. For example, bus ridership overall increased 11 percent each when comparing July 2022 to July 2023 and August 2022 to August 2023, and 10 percent when comparing September 2022 to September 2023.

Overall, these trends are better than where the region was in October 2020 when overall transit ridership was down by 52 percent. However, bus ridership is still well below what it was pre-pandemic for all counties aside from Imperial County as reflected in **Figure 2** below. In Imperial

County, bus ridership is 11 percent above what it was pre-pandemic for the most recent month of data available, October, which is an improvement from preceding months (e.g., Imperial County bus ridership was 6 percent below pre-pandemic levels in July). As noted earlier, the region’s bus ridership levels are currently 21 percent below what they were pre-pandemic.

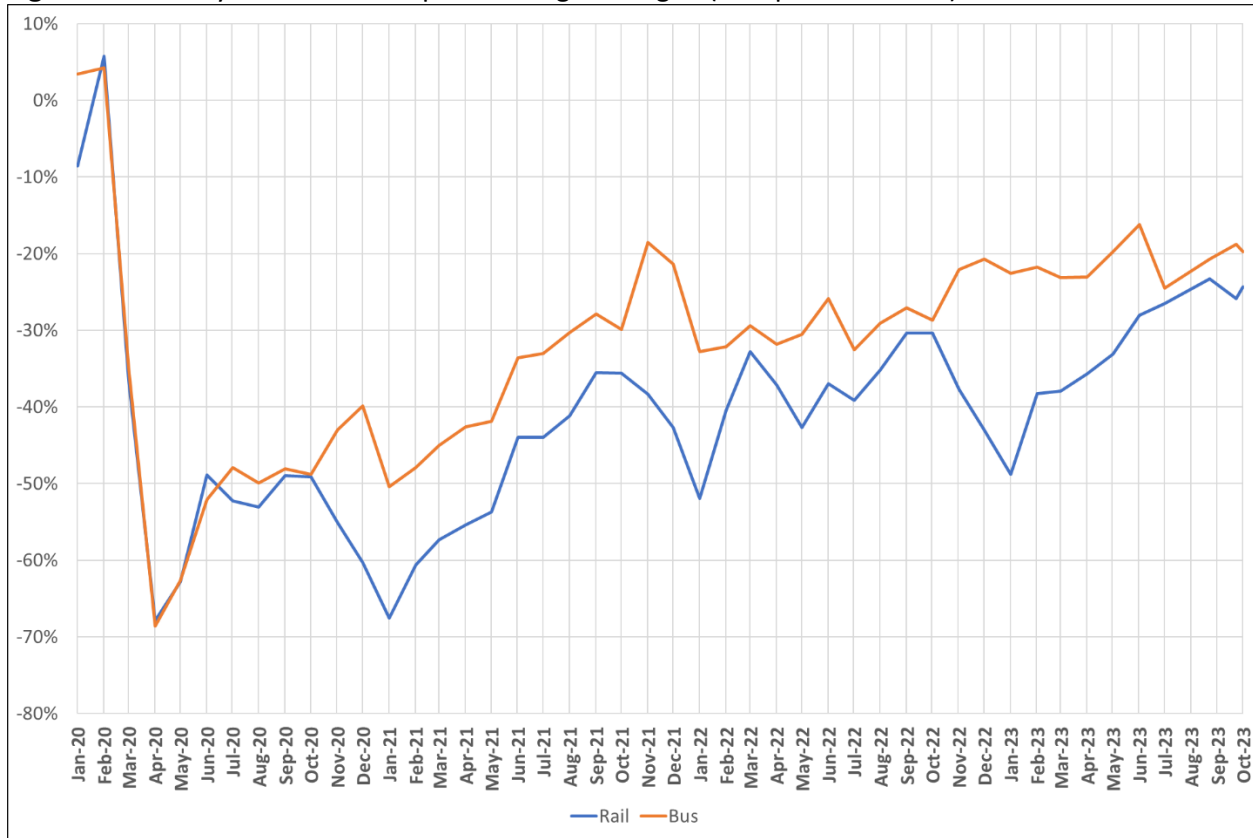
**Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)**



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of October 2023.

Data reported by Metro for its bus and rail systems through October 2023 is reflected in **Figure 3** below. Metro bus ridership is up by nearly 12 percent in October 2023 compared to October 2022, marking the eleventh consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by nine percent for the same time period. While these trends are better than where the region was in October 2020, they are still below pre-pandemic levels.

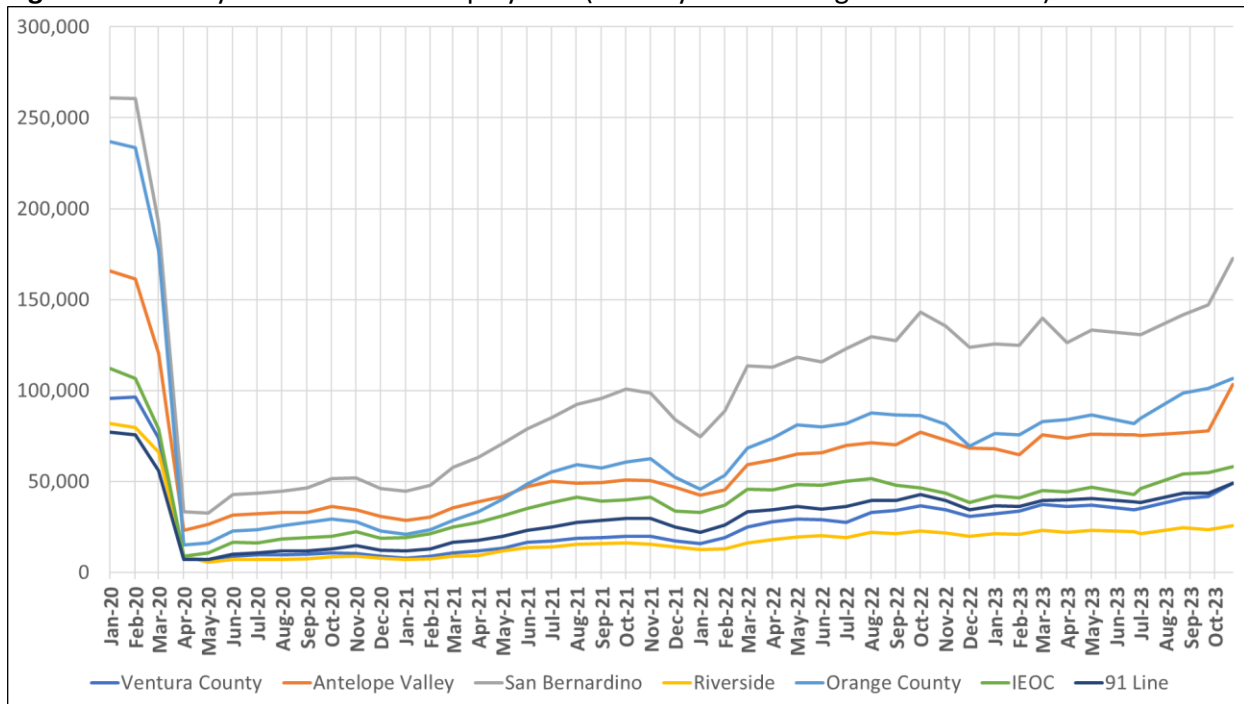
**Figure 3. Monthly Metro Ridership Percentage Change\* (Compared to 2019)**



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of October 2023. \*Note: Monthly rail ridership data for the Metro C Line is currently unavailable for the months of August and September 2023. July 2023 ridership was used instead.

**Figure 4** below reflects total monthly ridership data reported by Metrolink by line through October 2023. Overall, Metrolink commuter rail ridership is up by approximately 24 percent in October 2023 compared to October 2022, with the Ventura County and Antelope Valley Lines experiencing the most significant increases (34 percent each), and the Inland Empire-Orange County (IEOC, 26 percent), Orange County (24 percent), San Bernardino (21 percent), 91 Line (14 percent), and Riverside (12 percent) lines reflecting modest to low ridership increases. It is important to note that the October increases for all lines are higher than they were for the preceding months. For example, Metrolink ridership overall increased 12 percent comparing August 2022 to August 2023 and 17 percent comparing September 2022 to September 2023.

**Figure 4. Monthly Metrolink Ridership by Line (January 2020 through October 2023)**



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

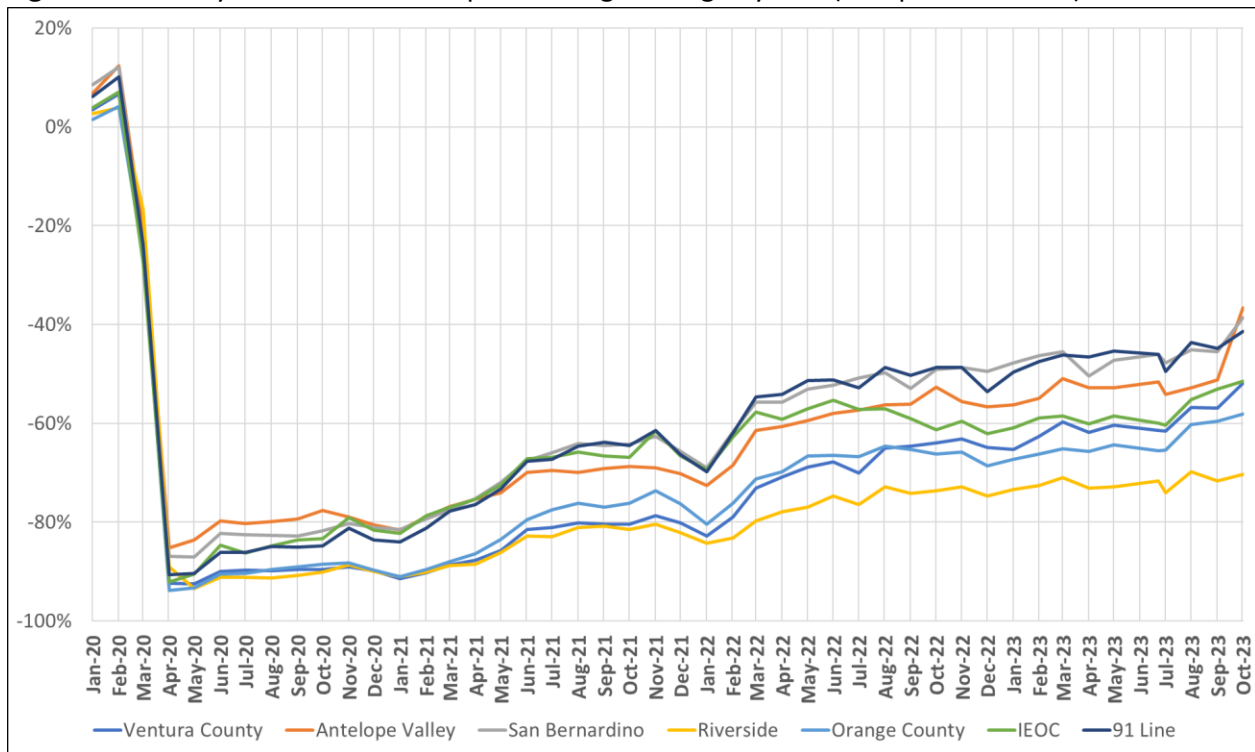
However, total Metrolink ridership is still 48 percent lower than it was pre-pandemic at this time (October 2023 compared to October 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.<sup>4</sup> **Figure 5**, below, shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

<sup>4</sup> Metrolink 2022 Customer Survey Staff Report:

<https://d2kboa27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>



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

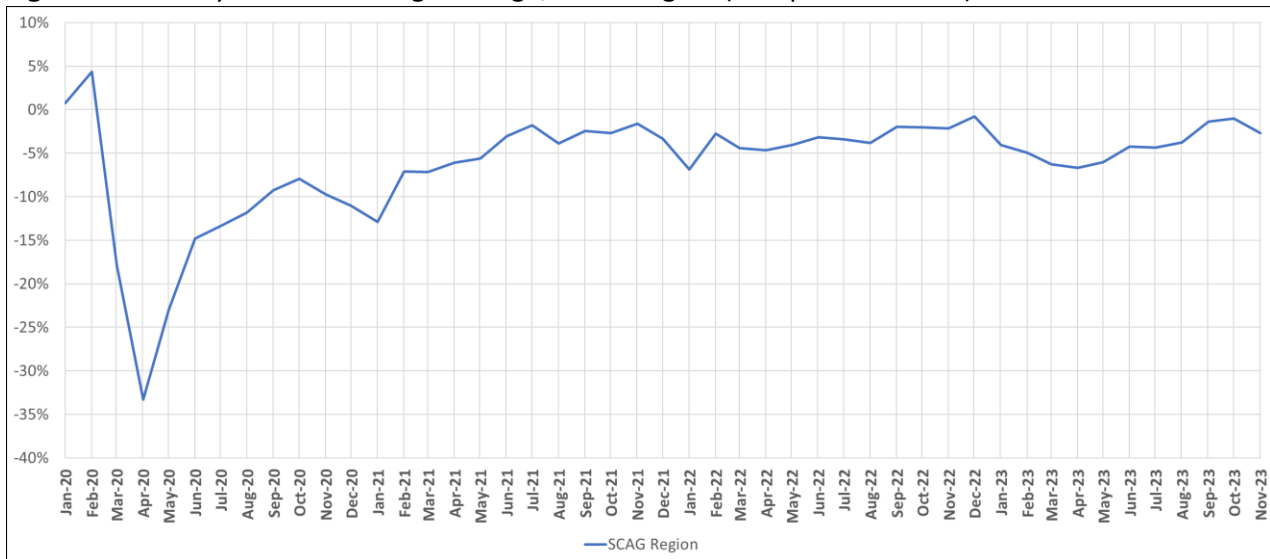


Source: Southern California Regional Rail Authority, as of October 2023.

Overall Vehicular Travel Trends

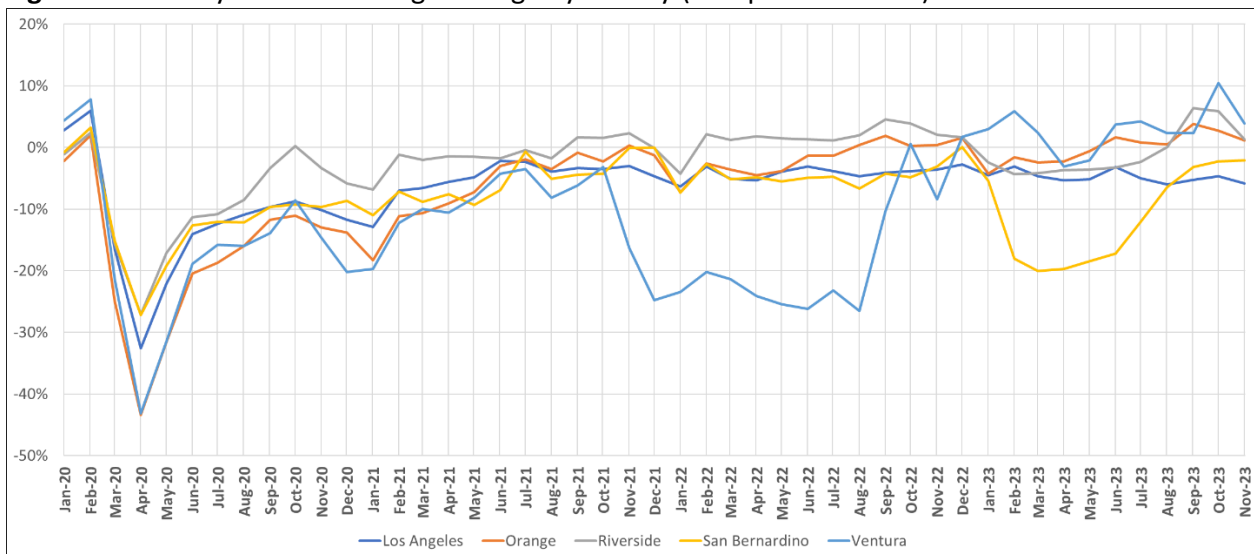
Vehicular travel has recovered more significantly than transit/rail. VMT levels on the SHS in the SCAG region have continued to hover only slightly below pre-pandemic baseline levels and have continued to approach pre-pandemic baseline levels. **Figures 6** and **7** show monthly VMT totals at the SCAG-region- 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 December 2023.

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



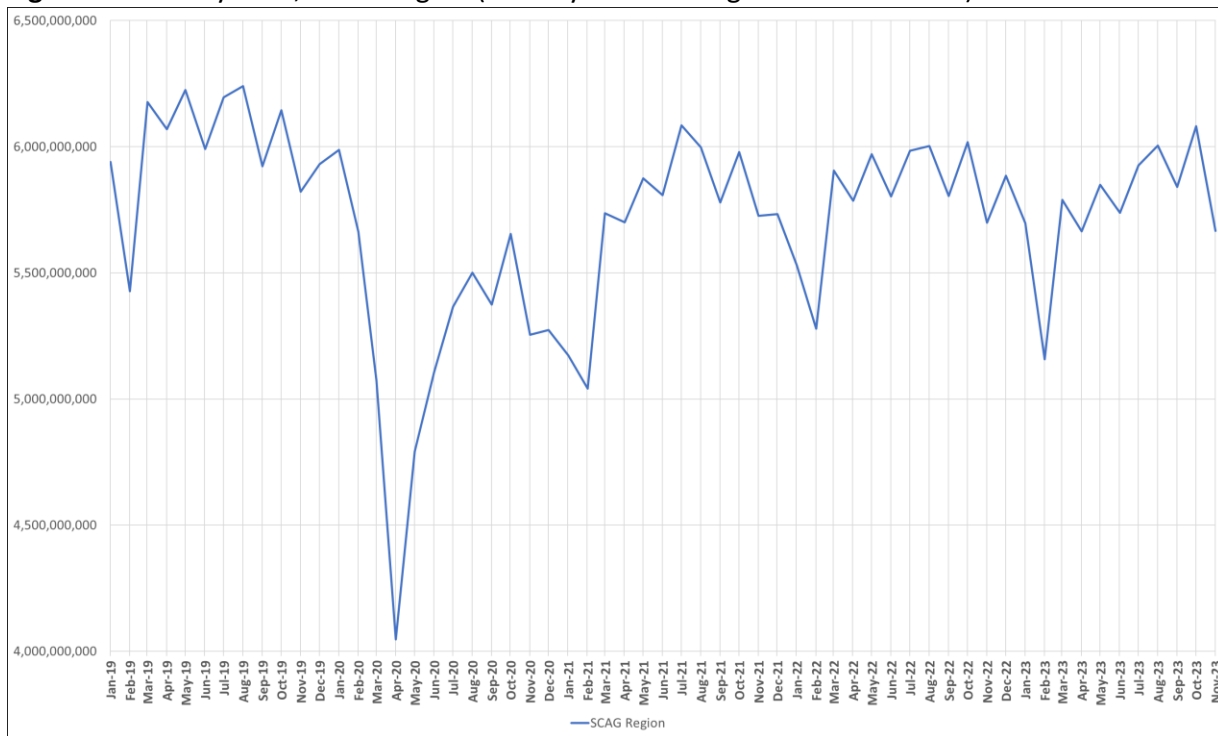
Source: California Performance Measurement System (PeMS), as of December 2023.

As noted in the previous update to TC, county-level VMT trends have varied. Los Angeles, Orange, and Riverside Counties appear roughly consistent with pre-pandemic VMT levels since 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, these

temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors rather than actual VMT declines. Staff are continuing to review county-level data given these apparent anomalies.

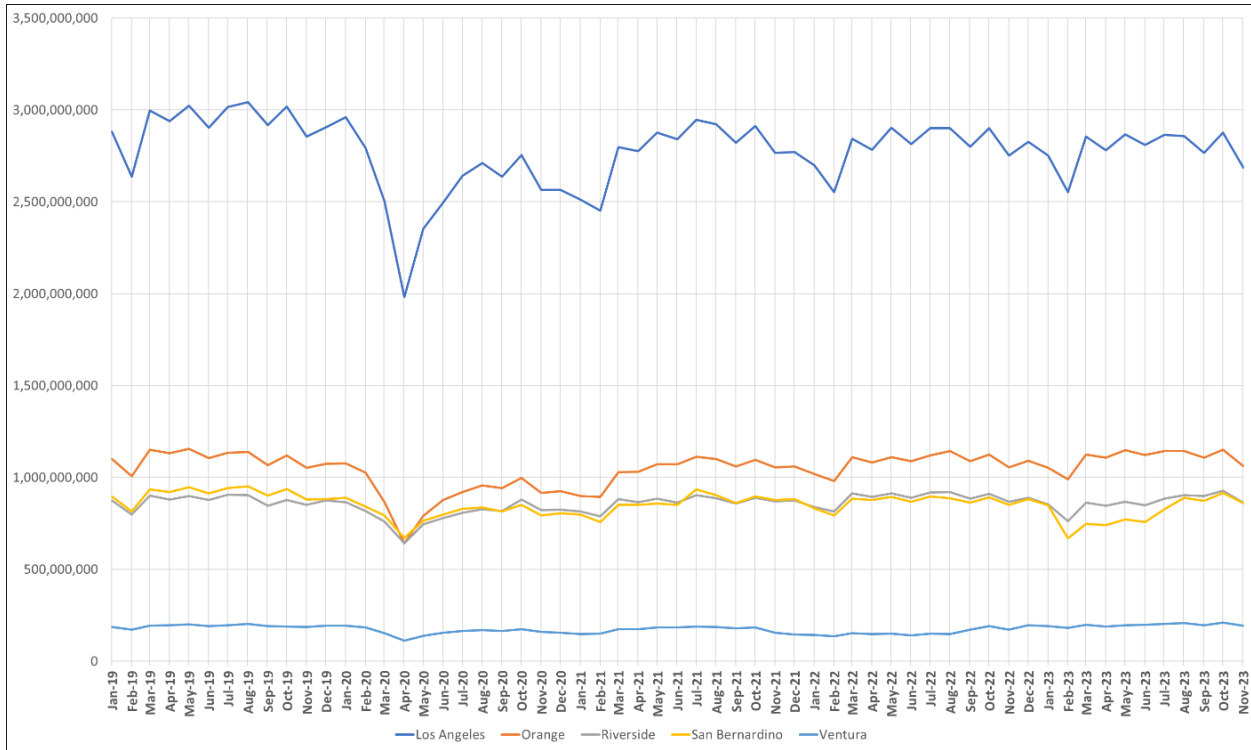
Figures 8 and 9 show monthly VMT at the SCAG-region- and county-levels, respectively, shown as raw monthly VMT totals (in miles).

**Figure 8. Monthly VMT, SCAG Region (January 2019 through November 2023)**



Source: California Performance Measurement System (PeMS), as of December 2023.

**Figure 9. Monthly VMT by County (January 2019 through November 2023)**

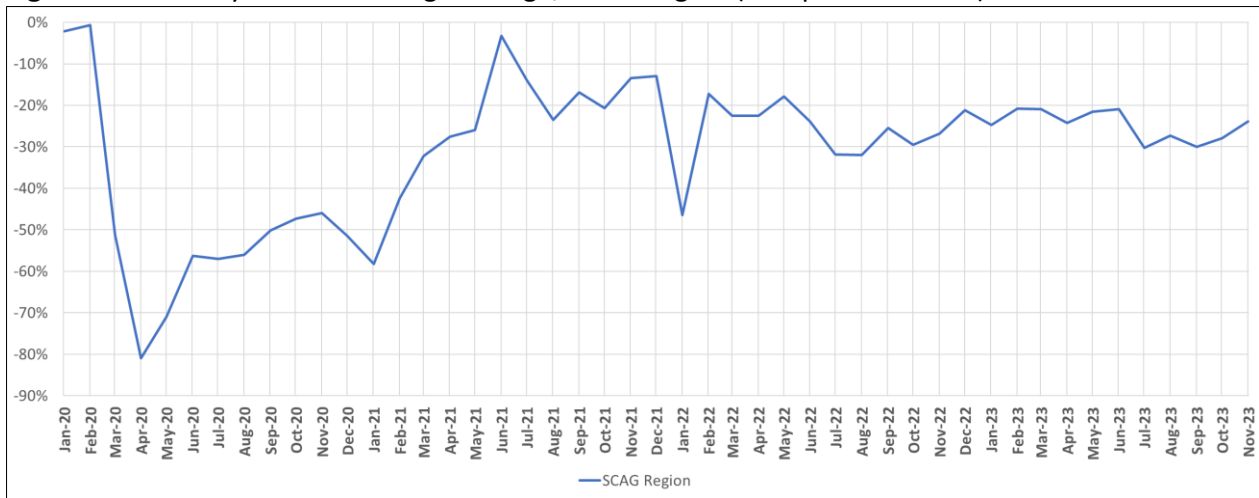


Source: California Performance Measurement System (PeMS), as of December 2023.

According to data collected and reported through the PeMS, VHD levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, but have continued to approach pre-pandemic baseline levels in the three months since the October 2023 update to TC (which reported on PeMS-sourced VMT and vehicle delay data that covered through August 2023) – and particularly so during the month of November 2023, which featured a notable uptick in vehicle delay.

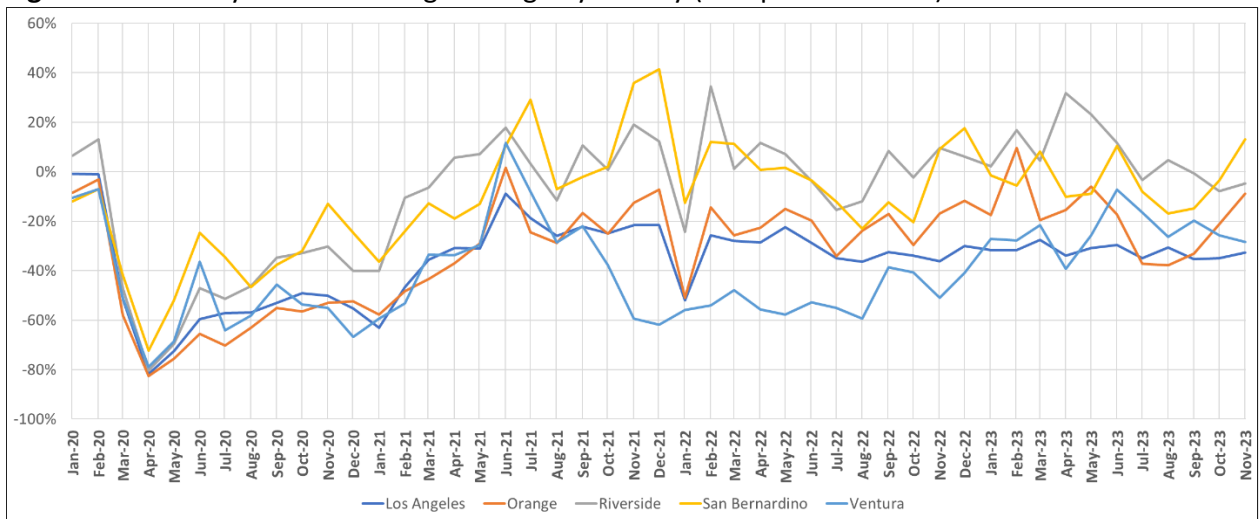
**Figures 10 and 11** show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

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



Source: California Performance Measurement System (PeMS), as of December 2023.

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



Source: California Performance Measurement System (PeMS), as of December 2023.

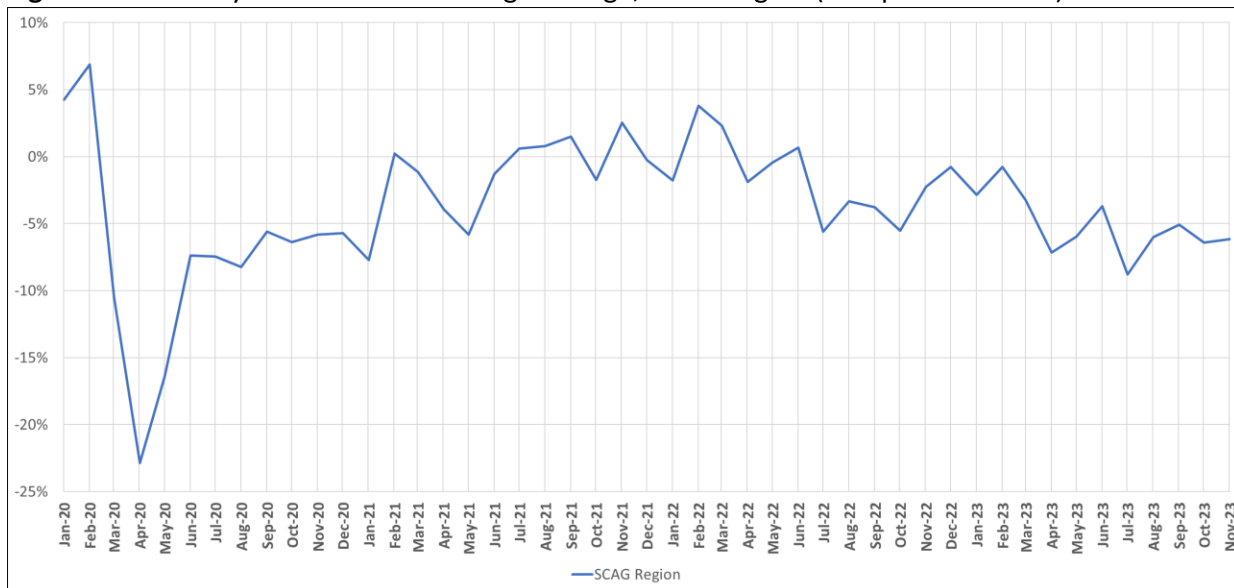
As **Figure 11** shows, county-level trends in vehicle delay have varied, with more recent spikes likely corresponding with Thanksgiving holiday travel. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, truck VMT levels on the SHS in the SCAG region have continued to be about five percent below pre-pandemic baseline levels, with a holding pattern just below pre-pandemic levels. In general, the regionwide 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. We can expect a seasonal uptick in this metric corresponding with the December holiday season and gift fulfillment to show up in the next update, covering December 2023.

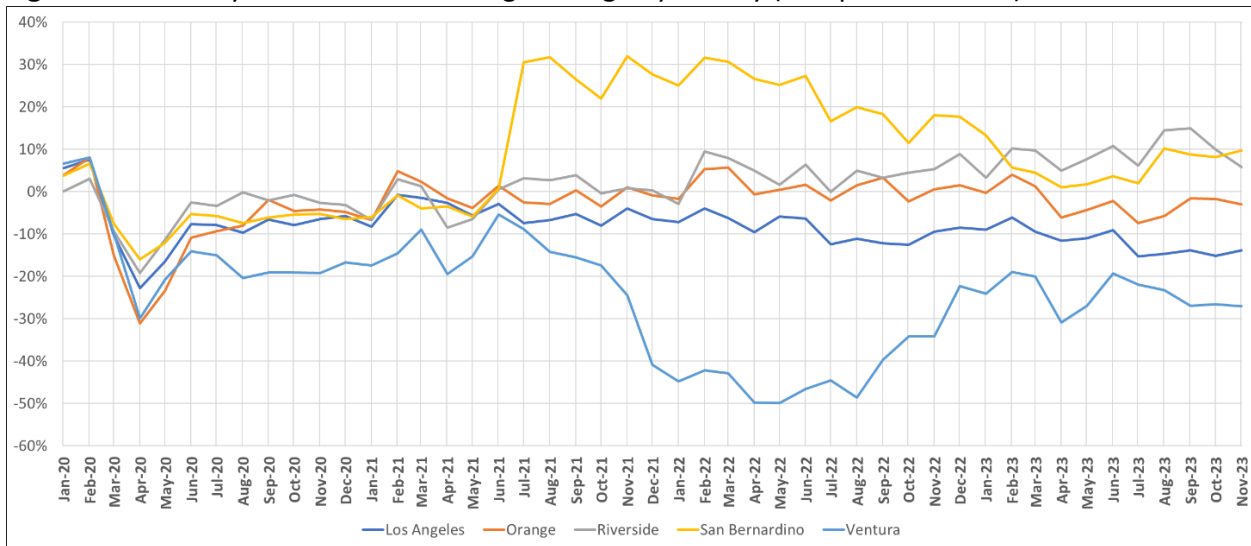
**Figures 12 and 13** show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019.

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



Source: California Performance Measurement System (PeMS), as of December 2023.

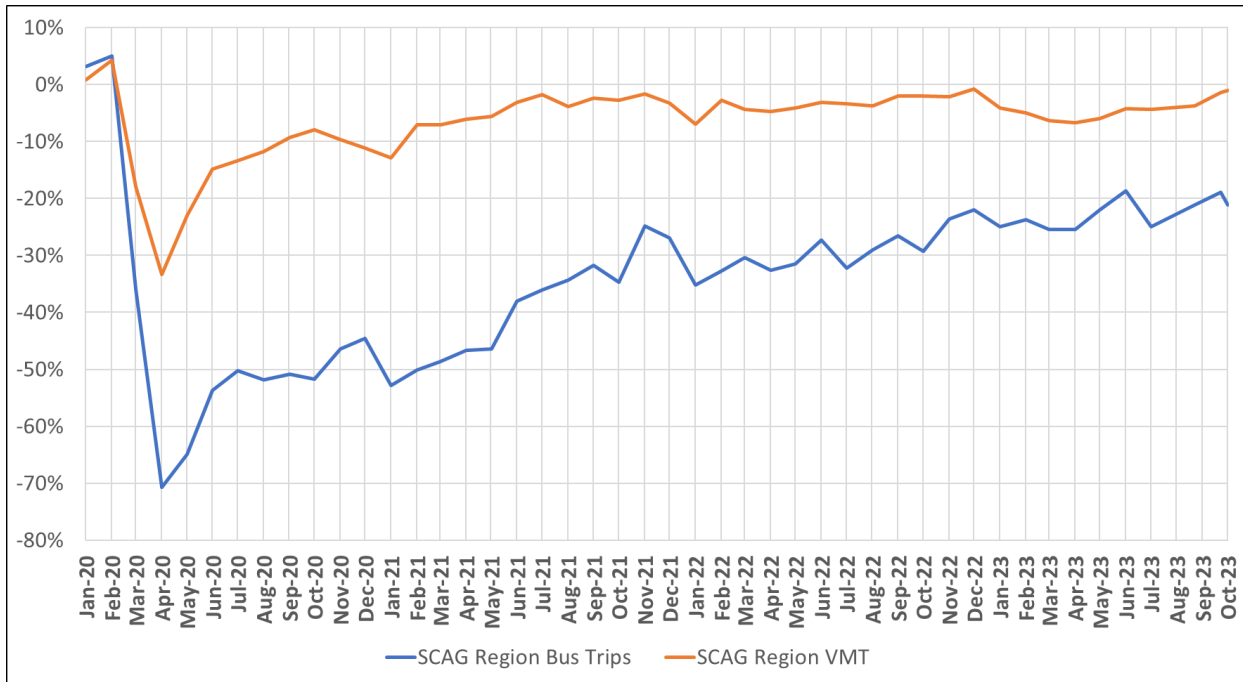
**Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)**



Source: California Performance Measurement System (PeMS), as of December 2023.

**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 21 percent below its pre-pandemic baseline level, is significantly greater than the deficit in VMT, which is at three percent below its pre-pandemic 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: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of October 2023, and California Performance Measurement System (PeMS), as of December 2023.

**NEXT STEPS:**

Staff will continue to provide quarterly updates to the Transportation Committee on regional transportation trends using monthly PeMS and NTD data 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 3.6  
**January 31, 2024**

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

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

**Subject:** Federal Transit Administration (FTA) Fiscal Year (FY) 2024 Triennial  
Reviews, Section 5307 Program Requirements

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**DISCUSSION:**

Staff is providing an update to the RTTAC regarding the Federal Transit Administration (FTA) Fiscal Year (FY) 2024 Triennial reviews, Section 5307 program requirements, directly related to SCAG’s planning and programming processes and/or documentation, to facilitate consistent responses among the region’s transit providers.

Staff previously reported to the RTTAC regarding the FTA compliance checklist used as part of the Section 5307 Triennial Review. FTA asks recipients who rely on SCAG’s Federal Transportation Improvement Program (FTIP) public participation process to review SCAG’s adopted [Public Participation Plan](#) (PPP) using the compliance checklist, ensuring that the PPP describes explicit procedures, strategies, and desired outcomes. To assist operators undergoing the FTA review, SCAG staff completed the compliance checklist using SCAG’s adopted 2022 PPP and provided the checklist to the RTTAC at its January 30, 2023, meeting.

It is important to also note that the FTA’s FY 2024 *Comprehensive Review Contractors’ Manual* is currently unavailable on the FTA’s [Program Oversight](#) webpage. As a result, staff is utilizing the previous checklist based on SCAG’s adopted 2022 PPP, which is attached to this report.

**BACKGROUND:**

As mandated by Congress in 1982, the FTA conducts triennial reviews of recipients of Urbanized Area Formula Program funds to examine grantee performance and adherence to statutory and administrative requirements and policies. FTA’s Triennial Review Recipient Information Request (RIR) for FY 2024 includes areas of review which directly relate to SCAG planning and programming processes and/or documentation—specifically, 19. Section 5307 Program Requirements, which are as follows:

**19. SECTION 5307 PROGRAM REQUIREMENTS, BASIC REQUIREMENT:** The recipient must participate in the transportation planning process in accordance with FTA requirements and the metropolitan and statewide planning regulations. Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP). Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction. For fixed-route service supported with Section 5307 assistance, fares charged to seniors, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Question “a” in the RIR relates to transit agency coordination with the Metropolitan Planning Organization (MPO) in the transportation planning processes through documentation of signed agreement(s) and written provisions for developing and sharing performance data and the selection of targets.

As a reminder, 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. The MOU provides guidance for CTCs and transit agency coordination, to the maximum extent practicable in the selection of performance targets, and to 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.

Transit agencies should already have copies of the MOUs, otherwise, staff will provide upon request.

Question “c” in the RIR directly relates to SCAG’s planning and programming process and/or documentation.

The FTA allows Section 5307 recipients to rely on SCAG’s adopted public participation requirements for the FTIP, in lieu of the process required in the development of the Program of Projects (POP), if the recipient has coordinated with SCAG and ensured that the public is aware that the FTIP development process is being used to satisfy the POP public participation requirements.

To assist operators relying on SCAG’s adopted public participation plan requirements, SCAG staff has completed the compliance checklist and provided it as an attachment to this report. The compliance



checklist is taken from page 19-7 of the FTA's FY 2023 Comprehensive Review Contractors Manual. The references provided in the checklist are to SCAG's adopted 2022 PPP.

SCAG's latest 2023 FTIP was adopted on December 16, 2022, and is available here: [2023 Adopted FTIP](#). The FTIP notices are available here: [2023 FTIP Notices](#), see pages 377 – 402. This section includes public hearing flyers in various languages that note dates, time, locations and public hearing notices, certification that the notices were published in several newspapers, meeting minutes from the FTIP hearings and a list of public libraries that have been issued copies of the 2023 FTIP.

**ATTACHMENT:**

FY 2024 Compliance Checklist

## DETERMINING COMPLIANCE

For recipients that rely on the MPO's Public Participation Plan (PPP): Obtain and review the MPO's adopted public participation plan to ensure it describes explicit procedures, strategies, and desired outcomes for:

Note: All page references are to the adopted SCAG 2022 Public Participation Plan at: <https://scag.ca.gov/post/scag-2022-public-participation-plan>

Element	Addressed in Plan (page #)
Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP	<i>Methods</i> , pp. 8-15; <i>Evaluation</i> , pp. 16-19; <i>Appendix A</i> , pp. 20-27; and <i>Appendix B</i> , pp. 28-38
Provide timely notice and reasonable access to information about transportation issues and processes	<i>Methods</i> , pp. 8-15; <i>Appendix A</i> , pp. 20-27; and <i>Appendix B</i> , pp. 31-34
Employ visualization techniques to describe metropolitan transportation plans and TIPs	<i>Overview</i> , pp. 5-6; <i>Methods</i> , p. 9; and <i>Appendix A</i> , p. 20-21
Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the web	<i>Methods</i> , pp. 8-15; <i>Evaluation</i> , pp. 16-19; <i>Appendix A</i> , pp. 20-21 and 24-27; and <i>Appendix B</i> , pp. 29 and 32-35
Hold any public meetings at convenient and accessible locations and times	<i>Methods</i> , pp. 8-11; <i>Appendix A</i> , pp. 21 and 24-26; and <i>Appendix B</i> , pp. 30-35
Demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP	<i>Overview</i> , pp. 5-7; <i>Methods</i> , pp. 13-15; <i>Evaluation</i> , pp. 16-17; <i>Appendix A</i> , pp. 21-22 and 24-27; and <i>Appendix B</i> , pp. 33-35
Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services	<i>Overview</i> , pp. 5-7; <i>Methods</i> , pp. 8 and 13; <i>Evaluation</i> , p. 17; <i>Appendix A</i> , pp. 21-26; and <i>Appendix B</i> , pp. 28 and 35-36
Provide an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts	<i>Appendix A</i> , pp. 21-22
Coordinate with the statewide transportation planning public involvement and consultation processes	<i>Overview</i> , pp. 5-6; <i>Appendix A</i> , pp. 20-22 and 24-27; and <i>Appendix B</i> , pp. 28-29 and 32-34
Periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process	<i>Methods</i> , pp. 12-13; <i>Evaluation</i> , pp. 16-18; and <i>Appendix A</i> , p. 21

NOTE: Follow-up with the recipient if unable to locate the above items in the PPP.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.7  
**January 31, 2024**

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

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

**Subject:** SCAG Clean Technology Compendium

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**SUMMARY:**

From: <https://scag.ca.gov/sites/main/files/file-attachments/23-3130-clean-technology-compendium-sep-2023.pdf?1698687619>

The SCAG Clean Technology Compendium provides resources and information for local planners and other stakeholders, public or private, working to transition Southern California's transportation sector to a new generation of clean technologies. This compendium offers a comprehensive overview of zero and near-zero emission transportation technologies, detailing not only the vehicles themselves but also charging components, fueling infrastructure and other supporting products. Encompassing sectors like passenger vehicles, medium- and heavy-duty vehicles, transit and rail, the compendium delves deeply into the technologies' key characteristics, knowledge gaps, uncertainties, and strategies to expedite clean technology implementation in Southern California. By implementing the clean transportation technologies outlined in the Compendium, immediate improvements in air quality and a reduction in negative public health impacts can be achieved across the region.



# Transit Transformation Task Force

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Regional Transit Technical Advisory Committee

January 31, 2024

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Transit Transformation Task Force (SB 125)

- December 2023 – CalSTA held first meeting of Task Force (formed under SB 125)
- Meets on bimonthly basis through 2024 and a portion of 2025
- Includes 25 members, including SCAG, RCTC, LA Metro, Move LA, UCLA ITS
- Focused on developing policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs



The screenshot shows the CalSTA website page for the SB 125 Transit Program. The page features a blue header with the CalSTA logo and navigation links for 'About CalSTA' and 'Subject Areas'. The main content area includes a breadcrumb trail: 'Home | Subject Areas | SB 125 Transit Program'. The title 'SB 125 Transit Program' is prominently displayed, followed by an 'Overview' section. The overview text states that SB 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB 125 includes an accountability program to govern the distribution of these funds, on which there is more detail below. Additionally, SB 125 establishes a Transit Transformation Task Force led by the California State Transportation Agency to develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

# Transit Transformation Task Force (SB 125)

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- Southern California representatives:
  - Kome Ajise, SCAG
  - Lorelle Moe-Luna, Riverside County Transportation Commission
  - Michael Turner, Metro
  - Eli Lipmen, MoveLA
  - Juan Matute, UCLA Institute of Transportation Studies
  - Sharon Cooney, San Diego Metropolitan Transit System



# Transit Transformation Task Force

- Work will result in a report of findings and policy recommendations
- Will be shared with policy and fiscal committees of the Legislature on or before October 31, 2025
- Updates on the Task Force's progress will be shared at Regional Council meetings and RTTAC
- More information regarding the Task Force is available on the [CalSTA website](https://www.calsta.gov)

The screenshot shows a news article on the CalSTA website. The header includes the CalSTA logo and navigation links: Home, Press Releases, Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force, About CalSTA, Subject Areas, Departments, Newsroom, and Search. The article title is "Secretary Omishakin Appoints 25 Members to Transit Transformation Task Force" with a publication date of Dec 08, 2023. The text states that Transportation Secretary Toks Omishakin has appointed 25 members to the state's Transit Transformation Task Force. It mentions that the task force was established in the transit recovery package signed by Governor Gavin Newsom as part of the 2023-24 state budget. The task force will develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. After receiving more than 70 applications from a wide range of prospective candidates representing state government, local agencies, academic institutions, advocacy organizations and other stakeholders, Secretary Omishakin made the following selections:

<b>Kome Ajise</b> Executive Director, Southern California Association of Governments	<b>Rashidi Barnes</b> Chief Executive Officer, Eastern Contra Costa Transit Authority	<b>Alix Bockelman</b> Chief Deputy Executive Director, Metropolitan Transportation Commission
<b>Sharon Cooney</b> Chief Executive Officer, San Diego Metropolitan Transit System (MTS)	<b>Ian Griffiths</b> Policy Director, Seamless Bay Area	<b>Amy Hance</b> Deputy Director General Services, City of Clovis
<b>James Lindsay</b> International Vice President, Amalgamated Transit Union	<b>Eli Lipmen</b> Executive Director, Move LA	<b>Juan Matute</b> Deputy Director, UCLA Institute of Transportation Studies

# Discussion

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- What are the regional priorities or priorities for your communities we should advocate for?

# South Bay *Rapid* Bus On Shoulder (BOS) Demonstration Project

SCAG Presentation

Regional Transit Technical Advisory Committee



# BOS - Project Overview

- Cooperative project between MTS, SANDAG, CHP and Caltrans
- Three (3) Year Demonstration Project
  - December 2021\* through December 2024
- Funded with a \$13m Federal Grant and \$17m local match (Transnet)
- A component of the South Bay Rapid (Route 225)
  - SB Rapid Commenced Operations January 2019

# BOS - Demonstration Project Objectives

- Determine the feasibility of transit vehicles using freeway shoulder to bypass congestion
- Understand the effectiveness of state-of-the-art driver assist technology.
- Evaluate the impact of transit vehicles utilizing freeway shoulders as Transit Only Lanes (TOL's) on adjacent travel lanes
- Understand the effectiveness of transit Operations in the TOL (e.g. on-time performance, customer experience, improved travel time and ridership)
- Consider applicability for future expansion of shoulder operations and inclusion in to future regional transportation plans.

Transit only lane operation will occur on a daily basis  
Monday through Friday,  
5:00am to 9:00am & 3:00pm to 7:00pm

Up to 15 mph faster than adjacent travel lane (max  
speed= 35 mph)

Inclement weather will prohibit use of shoulder lanes by  
buses

Shoulder will remain available for traditional shoulder  
functions (breakdowns, emergency vehicle response,  
etc.)

Buses must yield to:

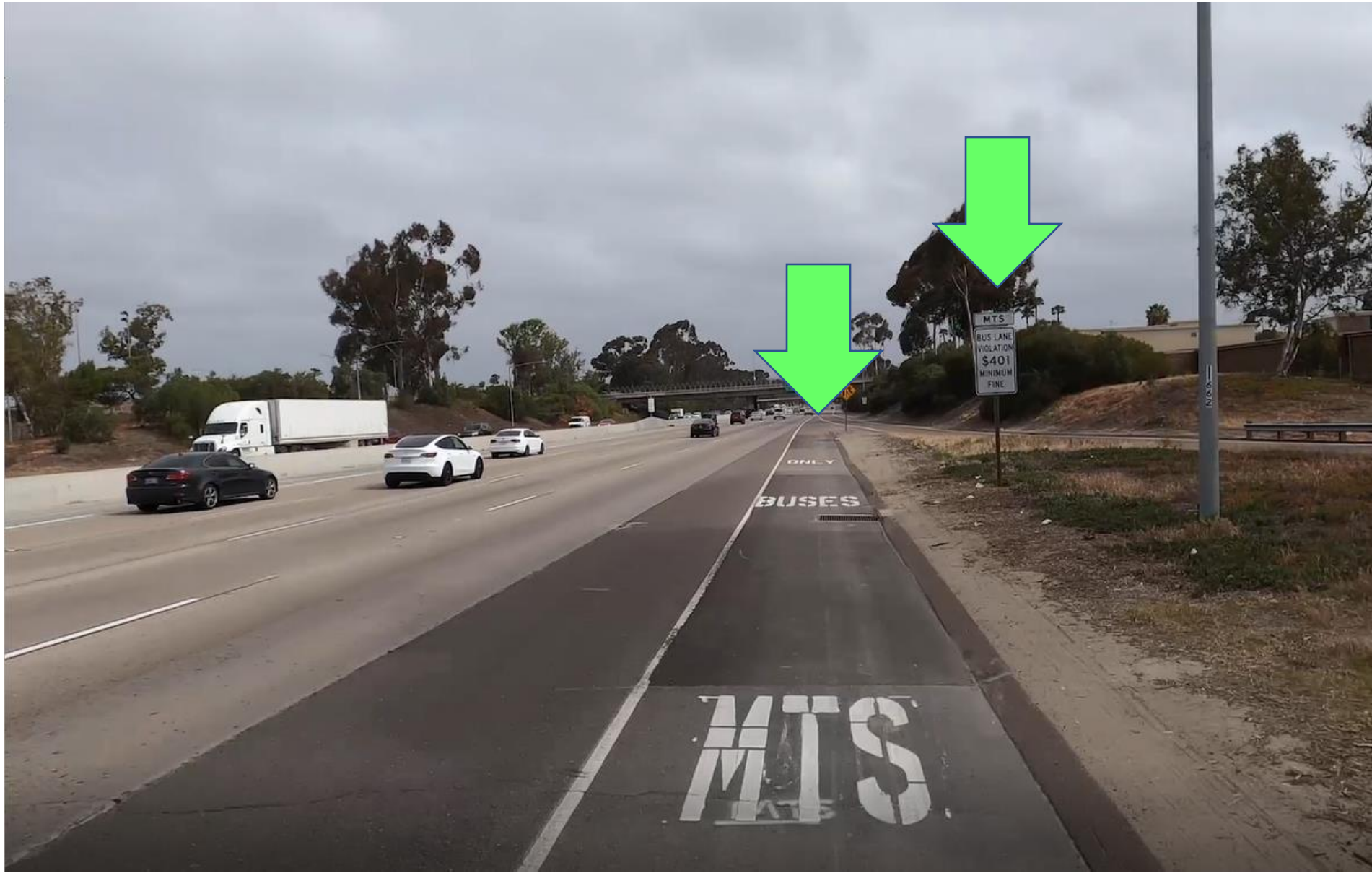
- Emergency vehicles
- Enforcement and maintenance vehicles.
- Parked vehicles
- Debris in shoulder



# BOS - Freeway Shoulder Improvements

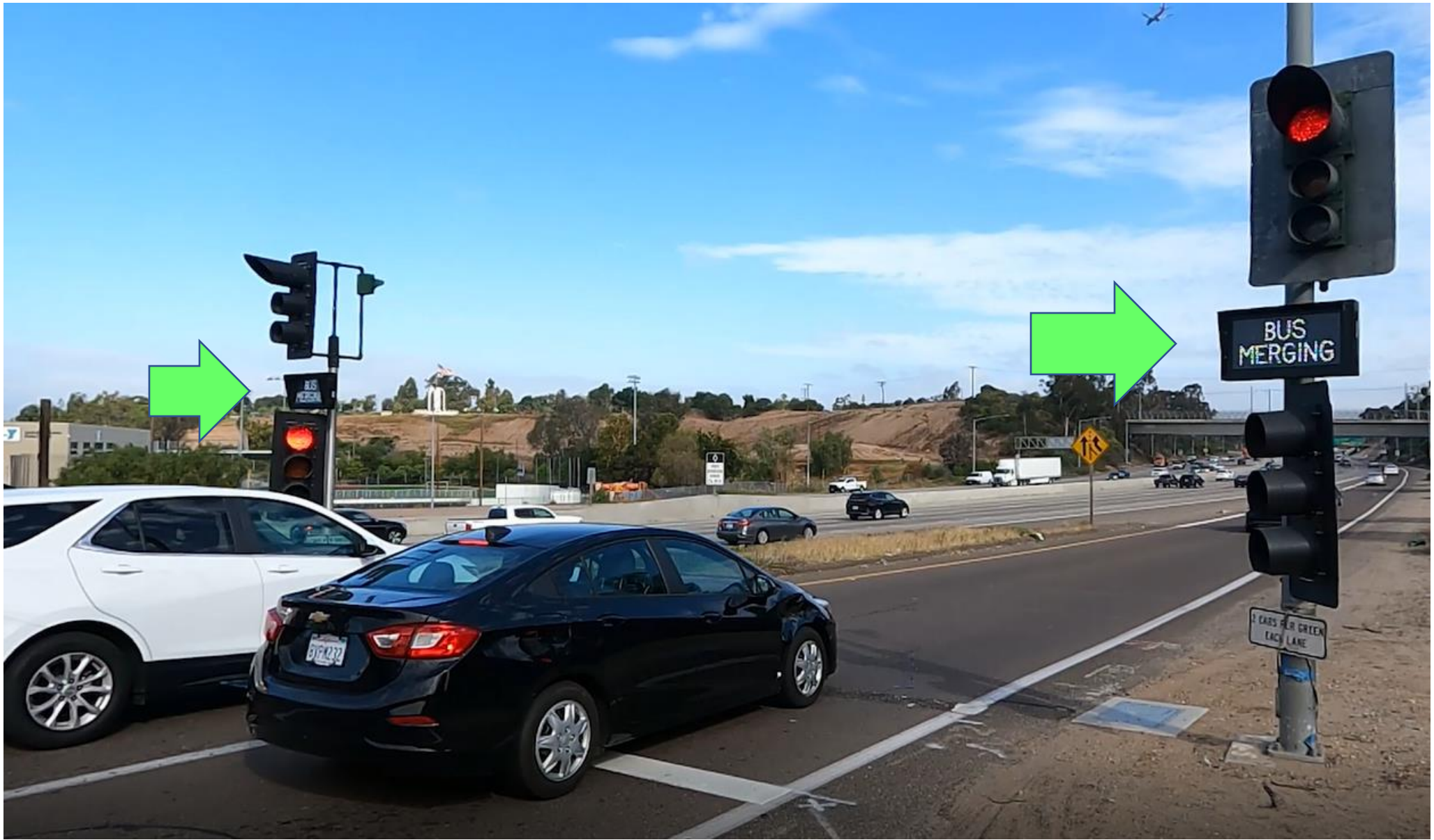
- 7 Miles of freeway shoulder upgrade, enhancements and restriping
- Shoulder lane widths will be between 10ft and 12ft
- Transit-Only-Lane (TOL) signage and ramp meter upgrades



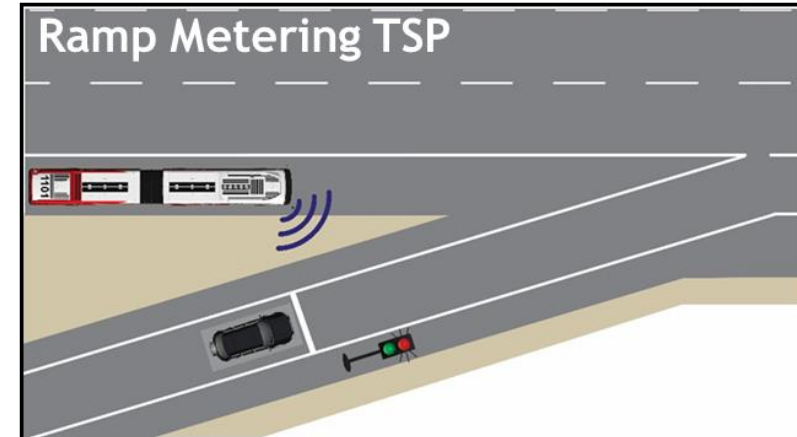
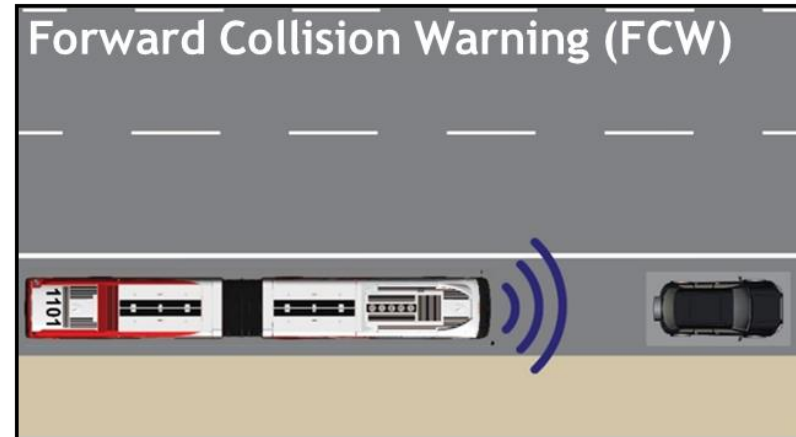
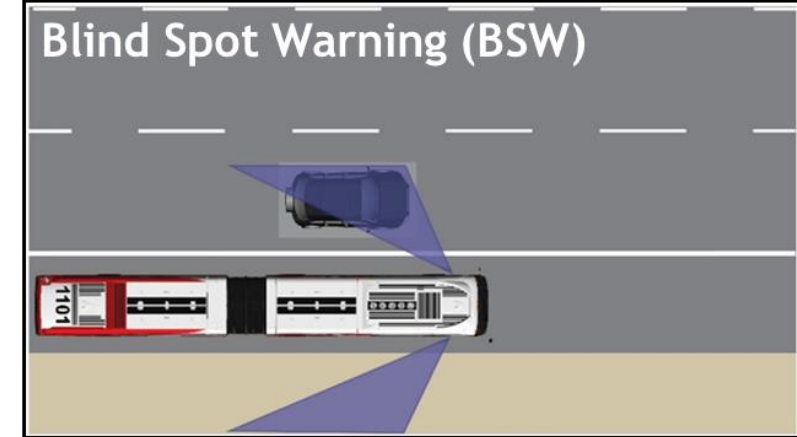
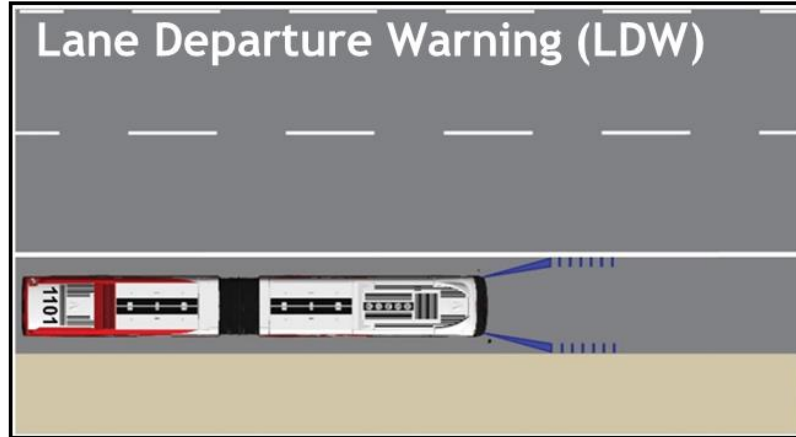








# BOS - Advanced Driver Assist System (ADAS)

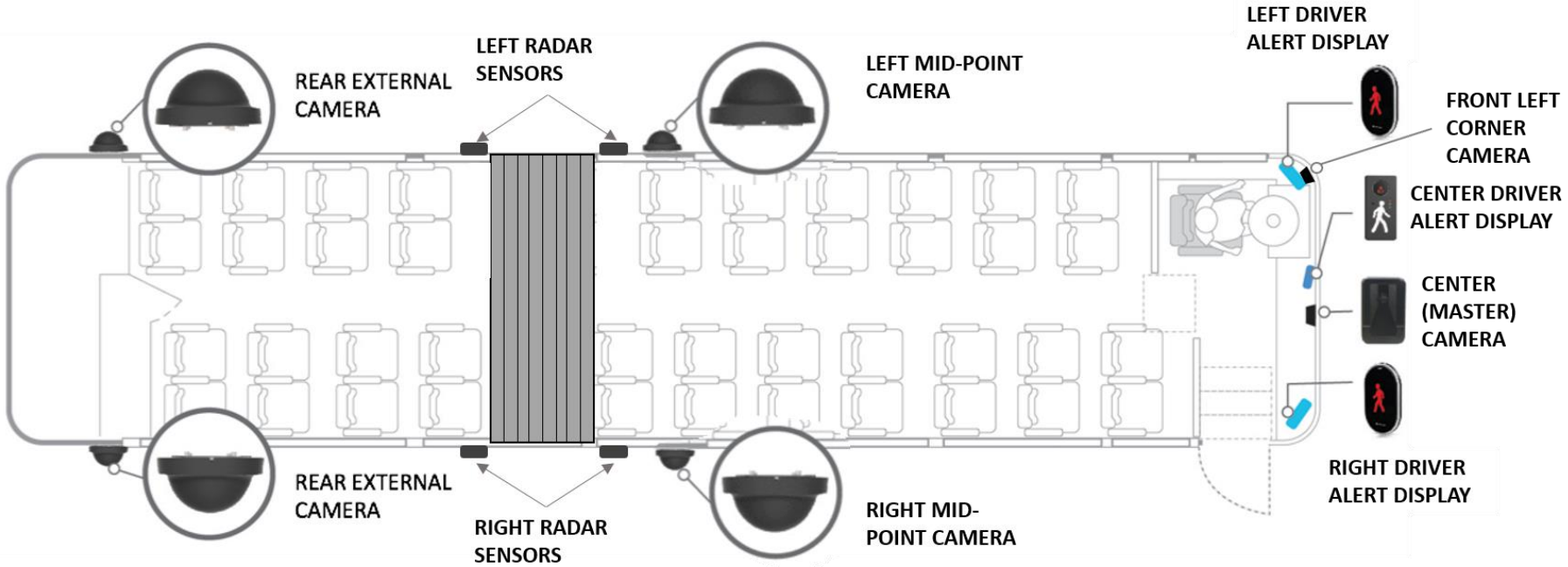


# On-Vehicle System Architecture

- 6 - Cameras (Mobile Eye)
- 4 - Sensors (Autonomous Stuff Radar)
- 3 - Driver assist alert displays



**Transit Only Lane (TOL) System Availability Indicator**





# BOS - Operator Training

- Training module developed by Sutra/Parsons/Transdev (presentation and video overview)
- Focused classroom and behind-the-wheel training
- CHP supported freeway training effort (Daily: 6am – 10am)
- All operators must be certified to operate in revenue service.

# Operator Training Details

- 1hr - Classroom Technology Training
- 1hr - Behind-the-Wheel Technology Training
- 2hrs - Classroom Shoulder Operations Training
- 2hrs - Behind-the-Wheel Training

**Transit Only Lane (TOL)  
Roadside Activation  
Driver Training**  
2021

PARSONS

Revised 2021.07.15 V.15

**Route 225 – Overview of the Transit Only Lane (TOL)**

**I-805 N to SR-94 W (Morning Peak)**  
TOL on right shoulder along connector ramp only

**SR-94 E to I-805 S (Afternoon Peak)**  
TOL on right shoulder along connector ramp only

**I-805 N (Morning Peak)**  
TOL with on-ramp and exit interactions  
TOL on right shoulder  
I-805 N from Plaza Blvd to Market St

**SR-94 W (Morning Peak)**  
TOL on left shoulder after I-15 exit to the I-5 split

**Transit Only Lane Availability Indicator - Left Side Display**  
**Blind Spot Warning Indicator vs TOL System Available Indicator**

**Blind Spot Indicator**

**Left Side Display**

Side Display Indicators	Meaning
Small green light under person image	Blind Spot Warning system is operating
Black box to side with green / red light	TOL Available (green) / TOL Not Available

**TOL System Available Indicator**

**Safety Alerts**

**Technology signals traffic to stop for on-ramp interactions**

**Segment 1 on-ramp**

**IMPORTANT: Sensors trigger signals & signs to indicate to traffic to stop so bus drivers can safely cross on-ramps**

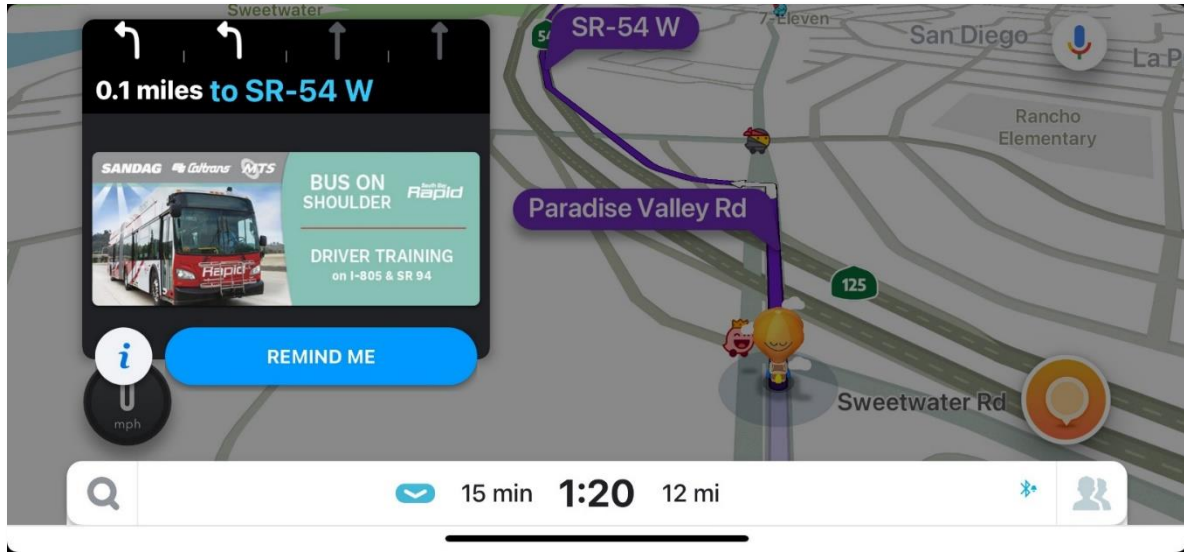
## BOS - Outreach Marketing Efforts

- Planning for Jan 27 Media Availability ride-along tours prior to Jan 31 official BOS launch.
- Digital ads (WAZE and Geofencing) continue and Radio Traffic Alerts to begin 1/17-1/30/22 and 1/31-2/27/22.
- Social media posts will continue by program partners, to include video when available.



# Social Media and Connections

- Facebook
- Instagram
- Twitter
- LinkedIn
- Waze



San Diego MTS Retweeted  
**SANDAG** @SANDAG · Jan 10  
⚠️ Driver Alert! Watch for South Bay Rapid buses in 805/94 freeway shoulders during driver training for the Bus on Shoulder project. 🚌 Training is Mon-Fri, 6:30-8:30am, throughout January. Learn more: [loom.ly/Slij7RI](https://loom.ly/Slij7RI)  
[@SDCaltrans](#) [@SDMTS](#) [@CHP\\_San\\_Diego](#) [#SDBusonShoulder](#)



Facebook Preview  
Jan 10, 2022 - 3:11 PM PST

**SANDAG - San Diego Association of Governments**  
January 10 at 3:11 PM

⚠️ Safety is our top priority! Driver trainer continues this month for the Bus on Shoulder demonstration project. Monday through Friday, between 6:30-8:30 a.m., be on the lookout for South Bay Rapid Route 225 buses entering and exiting I-805 and SR 94 freeway shoulders in National City and San Diego. 🚌

Drivers should remain alert, observe traffic laws, and NEVER follow buses into the shoulder. But don't worry if you need to pull over, shoulders will always be available for law enforcement and emergencies. 🚓

Learn more: <https://loom.ly/XYmpXYM> Caltrans District 11 Metropolitan Transit System CHP - San Diego #SDBusonShoulder

**Caltrans San Diego** @SDCaltrans · Dec 6, 2021  
Attn. Drivers! Watch for MTS South Bay Rapid bus drivers entering/exiting the I-805 & SR-94 freeway shoulders, Mon-Fri, 6:30-8:30am, thru Jan. The future Transit Only Lane Demonstration Project will allow buses to use shoulders to bypass traffic ➡️ [KeepSanDiegoMoving.com](https://www.KeepSanDiegoMoving.com).



6 retweets, 5 likes

# CONNECT with Us



[KeepSanDiegoMoving.com/BusOnShoulder](https://KeepSanDiegoMoving.com/BusOnShoulder)



[BusOnShoulder@KeepSanDiegomoving.com](mailto:BusOnShoulder@KeepSanDiegomoving.com)



SANDAGregion | SDCaltrans | SDMTS



SANDAGregion | D11Caltrans | SDMTS



SANDAGregion | CaltransDistrict11 | SanDiegoMTS



SANDAG | SDCaltrans | SDMTS



**SANDAG**

**Caltrans**



# BOS – Challenges, & Lessons Learned

- Challenges with operator training and compliance.
- Ongoing coordination between CALTRANS, SANDAG and MTS
- Infrastructure maintenance and monitoring
- Magnitude/Benefit of use

# BOS – Major Milestones & Next Steps

Component	Major Milestones	Date
Bus Equipment (Completed)	Advanced Driver Assistance Systems (ADAS) Installations	10/1/2020
	Connected Vehicle Equipment	8/20/2021
Technology Training	Phase 1 - ADAS (Train the Trainers)	6/3/2020
	Phase 1 - ADAS (Driver Training)	9/21/2020 - 01/08/2021
Civil	Freeway shoulder infrastructure Improvements	7/28/2021
Service Training	Phase 2 - TOL (Train-the-Trainer)	7/23/2021
	Phase 2 - TOL (Driver Training)	11/29/21 - Cont..
Start of Service	Bus on Shoulder Operations Begins	1/31/2022
Project Ends	Pilot Period for BOS Ends	12/31/2024

Questions?

# “Access for All” Program

*Expanding on-demand wheelchair accessible vehicle transportation*

VENTURA COUNTY TRANSPORTATION COMMISSION

Heather Miller, Programming Manager, VCTC



# “Access for All” Program Background



In September 2018, SB 1376 was signed into law requiring the California Public Utilities Commission (CPUC) as part of its regulation of Transportation Network Companies (TNCs) such as Uber and Lyft, **establish a program to improve the accessibility of persons with disabilities to on-demand transportation services.**

As a result, the CPUC established the TNC **Access for All Program (AFA)** requiring TNCs collect a fee in the amount of \$0.10 for each TNC trip provided and remit to CPUC as “Access Funds” based on the geographic area in which the trip originated.

Funds distributed through approved Local Access Fund Administrators (LAFAs) to qualified **“Access Providers”** that **establish on-demand wheelchair accessible vehicle (WAV) transportation programs within their county.**



# Access for All in Ventura County

CPUC approved the Ventura County Transportation Commission (VCTC) as the Local Access Fund Administrator (LAFA) for Ventura County. VCTC developed guidelines for a local AFA program and announced a call for projects in January 2023 for Cycle 2 & 3 AFA funds amounting to approximately \$250,000. VCTC received two applications for funding.



Ventura County: 2,200 square miles with a population of 840,000 and 9 fixed-route transit operators within the county.



# Access for All in Ventura County


- Gold Coast Transit District (GCTD) awarded AFA funding to purchase two (2) wheelchair accessible vehicles to support demand for the **GO Now South Oxnard Micro-transit pilot project**.

The GO Now pilot project provides on-demand app-based rideshare service in an area of Oxnard where traditional fixed-route service has proven difficult to successfully operate.



**FARE IS \$2 | TRANSPORTATION MONDAY TO FRIDAY 7AM - 7PM | OPEN TO ALL**

**GO Now Service Zone**



**GCTD is now offering a rideshare app service!**

**Travel anywhere in the GO Now South Oxnard service zone for \$2.00!**

**WAYS TO PAY:**  
Download Token Transit mobile payment.



# Access for All in Ventura County



- Ventura Transit System (VTS) awarded AFA funding for a **countywide fare subsidy program to provide on-demand wheelchair accessible transportation (WAV) service across Ventura County 24 hours a day/365 days a year at a passenger trip cost comparable to Uber and Lyft.**



# “Access for All” Program

## Lessons Learned/Program Evaluation/Questions

- Program resources/sustainability - future funding levels (Cycle 4 is  $\frac{1}{4}$  of prior funding levels).
- Program administration - LAFA/RTPA staff/oversight costs exceed 15% off the top LAFA funds.
- Program effectiveness – meeting goals of the program? Yes, w/ ongoing evaluation/improvements
- Program provides valuable opportunity for data collection/analysis (e.g. identifying demand/need, costs of delivering service, evaluating program effectiveness/shortcomings).



# *Thank you*

## Contact Information

Heather Miller

Programming Manager, VCTC

[hmiller@goventura.org](mailto:hmiller@goventura.org)

<https://www.goventura.org/>



Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 4.4  
January 31, 2024

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

**From:** Marisa Laderach, Principal Regional Planner,  
213-236-1927, [laderach@scag.ca.gov](mailto:laderach@scag.ca.gov)

**Subject:** SCAG Clean Cities Strategic Plan

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#### EXECUTIVE SUMMARY:

*The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE now requires all Clean Cities Coalitions to establish and maintain a Strategic Plan. This plan, a multi-year guideline, must identify objectives and activities to achieve specific goals including a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% yearly reduction in greenhouse gas (GHG) emissions. Both targets are visionary and aspirational rather than mandated and enforced, and will be developed to directly align with Connect SoCal 2024 projections. In developing the Coalition Strategic Plan, staff will also align with SCAG's Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5<sup>1</sup>. This policy provides a guiding framework for the development of zero or near-zero emission transportation systems. Additionally, the Coalition Strategic Plan will support SCAG's Clean Technology Program, harmonizing federal, state, and regional objectives. This coordination aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability. Staff will share the Draft Strategic Plan with the Regional Council and Policy Committees on March 7, 2024, and request Regional Council approval on April 4, 2024.*

#### BACKGROUND:

The United States (U.S.) consumes approximately 20 million barrels of petroleum per day,<sup>2</sup> with approximately three-fourths used for transportation.<sup>3</sup> Transportation also has a significant economic impact on American businesses and families, accounting for nearly one-sixth of the average household's expenses (second only to housing). Improving efficiency and reducing costs in this sector can thereby make a notable impact on our economy.<sup>4</sup> In addition, transportation is responsible for 27% of greenhouse gas (GHG) emissions in the U.S. Decarbonizing transportation is critical to reduce GHG emissions by 50-85% by 2050 to limit global warming to 4°F (2°C). Increasing the use of domestic

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<sup>1</sup> Resolution No. 23-654-5, packet page 104: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

<sup>2</sup> Frequently Asked Questions (FAQs), U.S. Energy Information Administration (EIA). Available at: <https://www.eia.gov/tools/faqs/faq.php?id=33&t=6>

<sup>3</sup> U.S. energy facts explained, U.S. EIA. Available at: <https://www.eia.gov/energyexplained/us-energy-facts/>

<sup>4</sup> Consumer Expenditures – 2022, U.S. EIA. Available at: <https://www.bls.gov/news.release/pdf/cesan.pdf>

alternative fuels and advanced vehicle technologies can also reduce the emissions that impact our air quality and public health.<sup>5</sup>

### **UNITED STATES CLEAN CITIES COALITION INITIATIVE**

The Clean Cities Coalition initiative, initiated by the U.S. Department of Energy in 1993, emerged as a strategic response to the Energy Policy Act of 1992. This program currently encompasses over 75 local coalitions across the United States. These coalitions form dynamic partnerships with more than 20,000 stakeholders from both public and private sectors. The primary goal of these collaborations is to enhance the economic, environmental, and energy security of the United States. This is achieved by focusing on the promotion of affordable, domestically produced transportation fuels, the development of energy-efficient mobility systems, and the adoption of various fuel-saving technologies and practices at the local level.

### **OBJECTIVES OF THE CLEAN CITIES COALITION**

Clean Cities Coalitions harness expertise from a range of sources, including federal agencies, national laboratories, and other coalitions within the network. This knowledge is then applied directly to the communities they serve, creating solutions tailored to the unique local needs, opportunities, and market conditions. Additionally, these coalitions establish networks with community stakeholders and offer practical, hands-on support to local fleets, addressing specific challenges and facilitating problem-solving.

Work efforts are guided by a set of key objectives, which include:

- Build partnerships with public and private-sector transportation stakeholders.
- Dispense objective information, data-driven online tools, and a suite of resources to fleets and local decision makers.
- Empower stakeholders to evaluate and implement the best strategy to achieve their goals.
- Collect and share best practices, data, and lessons learned to inform local decisions and build a strong national network.
- Engage technical assistance to help fleets and end users implement alternative fuels, advanced vehicles, and fuel-saving practices.
- Build relationships with industry partners, fleets, and communities to solve problems and identify and address technology barriers.
- Leverage people and resources to encourage private-sector investment, resulting in successful implementation of advanced transportation, fueling infrastructure, and charging equipment and development projects.

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<sup>5</sup> Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, National Renewable Energy Laboratory. Available at: <https://cleancities.energy.gov/publications/>

## CLEAN CITIES COALITIONS STRATEGIES

To advance affordable, efficient, and clean transportation fuels and technologies, coalitions employ the following strategies:<sup>6</sup>

- **Evaluate transportation needs and energy choices** to determine the most impactful and cost-effective vehicle options, fuels, technologies, and best practices that make sense for their stakeholders.
- **Shift to efficient and clean energy sources** using alternative and renewable fuels such as biodiesel, electricity, ethanol, hydrogen, natural gas, propane, and renewable diesel.
- **Improve fuel efficiency** through state-of-the-art technologies and strategies.
- **Reduce greenhouse gas emissions** and local pollutants through transition to low- and no-emission vehicles, idle reduction, and other fuel-saving technologies and practices.
- **Demonstrate and assess new mobility choices** that maximize the return on investment for mobility systems in terms of time, cost, energy, and opportunity.

## ABOUT THE SOUTHERN CALIFORNIA CLEAN CITIES COALITION

The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs) across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

## SCAG RESPONSIBILITIES

The Clean Cities Coalitions engage in an annual commitment through a Statement of Project Objectives (SOPO) which outlines their responsibilities for the upcoming year. These responsibilities align with the broader goals of the national Clean Cities Coalition Network and encompass a range of tasks:

- **Clean Cities Annual Progress Report:** This involves monitoring various metrics related to the integration of alternative fuels, advanced technology vehicles, and transportation energy efficiency within SCAG's designated area.
- **Quarterly Alternative Fuel Price Reports:** SCAG is tasked with tracking the retail prices of alternative fuels in its region on a quarterly basis.

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<sup>6</sup> Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

- **Updates on Alternative Fuel Station Openings/Closings:** A key responsibility includes identifying and monitoring the status of alternative fuel stations, including new openings and closures, to ensure ongoing operations of these facilities in the region.
- **Vehicle and Station Cost Tracking:** SCAG collects and records actual costs associated with alternative fuel and advanced technology vehicles and equipment, as well as the costs related to alternative fuel stations within its jurisdiction.

Each of these responsibilities is critical to the coalition's efforts in promoting and facilitating the transition to alternative fuel sources and vehicles, ultimately aiming to reduce environmental impacts in Southern California.

### **SCAG'S CLEAN CITIES COALITION STRATEGIC PLAN**

In the recent update to the SOPO between the DOE and SCAG, the DOE has introduced a new requirement for all Clean Cities Coalitions, including SCAG, to develop a strategic plan. This plan is envisioned as a multi-year roadmap outlining specific objectives and activities that coalition stakeholders will undertake. The primary goals set by the DOE are to achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% annual reduction in greenhouse gas (GHG) emissions. Both figures are considered visionary and aspirational rather than a mandated and enforced set of metrics, and they are being developed in direct alignment with Connect SoCal 2024 projections and strategies.

SCAG's Clean Cities Coalition Strategic Plan will not only comply with the DOE's stipulations but also align with Regional Council Resolution No. 23-654-5, adopted by the Regional Council on April 6, 2023, which establishes SCAG's Clean Transportation Technology Policy. This policy serves as a guiding framework for the development, commercialization, and deployment of transportation systems that are either zero or near-zero emissions. The policy's objectives are to enhance air quality, reduce GHG emissions, achieve sustainability goals, and maintain a technology-neutral stance.

Moreover, the Coalition Strategic Plan will be designed to support the initiatives of SCAG's Clean Technology Program, effectively synchronizing the goals and policies at the federal, state, and regional levels. This comprehensive approach ensures a cohesive strategy in advancing clean transportation technologies within the SCAG jurisdiction.

### **STRATEGIC PLAN CONTENTS**

The Strategic Plan at a high level will include the following:

- **Existing Conditions:** This section will provide an overview of the current state of affairs, including:
  - The status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure.



- A review of SCAG's recently completed work, such as the Electric Vehicle Charging Site Suitability Study<sup>7</sup> and the Plug-in Electric Vehicle Atlas Update<sup>8</sup>.
- **SCAG Work Aligned with Clean Cities Coalition Program:**
  - This part will describe SCAG's specific work efforts, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.
- **Vision Statement and Goals:**
  - The Vision Statement will reflect the DOE requirements as well as the ethos of SCAG's Clean Transportation Technology Policy.
  - The Goals will be crafted to support and align with both SCAG's Clean Transportation Technology Policy and the implementation of Connect SoCal 2024.
- **Ongoing SCAG DOE Responsibilities:**
  - This will detail SCAG's ongoing tasks under the U.S. DOE's Clean Cities Coalition Program, including annual reporting requirements, data tracking requirements, etc.
- **Strategic Plan Roadmap:**
  - This section outlines the immediate next steps for the Southern California Clean Cities Coalition and addresses the GGE displacement and GHG reduction targets.
- **Future SCAG Work:**
  - A high-level summary of potential future work efforts that SCAG may pursue, subject to the availability of funding and resources.

## NEXT STEPS

Staff is currently drafting the Coalition Strategic Plan and will seek and incorporate stakeholder feedback through February 2024. Staff will share the final draft to the Policy Committees and Regional Council in March 2024 and seek Regional Council approval in April 2024.

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<sup>7</sup> SCAG EV Charging Station Study, available here: [https://scag.ca.gov/sites/main/files/file-attachments/scag\\_ev\\_charging\\_station\\_study\\_-\\_final\\_scoring\\_methodology.pdf?1684341381](https://scag.ca.gov/sites/main/files/file-attachments/scag_ev_charging_station_study_-_final_scoring_methodology.pdf?1684341381)

<sup>8</sup> SCAG PEV Atlas Update, report and interactive map available here: <https://scag.ca.gov/southern-california-pev-readiness-atlas>



# Southern California Clean Cities Coalition Strategic Plan

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January 31, 2024

Marisa Laderach, Clean Cities Coalition Director

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# About the Clean Cities Coalitions

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- Established by the U.S. Department of Energy (DOE) in 1993 in response to the Energy Policy Act of 1992
- 75+ Clean Cities coalitions within the U.S.
- Created active partnerships with 20,000 public and private stakeholders
- **Mission:** Foster the economic, environmental, and energy security of the U.S. by working locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices

# Clean Cities Coalitions



Map Date: 10/3/23

# Clean Cities Coalitions' Work

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- Build partnerships
- Dispense objective information
- Empower stakeholders
- Collect and share best practices, data, and lessons learned
- Engage in technical assistance to support implementation
- Build relationships with industry partners, fleets, and communities
- Leverage people and resources to encourage private-sector investment



A national network of Clean Cities coalitions **builds local relationships** in communities across the United States.



Coalitions **help businesses and consumers** adopt alternative fuel vehicles and advanced transportation technologies.



In 30 years, coalition activities eliminated **67 million tons** of emissions.



Helping school districts adopt school buses with low or no tailpipe emissions creates **cleaner air** at local schools.

Incorporating community-driven choices improves **equitable access** to advanced transportation.



Coalitions tailor projects to unique needs through partnerships with **20,000 stakeholders**.



Shared mobility options, including shuttles, buses, e-bikes, and scooters, can **reduce travel costs, energy consumption, and traffic congestion**.



Clean Cities coalitions act locally in **urban, suburban, and rural communities** to foster the nation's economic, environmental, and energy security and move our transportation systems into the clean energy future.



Illustration by Al Hicks, NREL

# About the Southern California Clean Cities Coalition

- Also referred to as the “SCAG Clean Cities Coalition”
- Officially designated on March 1, 1996
- SCAG's redesignation received **August 2023**
- Covers the 6 counties within the SCAG region
  - Excludes areas covered by other independent Clean Cities Coalitions
- Stakeholders include Cities, consumers, vendors, public agencies, transit providers, and universities



# SCAG Clean Cities Coalition Responsibilities

**Clean Cities Annual Progress Report:** Track metrics related to alternative fuel, advanced technology vehicle, and transportation energy efficiency

**Quarterly Alternative Fuel Price Reports:** Track retail alternative fuel pricing information fuel in the coalition's designated territory on a quarterly basis

**Alternative Fuels Data Center Station Openings/Closings Updates:** Identify and track alternative fuel station opening/closing information and verify continuity of alternative fuel stations

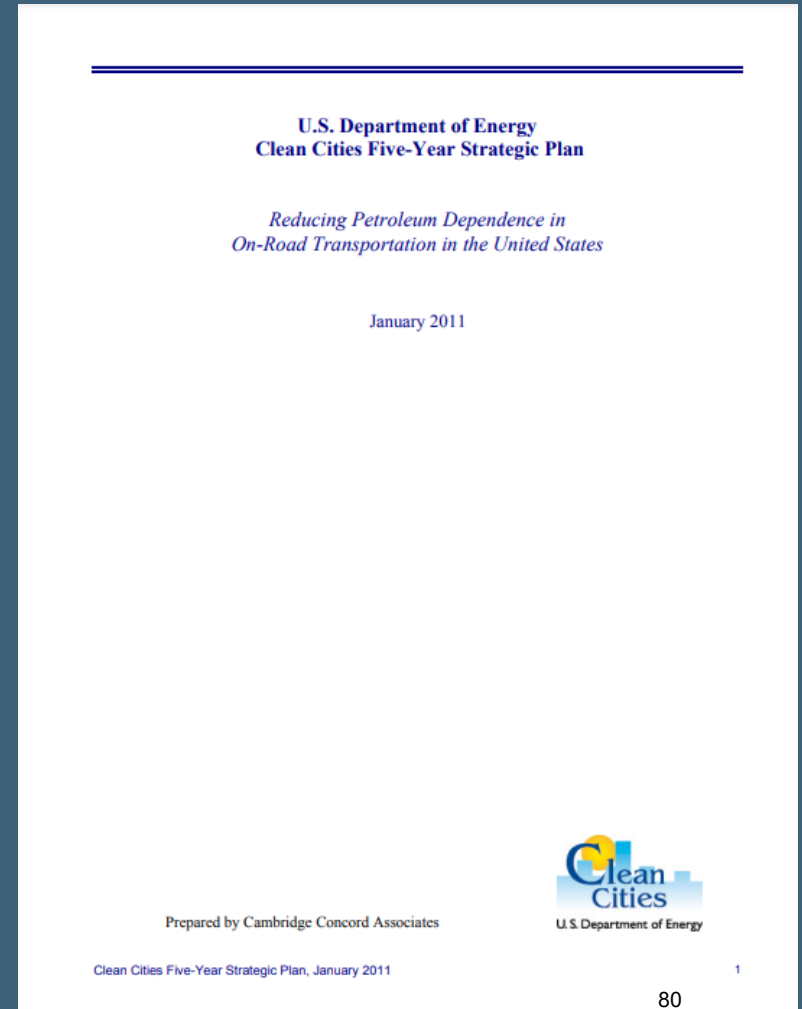
**Vehicle and Station Cost Tracking:** Collect actual incurred costs of alternative fuel, advanced technology vehicle and equipment costs, and alternative fuel stations

**Clean Cities Strategic Plan**



# Clean Cities Coalitions Strategic Plan

- U.S. DOE requires each Clean Cities coalition to prepare a strategic plan
- Multi-year plan that specifies objectives and activities to be undertaken by coalition stakeholders to achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and 20% reduction in GHG emissions annually
- U.S. DOE has a Clean Cities Five-Year Strategic Plan that was released in January 2011



# SCAG's Clean Technology Program/Policy

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- SCAG's Clean Transportation Technology Policy Resolution
  - Adopted by SCAG's Regional Council on April 6, 2023
  - Defines **Clean Transportation Technology**
    - "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating technologies that reduce environmental impact over their life cycle."
  - Reaffirms SCAG's position on **Technology Neutrality**
    - "stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets."

# Strategic Plan Topics Covered

- Strategic Framework
- Clean Transportation Transition
- Alternative Fuels
  - Both Vehicles and Supporting Infrastructure
- Emission Reductions
- Barriers to Adoption
- Federal and State Policies and Programs
- SCAG's Work Efforts
- SCAG's Clean Cities **Strategic Plan Roadmap**



# Strategic Plan Highlights

## Strategic Framework and Existing Conditions

- Air pollution, fuels, vehicle types, clean transportation infrastructure
- Recently completed SCAG work (EV Charging Site Suitability Study, PEV Atlas Update)
- Current and ongoing SCAG work (Zero Emission Truck Infrastructure Study, Last Mile Freight Program, Clean Technology Compendium Report, partnerships with LACI and UCI)

## Vision and Goals

- To cultivate a sustainable transportation ecosystem with advanced infrastructure, integrated technologies, and forward-thinking policies
- Goals are designed to align with SCAG's Clean Transportation Technology Policy and Connect SoCal 2024 implementation
- Infrastructure and technology deployment, policy advocacy, community engagement, performance monitoring and reporting, collaboration and partnerships, and barrier mitigation

# Strategic Plan Roadmap

## Actions to displace GGE and reduce GHG

- Will provide generalized calculations and targets that align with Connect SoCal projections and existing GHG reduction efforts
- Targets are visionary and aspirational rather than mandated and enforced

## Further development of SCAG's Clean Tech Program (TBD)

- Potential ideas include Multi-Unit Dwelling EV Charging Program, evaluation of other alternative fuels (e.g., hydrogen), EV Weight Impact Study, PEV Incentive Program for Low-Income Households



# Tentative Schedule

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**Beginning of  
January 2024:**

Complete 1<sup>st</sup>  
Draft

**End of January-  
February 2024:**

Stakeholder  
Presentations

**End of February  
2024:**

Complete Final  
Draft

**Beginning of  
March 2024:**

Presentation/  
Information Item  
to RC and PC's

**End of March  
2024:**

Complete Final  
Plan and submit  
to U.S. DOE

**Beginning of  
April 2024:**

Regional  
Council Approval



# THANK YOU!

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For more information, please visit:

<https://scag.ca.gov/clean-cities>

<https://cleancities.energy.gov/coalitions/southern-california>