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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, September 30, 2020
10:00 a.m. – 12:00 p.m.

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

VIDEOCONFERENCE AVAILABLE

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TELECONFERENCE IS AVAILABLE

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

CONFERENCE NUMBER: +1 669 900 6833 US Toll (West Coast)

Meeting ID: 220 315 897

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Priscilla Freduah-Agyemang at (213) 236-1973 or email agyemang@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

Wednesday, September 30, 2020

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

1.0 CALL TO ORDER

(Gary Hewitt, OCTA, Regional Transit TAC Chair)

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

3.0 RECEIVE AND FILE

Time Page

3.1 Minutes of the July 29, 2020 RTTAC Meeting 3

3.2 American Public Transportation Association's (APTA)
"Health and Safety Commitments" Program 8
(Priscilla Freduah-Agyemang, Senior Regional
Planner, SCAG)

4.0 INFORMATIONAL ITEMS

4.1 California Integrated Travel Project (Cal-ITP) 20 9
(Gillian Gillett, Caltrans)

4.2 SCAG-UCLA Ridership Study Phase 2 Update 20 20
(Professor Mike Manville, UCLA ITS)

4.3 SCAG ADA Paratransit Forecasting Tool
Development Update 20 -
(Bruno Penet, HDR Engineering)
(Attachment to be sent separately)

4.4 FY 2021 Federal Transportation Improvement
Program (FTIP) Update 10 40
(Priscilla Freduah-Agyemang, Senior Regional
Planner, SCAG)

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, September 30, 2020**

5.0 STAFF REPORT

- | | | |
|-----|---|---|
| 5.1 | <u>Alternative and Advanced Fuel Tours</u>
(Steve Fox, Senior Regional Planner, SCAG) | 5 |
| 5.2 | <u>SCAG Transit Operators Discussion Forum</u>
(Priscilla Freduah-Agyemang, Senior
Regional Planner, SCAG) | 5 |
| 5.3 | <u>Connect SoCal Update</u>
(Priscilla Freduah-Agyemang, Senior
Regional Planner, SCAG) | 5 |

6.0 ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Monday, January 25, 2021.

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

July 29, 2020

Minutes

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

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

Members Participating:

Gary Hewitt (Chair)	Orange County Transportation Authority
Joyce Rooney (Vice Chair)	City of Redondo Beach/Beach Cities Transit
Josh Fogleson	LADOT
Luz Echavarria	LADOT
Salvador Gutierrez	LADOT
Lori Huddleston	LACMTA
Joe Forgiarini	LACMTA
Conan Cheung	LACMTA
Heather Menniger	AMMA Transit Planning
Bruno Penet	HDR
Martin Thompkins	Antelope Valley Transit Authority
Geraldina Romo	Antelope Valley Transit Authority
Ariel Alcon Tapia	Riverside County Transportation Commission
Jenny Chan	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Aaron Bonfilio	Ventura County Transportation Commission
Heather Miller	Ventura County Transportation Commission
Claude McFerguson	City of Commerce
Josh Landis	Foothill Transit
Joe Raquel	Foothill Transit
Kevin Kane	Victor Valley Transit
Manuel Alcalá	SunLine Transit
Rohan Kuruppu	SunLine Transit
Rebekah Soto	San Bernardino County Transportation Authority
Rory Vaughn	Metrolink
Sara Baumann	Long Beach Transit
Christopher MacKechnie	Long Beach Transit
Don Walker	Omnitrans

Regional Transit Technical Advisory Committee (RTTAC) – July 29, 2020

Kristin Warsinski
Rolando Cruz
James Lee
Zeron Jefferson

Riverside Transit Agency
Culver City Transit
Torrance Transit
Caltrans District 7

SCAG Staff:

Philip Law
Priscilla Freduah-Agyemang
Jaimee Lederman
Sarah Dominguez
Sarah Patterson
Jonathan Hughes

Stephen Fox
Nancy Lo
KiHong Kim
Tom Belino
David Salgado

1.0 CALL TO ORDER

Gary Hewitt, OCTA, called the meeting to order at 10:05 a.m. Attending agencies were introduced.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the March 30, 2020 RTTAC Meeting
- 3.2 COVID-19 Transportation Dashboard

Philip Law, SCAG staff, noted item, 3.2, COVID-19 Transportation Dashboard is a snapshot of transportation impacts as a result of the pandemic. He noted the goal is to add information as it becomes available and incorporate additional sources of data. He urged members to forward any questions, comments and data sources which they feel useful in the process.

Mr. Law also discussed the concept of a regional message board or digital forum where members can post questions and comments. Mr. Law noted SCAG is exploring the feasibility of providing such a forum to support the RTTAC members.

- 3.3 Transit Funding Primer Update
- 3.4 Cleaning and Disinfecting Guidance
(Published by the American Public Transportation Association – APTA)
- 3.5 Rapid Response: Emerging Practices for Transit Agencies
(Published by the National Association of City Transportation Officials – NACTO)

4.0 INFORMATION ITEMS

4.1 Regional Microtransit Update – LAnow

Josh Fogelson, Los Angeles Department of Transportation, provided an update on LAnow. He stated LAnow is a microtransit demonstration project by LADOT in the Palms, Mar Vista, Del Rey and Venice areas of West Los Angeles. He showed the vehicle used and noted they are similar to paratransit vehicles. The project began October 2018 which included an outreach effort and service launched March 2019. He noted service is currently suspended due to the pandemic, but authorization has been given to continue the pilot effort. A map of the service area was provided as well as days of operation and service hours. Currently, weekday service is offered. During peak hours of 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m., 6 vehicles are in service, and from 9:00 a.m. to 4:00 p.m., 4 vehicles operate. Vehicles can accommodate 12 seated passengers and seating can also be modified to accommodate 4 wheelchairs if needed. The fare is \$1.50 for adults and children 5 years or older and \$0.75 for seniors/disabled. Children 4 years and younger use the service at no cost.

Mr. Fogelson stated riders request the service through their cell phones by downloading the application and using the interface. He reviewed the application screens to demonstrate how a rider requests a ride and the different user features. Average boardings were reviewed since March 2019 and it was noted that boardings increased each month currently at 80 boardings per day. He reviewed recent survey results which showed 32% of respondents would have otherwise taken the trip by rideshare, 32% by bus and 22% would have driven alone. He noted the pilot will continue once it can resume under previous circumstances. Lessons learned from the effort include adaptability, for example, an ability to easily scale down the effort when needed. Also, flexibility, as modifications were needed to the application. Finally, since it is a new service, marketing and educating the public was important.

Heather Miller, Ventura County Transportation Commission, asked if the application processes fare payment. Mr. Fogelson responded that the rider's payment is made through the application using a credit card.

Eric Dehate, Riverside County Transportation Commission, asked about the length of time needed to develop the cell phone/computer application. Mr. Fogelson responded that the work took a few months which was aided by a flexible vendor.

Martin Thompkins, Antelope Valley Transit Authority, asked if the service was discontinued due to COVID-19 because of concerns about the vehicle size. Mr. Fogelson responded that it was primarily due to reduced demand.

4.2 MAP 21 Regional Transit Safety Target Setting (PTASP)

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Regional Transit Safety Target Setting. Ms. Freduah-Agyemang stated the original July 20, 2020 deadline for agencies to submit their transit safety targets has been extended to December 31, 2020 by FTA through the Notice of Enforcement Discretion due to the pandemic. She noted the regional safety targets will be developed based on the four (4) main performance measures described in the National Safety Plan, fatalities, injuries, safety events and system reliability. She reviewed current coordination progress for each County and shared with members progress so far.

Ms. Freduah-Agyemang covered the process for developing the initial regional safety targets noting that SCAG will work continue to work closely with County Transportation Commissions (CTCs) and transit agencies. She noted meetings were held with the CTCs in April and May 2020 to discuss the coordination timeline and methodology. She reviewed the methodology and the template created for member agencies. Next steps include refining the methodology based on continued feedback and the RTTAC will be updated as new information becomes available for additional feedback. Approval of the final initial safety targets will be sought first from the Transportation Committee then forwarded for Regional Council approval June 2021.

4.3 SCAG ADA Paratransit Forecasting Tool Development Update

Bruno Penet, HDR Engineering, provided an update on the ADA Paratransit Forecasting Tool. Mr. Penet reported that the goal of the study is to develop a regional user-friendly spreadsheet-based tool to forecast ADA paratransit demand through 2045. He noted the process involved literature review, interviews with ADA paratransit providers as well as data from the National Transit Database. The tool is meant to help SCAG in its long range planning and it is anticipated to support ADA paratransit providers in managing demand and identifying cost effective investments.

Heather Menniger, HDR, stated an additional goal is to understand paratransit from the demand management perspective. She reviewed technology currently impacting paratransit including customer facing rider notification tools and interactive voice response as well as online trip reservations and electronic fare payment. She noted all seven of the regional ADA providers (interviewed as part of the process in developing the tool) are using Trapeze/Pass Web and that improving customer information through technology decreases call center activity and improves the customer service experience. She reviewed the different fare policies in the region and their relationship to other regional transportation options such as fixed route connections. She also reviewed the use of taxis in the ADA service environment. She concluded by noting that customer facing technology has a positive effect on consumers and can save operational costs.

Bruno Penet stated key findings indicate that there is a difference in operating cost among providers and analysis includes understanding drivers of cost among providers.

4.4 NextGen Update - Metro

Conan Cheung, LACMTA, provided an update on the NextGen Bus Study. Mr. Cheung stated the NextGen effort is about reconnecting with Metro's customers by increasing the system's competitiveness. He noted some actions address customers' safety concerns while others seek to reduce wait times. Lessons learned from customer outreach include minimizing discontinuing segments and a need for a fast, frequent and reliable service. Additionally, building a transit network that reflects contemporary mobility needs and technology. Further measures seek to increase service frequency midday, evenings and weekends and insure service in equity relevant areas.

Mr. Cheung noted an extensive outreach effort is underway which was paused due to the pandemic but currently 1,500 comments have been received. Feedback indicates there is widespread support for improving service frequencies while some riders have questions about bus stop consolidation. A map of areas with underutilized service was presented. He reported some strategies are currently taking shape as customer needs are better understood through outreach. He next reviewed capital improvements and noted investments will be directed to improve speed and reliability as well as route stop access. Also, to reduce wait times and improve boarding and riding. He noted improvements achieved to date include additional bus lanes, route stop consolidation and enhancements to provide customers with real time service information. Efforts to improve the rider experience include all door boarding, fare payment enhancements and increased fare purchase locations as well as zero emissions busses. He noted ridership decreased during the pandemic and as a result service has been temporarily reduced.

4.5 Connect SoCal Update

Item deferred to a future date.

5.0 STAFF REPORTS

5.1 Transit Service Changes in Response to COVID-19 Update

Philip Law, SCAG staff, noted this effort was discussed earlier and members can forward any relevant comments and data.

6.0 ADJOURNMENT

Gary Hewitt, OCTA, adjourned the meeting at 12:11 p.m.

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

Agenda Item No. 3.2
September 30, 2020

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: American Public Transportation Association's (APTA) Safety and Health Communities Program

SUMMARY

From <https://www.apta.com/covid-19-resource-hub/health-safety-commitments-program/>.

Launched at a virtual event on September 9, 2020, The American Public Transportation Association's Health & Safety Commitments Program was established to protect riders and employees so that public transportation can continue to deliver safe, valuable services to everyone. The program is designed to help public transit agencies put in place their own, individualized policies and practices that transit users have said they want and expect.

The program centers on shared commitments during the COVID-19 crisis – your transit agency doing their part and transit users doing theirs. The Seal of Commitment you see displayed on transit vehicles, in stations, and at bus stops means your agency has pledged to institute policies and practices in four major areas:

- Following Official Guidance,
- Protecting Each Other through smart practices and behaviors,
- Making Informed Choices based on timely information, and
- Putting Health First.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.1
September 30, 2020

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: California Integrated Travel Project (Cal-ITP)

SUMMARY:

This report provides the background of the California Integrated Travel Project (Cal-ITP). Gillian Gillett, the Caltrans Program Manager will provide a presentation to the RTTAC highlighting the goals, objectives and overall overview of the program.

BACKGROUND

From: <https://dot.ca.gov/cal-itp>

California is one of the leading economies in the world, and home to many of the private sector's new mobility and financial innovators, as well as the largest and most complex public transportation system in the United States.

Today, residents and visitors face a disaggregated public transportation network that is often not as friendly to use as it might be, is costly to operate and that faces new competition for ridership in many places. To address these issues, and improve the current mobility system, the California State Transportation Agency (CalSTA) and its partners are engaged in an initiative to facilitate easy and accessible travel planning and payments across California. The California Integrated Travel Project (Cal-ITP) is dedicated to making travel simpler and cost-effective for all.

Additional Resource:

https://mst.org/news_items/mst-announces-a-new-partnership-with-caltrans-visa-introducing-contactless-fare-payment-demonstration/

The logo features a large, thin white circle on a blue background. Inside this circle, the text "California Integrated Travel Program" is written in white. "California" is at the top, "Integrated Travel" is in the middle in a larger font, and "Program" is at the bottom. To the right of the text, there is a smaller white circle containing a solid yellow circle.

California
Integrated Travel
Program

Cal-ITP

Primary goals



Improve the transit experience in California

Promote equity



Increase public agency buying power for technology and services

Meet California climate change law



What are the challenges?

1. **Real time data:** Lack of reliable travel information
2. **Payment:** Unnecessary barriers for payment
3. **Equity:** Cumbersome process to access discounts



Cal-ITP Initiatives



2019 Market Sounding
2020 Feasibility Study

1

Real-time data &
trip planning

2

Payment

3

Equity

+

Next Steps



Real Time Data & Trip Planning

- **Support GTFS compliance statewide**
- **Work towards Real Time GTFS compliance statewide**

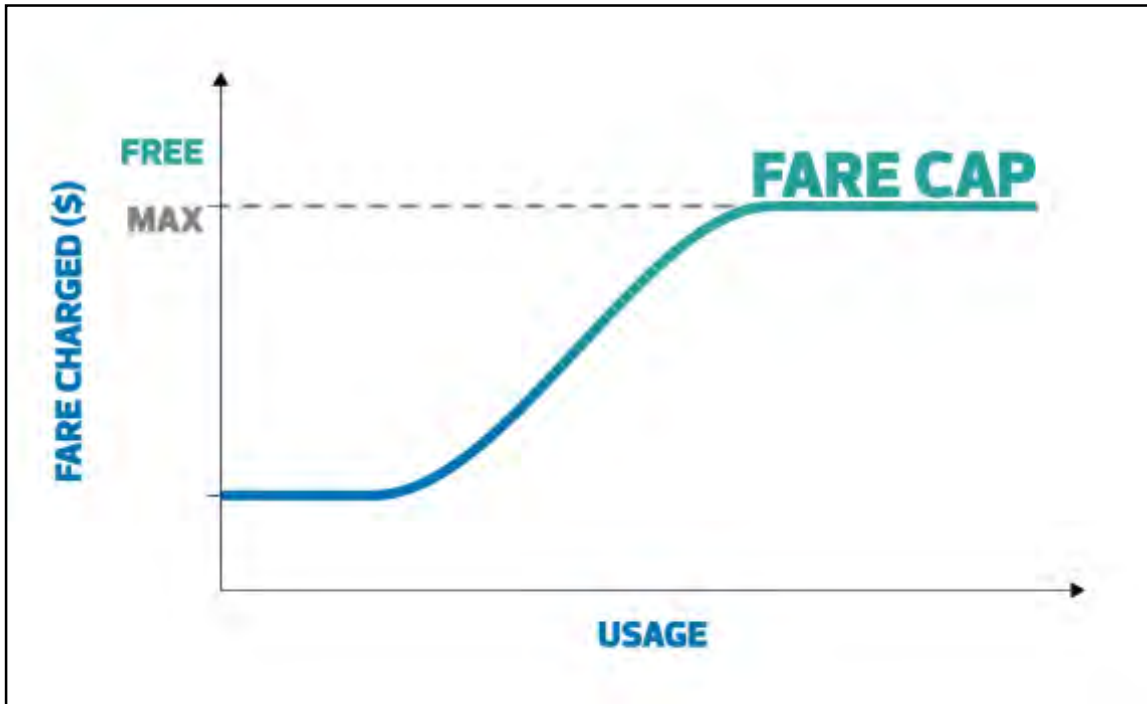


Payment

- **Introduce contactless EMV payment**
- **Reduce the cost of digital payment**
- **Investigate Payment Issuance**



Equity



- Support and demonstrate an easy-to-use, statewide benefit verification program
- Simplify contactless payment for all
- Allow for fare-capping policies



Next Steps

We invite you to GTFS Working Groups – so consumers can see your service and service messages.

gtfsrt@dot.ca.gov

Getting involved

1

Join a Peer Technology Working Group

Small (<1M Riders): November, 2020

Medium (1-5M): October, 2020

Large (>5M): December, 2020

To participate, email:
gtrfsrt@dot.ca.gov

2

Data Demonstration Site

Goal: Demonstrate the viability + usefulness of new GTFS extensions and inter-compatible GTFS feeds while working remaining issues.

Need: Transit operators willing to produce or work with Cal-ITP to develop GTFS data on:

Escalator/
elevator
status'

Fare media +
sales outlets

Fare
types

Interagency
fare transfers

Text-to-speech for
stops, routes,
pathways

Demand-
responsive
service

Shared
infrastructure



Discussion

calitp@dot.ca.gov

Neighborhood Change and Transit Ridership

Michael Manville (with Hannah King)

Department of Urban Planning and ITS

UCLA Luskin School of Public Affairs

Can Neighborhood Change Affect Transit Ridership?

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

Indicators of Neighborhood Change

- Housing values
- Housing rents
- Racial composition
- Educational attainment
- Incomes
- Of these, some form of housing burden is probably most relevant to the hypothesis

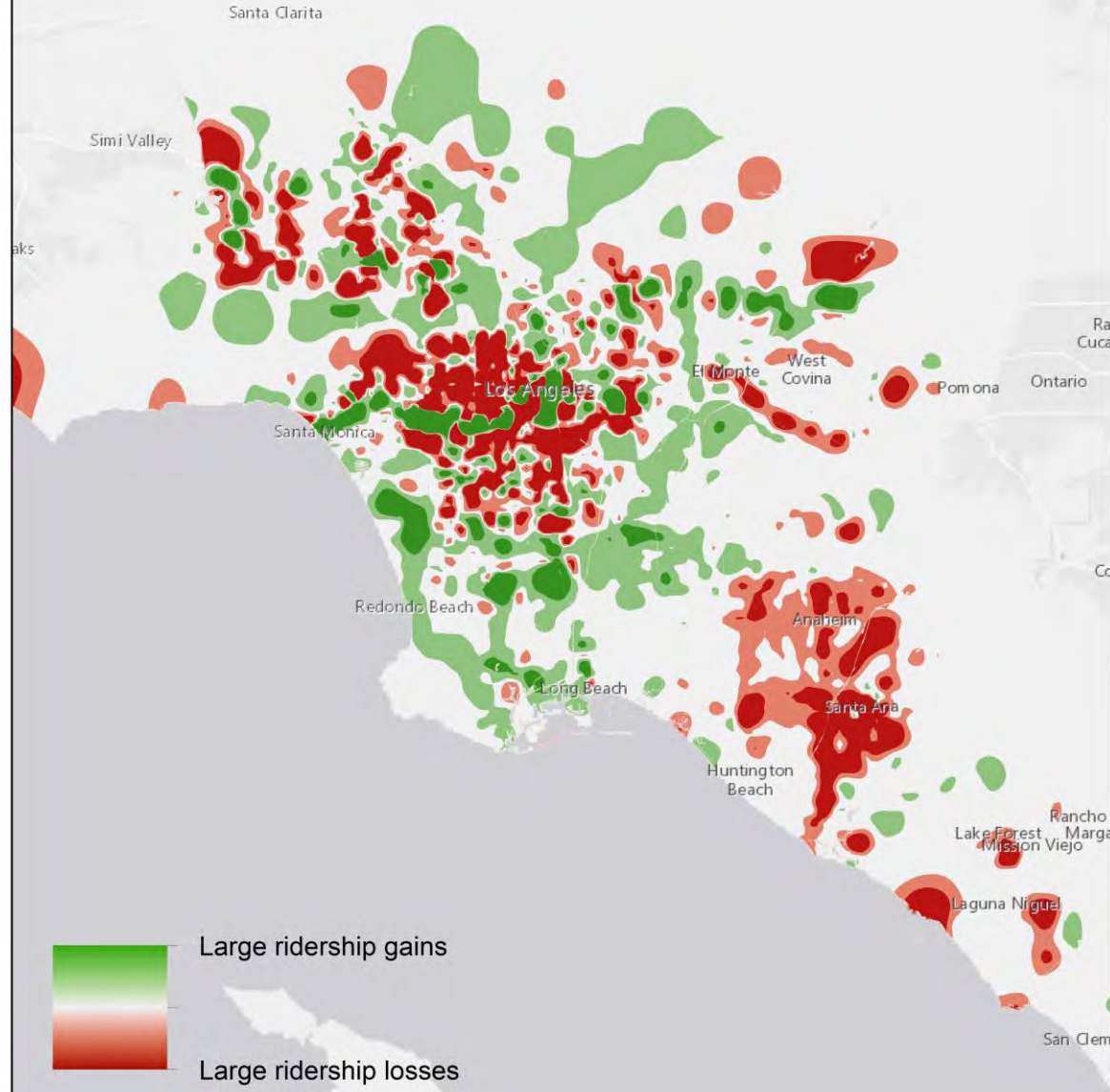
Data

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

Some Descriptive Results

- More places lost rides than gained, and the losers lost more than the gainers gained
- 25 percent of tracts gained rides
- 54 percent lost rides
- 21 percent were always zero
- 3 percent didn't change
- Losses concentrated in dense areas, gains near new rail

Ridership Gains and Losses

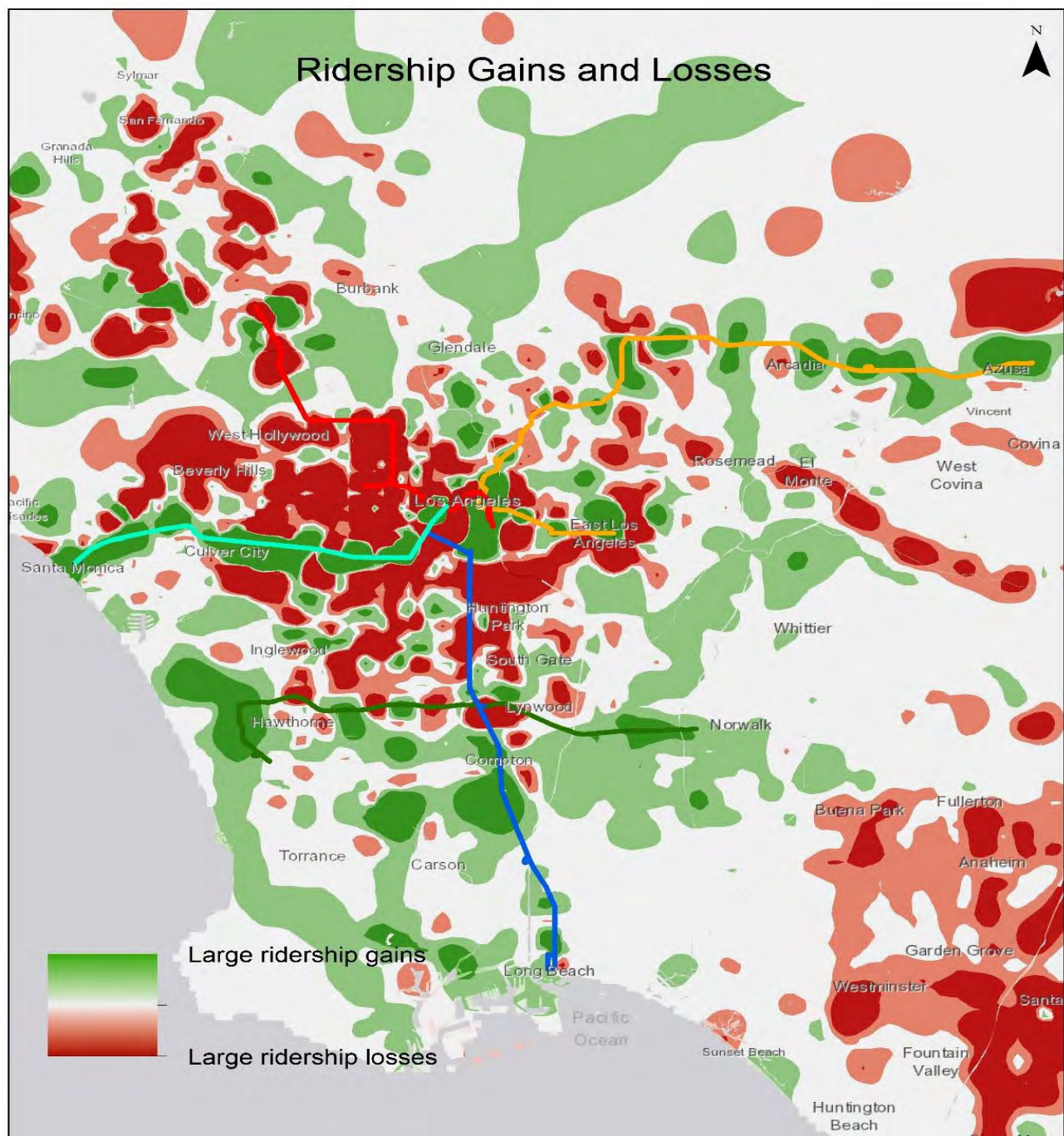


Period 1: 612 tracts with zero boardings

Period 2: 628 tracts

Mostly tracts of white, detached single family homes

Ridership Gains and Losses



0 2.5 5 10 Miles

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

	<u>Boardings</u>			<u>Boardings per Capita</u>		
	Period 1	Period 2	% Chng	Period 1	Period 2	% Chng
Mean	176,243	167,738	-5%	88	70	-20%
Median	35,523	35,765	1%	8	8	0%
25th Percentile	2,169	2,345	8%	0.5	0.6	20%
75th Percentile	152,229	145,281	-5%	36	32	-11%
95th Percentile	690,543	641678	-7%	187	160	-14%

Losses concentrated where ridership is concentrated

Tract Ridership Changes

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

Concentrated Gains: More Riders Where Rail Went In

- Decile of tracts with biggest gains:
- 274 tracts without new rail, average gain 76,000 boardings
- 19 tracts that added a rail station between periods: mean gain of 418,000 boardings



Expo Line to Santa Monica

Concentrated Losses

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

	<u>Decile with Largest Losses</u>			<u>All Other Tracts</u>		
	Period 1	Period 2	<i>Change</i>	Period 1	Period 2	<i>Change</i>
Population Density	20,434	20,858	2.1%	11,252	11,569	2.8%
Median Gross Rent	\$1,183	\$1,282	8.3%	\$1,376	\$1,570	14.1%
Median HH Income	\$45,494	\$47,644	4.7%	\$71,835	\$72,709	1.2%
Median Home Value	\$433,337	\$514,436	18.7%	\$477,313	\$553,988	16.1%
Share Detached SF Home	30.1	30.4	0.9%	55.5	55.2	-0.5%
Share Owner-Occupied	26.4	25.8	-2.3%	53.0	51.7	-2.5%
Percent White	19.5	19.6	0.1%	33.6	31.8	-5.4%
Percent Black	9.6	9.1	-5.2%	6.5	6.2	-4.6%
Share Foreign Born	45.0	42.5	-5.6%	32.8	32.2	-1.7%
Percent in Poverty	25.8	23.9	-7.1%	15.2	15.3	0.6%
Percent Hispanic	56.0	56.2	0.4%	42.7	43.6	2.2%

Rising rents and home values and falling share poor in big loss tracts

Rents rose faster in other parts of region, but many fewer low-income people to start.

	<u>Top Decile Tracts</u>			<u>All Other Tracts</u>		
	Period 1	Period 2	<i>Change</i>	Period 1	Period 2	<i>Change</i>
Population	4,247	4,351	2.5%	4,415	4,555	3.2%
Housing	1,508	1,549	2.7%	1,539	1,571	2.1%
Foreign Born	1,896	1,840	-3.0%	1,460	1,481	1.4%
Poverty	1,033	995	-3.7%	649	675	4.1%
Hispanic	2,478	2,524	1.9%	1,896	1,990	5.0%
White	807	828	2.5%	1,453	1,420	-2.3%
Station Density (per sq mi)	52	48	-7.7%	15	15	0

Losing immigrants and low-income people in places with the most transit supply

One Very Large Difference

- The ratio of *tract change in rent to tract period 1 HH income* – 50 percent higher in high-ridership loss decile
 - Why does this matter? Measures the added housing cost burden; how much harder it would be for a period 1 HH to live in that tract in period 2?

-

Regressions – Poisson Models

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

Boardings in Period 2 , Poisson Regressions

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

Boardings in Period 2 , Poisson Regressions

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

\$230 increase in rent = 27 percent reduction in boardings

\$70k increase in home value = 2 percent reduction

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

Added burden particularly associated with less ridership in poorer neighborhoods

Change in Population	0.0006*** (0.0000)	0.0007*** (0.0000)	0.0006*** (0.0000)	0.0006*** (0.0000)
Change in Housing Units	-0.0004*** (0.0000)	-0.0001*** (0.0000)	-0.0010*** (0.0000)	-0.0013*** (0.0000)
Change in White Pop	-0.0001*** (0.0000)	-0.0002*** (0.0000)	0.0000*** (0.0000)	0.0000*** (0.0000)
Change Hispanic Pop	-0.0004*** (0.0000)	-0.0005*** (0.0000)	-0.0003*** (0.0000)	-0.0004*** (0.0000)
Change Black Pop	0.0003*** (0.0000)	0.0001*** (0.0000)	0.0002*** (0.0000)	-0.0000*** (0.0000)
Change in Median HH Income	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000*** (0.0000)
Change HHs BA or Higher	-0.0007*** (0.0000)	-0.0009*** (0.0000)	-0.0004*** (0.0000)	-0.0004*** (0.0000)

Change HHs BA or Higher	-0.0007*** (0.0000)	-0.0009*** (0.0000)	-0.0004*** (0.0000)	-0.0004** (0.0000)
Change in HHs w/o Car	0.0003*** (0.0000)	0.0001*** (0.0000)	0.0001*** (0.0000)	-0.0000** (0.0000)
Station Density (Period 2)	0.0094*** (0.0000)	0.0086*** (0.0000)	0.0167*** (0.0000)	0.0160*** (0.0000)
Popualation Density (Period 2)	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000** (0.0000)
Employment Density (Period 2)	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000** (0.0000)
New Rail	1.1831*** (0.0003)	1.1374*** (0.0003)	1.5673*** (0.0003)	1.6466*** (0.0003)
Foothill	-0.1875*** (0.0005)	-0.1196*** (0.0005)	-0.1686*** (0.0005)	-0.1805** (0.0005)
Intersection Density	0.0008*** (0.0000)	0.0003*** (0.0000)	0.0007*** (0.0000)	0.0007*** (0.0000)
Distance to 7th/Metro	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000*** (0.0000)	-0.0000** (0.0000)

Conclusions

- Suggestive evidence that people are priced away from transit
- Refining soon with migration data, but we don't have that quite yet

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.4
September 30, 2020

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Fiscal Year (FY) 2021 Federal Transportation Improvement
Program (FTIP) Update – Transit Performance Measures

SUMMARY:

This staff report is an update of the draft FY 2021 FTIP with emphasis on the Transit portions for the Performance Measures report.

The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG FY 2021 FTIP is a comprehensive listing of such transportation projects proposed over FY 2020/21 – 2025/26 for the region, with the last two years 2024/25-2025/26 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies.

The FY 2021 FTIP includes approximately 2,000 projects programmed at \$35.3 billion over the next six years. By comparison, the total programming for the 2019 FTIP was \$34.6 billion. The increase in programming funds in the 2021 FTIP compared to the 2019 FTIP is due to a variety of factors including the passage of SB1, which increased programming for transportation projects in the state and the SCAG region and Los Angeles County's Measure M, which increased funding for transportation throughout the County.

DISCUSSION

Transit Performance Measures

As previously discussed with the RTTAC, MAP-21 established two transit performance measures, for Transit Asset Management (TAM) and the Public Transportation Agency Safety Plan (PTASP). The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR 625), effective October 1, 2016. The Final Rule requirements for TAM apply to all recipients and subrecipients of Federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used for providing public transportation. Although SCAG is the designated recipient of certain FTA funds, it does not own, operate, or manage capital assets used for providing public transportation. However, SCAG does have responsibilities for TAM as part of the Regional Transportation Plan (RTP) development, under the Metropolitan Planning Final Rule (23 CFR 450). Regional TAM targets must

be established every four years as part of the RTP. Additionally, MPOs must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers’ TAM plans.

The Final Rule requires transit providers to develop TAM plans every four years and to establish annual TAM targets for the following State of Good Repair (SGR) performance measures:

Table 1: Asset Category and Definition of Performance Measures

Asset Category	SGR Performance Measure
Rolling Stock	Percentage of revenue vehicles exceeding useful life benchmark (ULB)
Equipment	Percentage of non-revenue service vehicles exceeding ULB
Facilities	Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale,
Infrastructure	Percentage of track segments under performance restriction

For equipment and rolling stock classes, ULB is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency and is not the same as an asset’s useful life.

The PTASP Final Rule published on July 19, 2018 with an effective date of July 19, 2019 requires states and some public transportation providers that receive Federal assistance under 49 U.S.C Chapter 53 to develop Public Transportation Agency Safety Plans based on the SMS approach and requires MPOs, States and transit providers to collaborate, and to the maximum extent practicable, to develop State and MPO Safety Performance targets. The development and implementation of the PTASPs is intended to ensure the safety of the public transportations systems nationwide.

The PTASP Final Rule applies to all operators of public transportation that are recipients or sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Chapter 53, and rail transit agencies that are subjects to FTA State Safety Oversight (SSO) Program. Commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries and recipients that only receive Section 5310 and/or 5311 funds are not required to develop a safety plan.

Staff is currently working with the CTCs and the RTTAC to develop and refine the target setting methodology, which will be applied to the targets submitted by the operators. Therefore, the FY2021 FTIP will only include a discussion of progress towards meeting TAM targets, and not transit safety. Once SCAG establishes the final transit safety targets in 2021, progress towards meeting these targets will be reported in subsequent future RTPs and FTIPs in accordance with federal requirements.

Map-21 Performance Reporting – Transit Asset Management (TAM)

SCAG worked with the transit providers and RTTAC to refine the methodology for setting the regional TAM targets included in 2020 RTP/SCS (Connect SoCal). The TAM targets (Table 2) included in

Connect SoCal reflect SCAG’s commitment to ensuring SGR of the region’s transit assets. As part of the target setting process, SCAG reviewed and considered the transit providers’ TAM plans, which included identified goals, objectives, measures and targets, and incorporated them into the Metropolitan planning process. The targets specified in the 2020 RTP assist the transit agencies to creatively maintain assets at acceptable performance conditions that will not degrade the existing levels. It is important to note the targets in the 2020 RTP are aspirational, as substantial investments are needed to meet the targets over the 25-year period.

Table 2: Regional Transit Asset Management Targets

Geography	2019 Targets			
	Rolling Stock <i>(Pct of revenue vehicles > ULB)</i>	Equipment <i>(Pct of non-revenue vehicles > ULB)</i>	Facilities <i>(Pct of facilities < TERM scale 3)</i>	Infrastructure <i>(Pct of track segments with restrictions)</i>
Imperial	0.0%	n/a	n/a	n/a
Los Angeles	16.0%	27.7%	6.4%	1.5%
Orange	11.7%	18.6%	0.0%	n/a
Riverside	3.8%	17.9%	22.1%	n/a
San Bernardino	22.2%	27.7%	26.3%	n/a
Ventura	6.3%	25.0%	0.0%	n/a
Metrolink	10.0%	22.7%	33.3%	15.0%
SCAG Region	14.8%	26.1%	10.3%	11.5%

As part of the scenario analysis conducted in determining the targets in Table 4, SCAG estimated about \$23 billion is needed to maintain the current assets in the region in SGR over the 25-year period (from 2020 to 2045)

For the FY2021 FTIP, staff’s analysis of the TAM performance is based upon project level information provided by project lead agencies through their respective County Transportation Commission (CTC) and submitted into the SCAG FTIP database. As part of their project submittals, lead agencies were asked to answer questions regarding TAM, where applicable. SCAG staff’s analysis of the FY 2021 FTIP transit performance focuses on the number and type of assets programmed as well as the dollar value of the assets programmed. The results are summarized below and will be included in the draft FTIP document to be released for public review and comment. Staff will continue to refine the performance measures reporting process through future FTIP updates.

Based upon the FTIP projects submitted to SCAG by the CTCs and the information provided by the project lead agencies, the total TAM related investment in the FY21 FTIP is \$2.8 billion, directly related to improving transit assets (or TAM) in the region.

Table 4 shows the various projects in the FY2021 FTIP meant to improve the SGR of the transit assets in the region.

Table 3: Comparison of FTIP Projects with Annual Asset Replacements

Asset Category	Total Programmed in FTIP	Annual # of Asset Replacements Required to meet 2019 Targets
Revenue vehicles (Total # of replacements)	2,121	630
Non-revenue vehicle (Total # of replacements)	0	190
Facilities (Total # of facilities to be upgraded from Poor/Marginal to adequate/better conditions)	20	21
Infrastructure (current route track miles with performance restriction eliminated)	3	-

Table 4 identifies the amounts programmed in the FY21 FTIP towards the rehabilitation and replacement of transit assets.

Table 4. FY2021 FTIP Programmed Amounts for TAM-Related Construction Activities

Category	Total (thousands)
Administrative Office(s)/Facility Rehab/Improve	\$10,444
Bus Rehab/Improve	\$238,279
Bus Replacement	\$1,889,197
Paratransit Vehicle Replacement	\$51,992
Administrative Equipment Upgrade/Rehab	\$2,699
Track Structures Rehab/Reconstruction	\$183,863
Track Replacement/Rehab	\$19,111
Passenger Stations/Facilities Rehab/Improve	\$125,002
Total	\$2,521,287

Next Steps and Schedule

The schedule in table 5 provides information on various scheduled activities, meetings and presentations with start and end times in relation to the adoption of the 2021 FTIP.

Table 5: Draft 2021 FTIP Anticipated Schedule

Product	Start	Finish
Draft 2021 FTIP presented to Policy Committees for Release		Thu 11/05/2020
Commence 30-day Public Review Period	Fri 11/06/2020	Mon 12/07/2020
Draft FTIP to Caltrans at commencement of public review period		
Public Hearing #1		Tue 11/17/2020
Public Hearing #2		Tue 12/01/2020
Incorporate and respond to public review comments for final FTIP	Mon 12/14/2020	Fri 12/24/2020
Presentation of 2021 FTIP to AB1246 CEOs Committee	January, 2021	Fri 01/15/2021
TC, EEC, and RC blurb and Board Reports 2021 FTIP (possibly 21-01)	1/7/2021	
FTIP Adoption - SCAG Policy Committees		Thu 2/04/2021
Upload 2021 FTIP (possibly 21-01) to CTIPS	2/15/2021	2/26/2021
Adopted 2021 FTIP (possibly 21-01) due to Caltrans		3/4/2021
Caltrans transmits 2021 FSTIP (possibly 21-01) to Federal Agencies		4/1/2021
Conformity Determination and Federal Approval of 2021 FTIP (possibly 21-01)	April 16,2021	April 16,2021

Regional Transit Technical Advisory Committee (RTTAC)

FY 2021 Federal Transportation Improvement Plan (FTIP) Update

Priscilla Freduah-Agyemang, Senior Regional Planner

Mobility Planning & Management

Wednesday, September 30, 2020

www.scag.ca.gov



Background



- SCAG FY 2021 FTIP comprehensive listing of transportation projects proposed over FY 2020/21 – 2025/26
- Covers the Six SCAG counties – Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura
- FY 2021 FTIP includes approximately 2,000 projects
 - \$35.3billion over the next 6–years
- Comparison with FY 2019 FTIP
 - \$34.6billion

FTIP – Transit Performance Measures

- Established by Map-21
 - Transit Asset Management (TAM)
 - Public Transportation Agency Safety Plan (PTASP)

Map-21 Performance Reporting – TAM



Geography	2019 Targets			
	Rolling Stock (Pct of revenue vehicles > ULB)	Equipment (Pct of non-revenue vehicles > ULB)	Facilities (Pct of facilities < TERM scale 3)	Infrastructure (Pct of track segments with restrictions)
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FTIP Projects with Annual Asset Performance



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2021 FTIP Programmed Amounts for TAM related activities



Category	Total (thousands)
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Next Steps & Schedule



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Comments or Questions?

Thank you!

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Southern California Association of Governments

ADA PARATRANSIT DEMAND FORECAST
Regional Transit Technical Advisory Committee
(RTTAC) Meeting



September 30, 2020

Agenda

- ADA paratransit demand forecast tool
 - Overview
 - Methodology
 - Data
 - User inputs and calculations
- Testing impacts on demand – technology and innovations
- Stakeholder outreach

MEETING OF THE

**REGIONAL TRANSIT
TECHNICAL ADVISORY
COMMITTEE**

*Wednesday, September 30, 2020
10:00 a.m. – 12:00 p.m.*

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

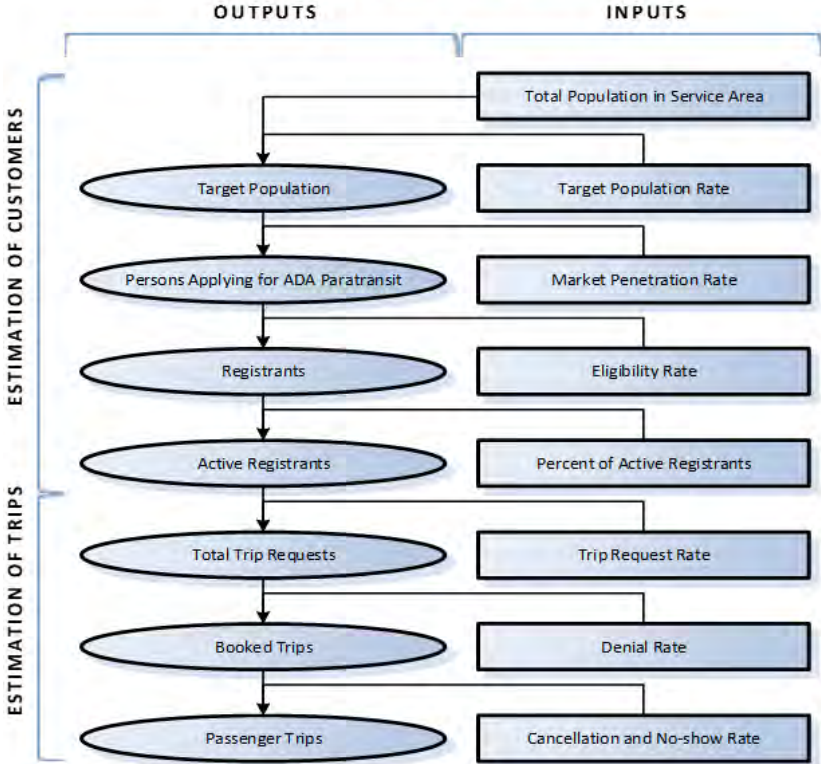
Tool Overview

- Main goal
 - Forecast ADA paratransit demand through 2045 in SCAG region
- Functional capabilities
 - Market analysis
 - Policy scenario analysis (fare, eligibility, no-shows, etc.)
 - Planning (i.e., capacity needs)
 - Budgeting (i.e., budget requirements)
- Intended to be used by SCAG and ADA paratransit providers

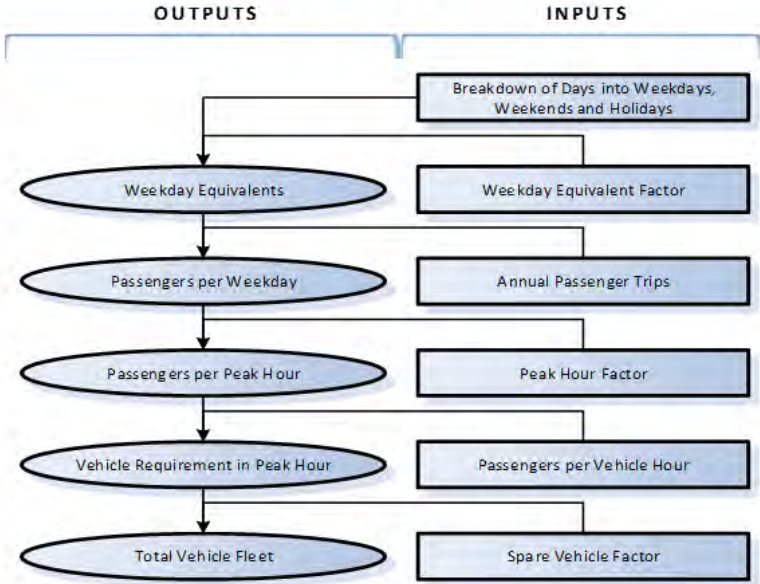


Methodology

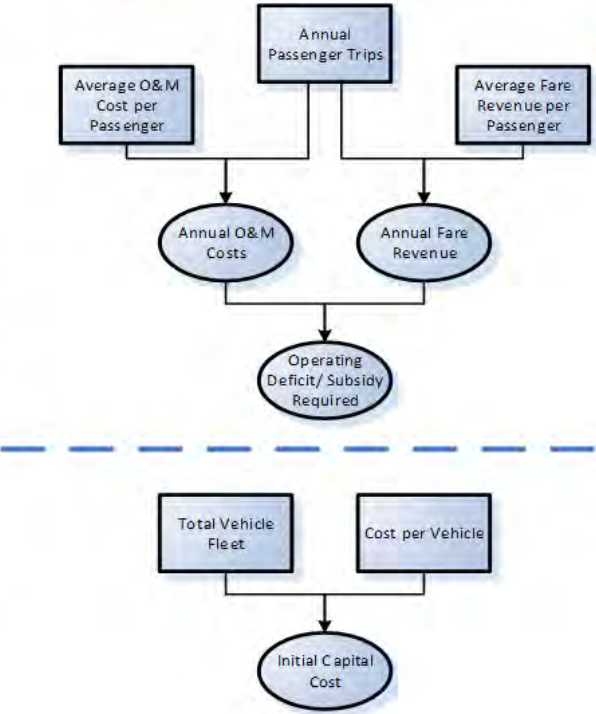
ESTIMATION OF ADA PARATRANSIT DEMAND



ESTIMATION OF CAPACITY NEEDS



ESTIMATION OF BUDGET REQUIREMENTS



Data

Data by TAZ

Year	TAZ	CNTY	Cnty_Name	POP	age65_over
2016	14000100	25	Imperial	850	35
2016	14001100	25	Imperial	7	1
2016	14001200	25	Imperial	6,529	1,009
2016	14001300	25	Imperial	1	0
2016	14002100	25	Imperial	6	0
2016	14002200	25	Imperial	148	4
2016	14003100	25	Imperial	7	0
2016	14003200	25	Imperial	125	15
2016	14003300	25	Imperial	13	0
2016	14003400	25	Imperial	185	5
2016	14003500	25	Imperial	231	67
2016	14003600	25	Imperial	3	0
2016	14003700	25	Imperial	1	0
2016	14003800	25	Imperial	3,240	104
2016	14004100	25	Imperial	39	6
2016	14004200	25	Imperial	54	8
2016	14004300	25	Imperial	0	0
2016	14005100	25	Imperial	106	18
2016	14005200	25	Imperial	258	38
2016	14006100	25	Imperial	0	0
2016	14006200	25	Imperial	528	308
2016	14007100	25	Imperial	54	7
2016	14007200	25	Imperial	218	33
2016	14007300	25	Imperial	78	14

Data by County

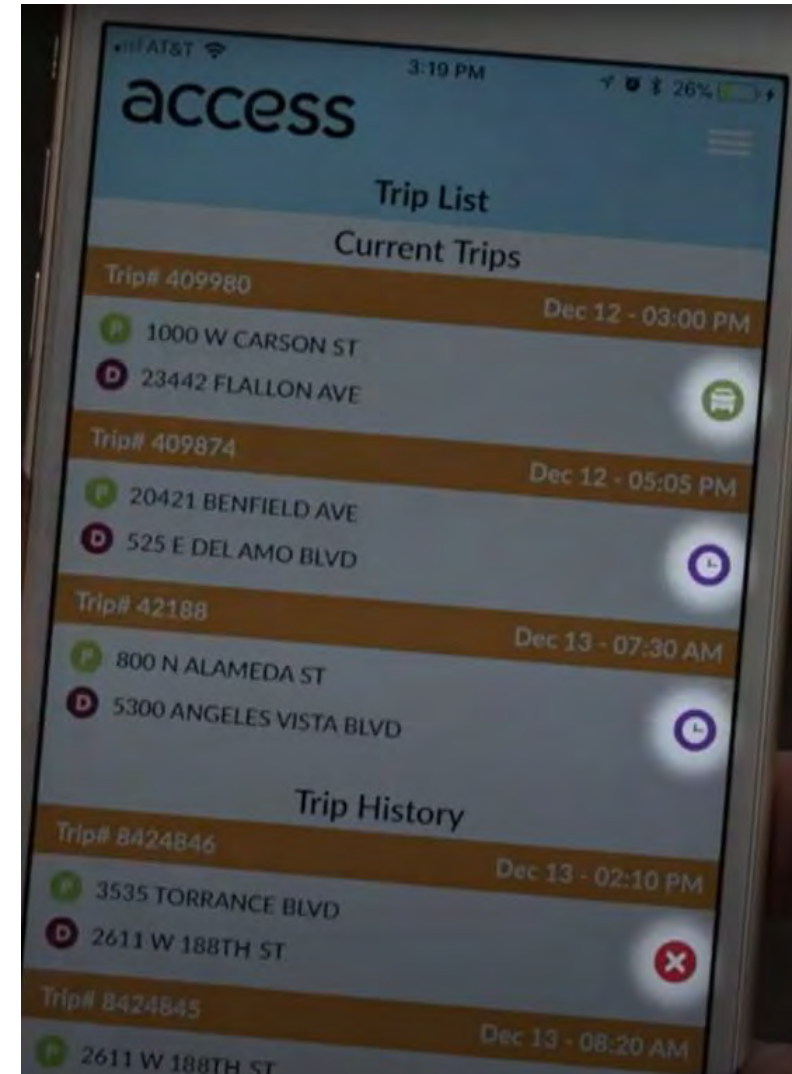
Year	CNTY	Cnty_Name	POP	age65_over
2016	25	Imperial	187,213	21,378
2016	37	Los Angeles	10,110,343	1,320,556
2016	59	Orange	3,179,603	440,592
2016	65	Riverside	2,363,860	333,399
2016	71	San Bernardino	2,140,547	230,910
2016	111	Ventura	850,186	118,461
2020	25	Imperial	223,394	26,158
2020	37	Los Angeles	10,407,352	1,518,907
2020	59	Orange	3,268,088	499,496
2020	65	Riverside	2,492,624	390,677
2020	71	San Bernardino	2,249,759	275,109
2020	111	Ventura	876,586	140,062
2025	25	Imperial	236,851	31,121
2025	37	Los Angeles	10,649,031	1,765,447
2025	59	Orange	3,361,145	577,903
2025	65	Riverside	2,679,304	472,697
2025	71	San Bernardino	2,361,876	328,440
2025	111	Ventura	891,671	162,109
2030	25	Imperial	248,622	35,315
2030	37	Los Angeles	10,899,845	1,992,005
2030	59	Orange	3,440,882	646,533
2030	65	Riverside	2,852,606	546,873
2030	71	San Bernardino	2,473,703	375,677
2030	111	Ventura	905,505	180,015

User Inputs and Calculations

Step #	Output Name	Output Value	USER OUTPUTS OVERRIDE	Input Name	Alternate Input Source(s)	Tool Suggested Input	USER INPUTS OVERRIDE
ESTIMATION OF ADA PARATRANSIT DEMAND							
1	-	-	n/a	Total Population of Service Area	SCAG; California DoF	18,765,551	
2	Target Population	1,894,463	n/a	Target Population Rate	SCAG	10.1%	
3	Persons Applying for ADA Paratransit	71,472	n/a	Market Penetration Rate	Agency	3.8%	
4	Registrants	62,743	n/a	Eligibility Rate	Agency	87.8%	
5	Active Registrants	52,811	n/a	Percent Active Registrants	Agency	84.2%	
6	Total Trip Requests	5,698,283	n/a	Average Annual Trips Requested	Agency	108	
7	Booked Trips	5,698,283	n/a	Denial Rate	Agency	0%	
8	Annual Passenger Trips	5,406,679		Cancellation and No-show Rate	Agency	5.1%	
ESTIMATION OF CAPACITY NEEDS							
1	-	-	n/a	Breakdown of Year into Days: - Weekdays - Saturdays - Sundays - Holidays	-	251 52 52 10	
2	Weekday Equivalents	251.0 16.8 14.6 0.5	n/a	Service Hours and Weekday Equivalent Factor for: - Weekdays - Saturdays - Sundays - Holidays	Agency	Service Hours Factor 955 1.00 308 0.32 269 0.28 52 0.05	Service Hours Factor
3	Passengers per Weekday	19,107	n/a	Annual Passenger Trips (including attendants, companions, and other non-paying riders)	Tool output; Agency	5,406,679	n/a
4	Passengers per Peak Hour	2,064	n/a	Peak Hour Factor	Agency	10.8%	
5	Vehicle Requirement in Peak Hour	1,018	n/a	Passengers per Vehicle Hour	Agency	2.03	

Testing Impacts on Demand – Technology & Innovations

- Impacting the rider experience – customer-facing technologies
 - “Where’s my Ride” app
 - Online reservation
- Impacting the trip experience
 - Accessible traveler app
 - Fare policies
- Impacting service accessibility
 - Travel training
 - Beyond-the-ADA supplemental transportation




Testing Impacts on Demand – Technology & Innovations

Innovation	Model		
	Key Factor	User Input Name	Input Impact
Customer Facing Rider Notification “Where’s My Ride?” Pass Web module	Quality of service	Average annual trips requested	↑
	Productivity	Passengers per vehicle hour	↑
	Cancellation/ No-show rates	Cancellation/ No-show rates	↓
On-Line Rider Trip Reservation Pass Web module	Annual O&M cost	Annual O&M cost per passenger	↓
	Cancellation/ No-show rates	Cancellation/ No-show rates	↓
Accessible Traveler Mobile App Under development by LAAccess	Quality of service	Passengers per vehicle hour	↑
	Annual O&M cost	Annual O&M cost per passenger	↓
Fare Policies / Fare Structure	Total trip requests	Average annual trips requested	↓
Travel Training	Total trip requests	Average annual trips requested	↓
Beyond-the-ADA Supplement Ride Hail On-Demand Programs Taxi Voucher Programs Community-Based Transportation	Total trip requests	Average annual trips requested	↓

Stakeholder Outreach

- Two training sessions with ADA paratransit operators on 9/1 and 9/2
- One presentation to social services transportation advisory councils on 9/9
- Two presentations to transportation advisory committees
 - LA Metro Accessibility Advisory Committee on 9/10
 - VCTC Transit Operators Advisory Committee on 9/10



VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee
(TRANSCOM)

AGENDA

The meeting will be via ZOOM Webinar
<https://us02web.zoom.us/j/83677577803?pwd=V3FRUDFKaWVhVGVtXzFpOXI4MGI4Zz09>
THURSDAY, September 10, 2020
1:30 PM

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the Guidance for Gatherings issued by the California Department of Public Health committee panelists will participate in the meeting from individual remote locations, which is in accordance with the Governor's Executive Order. Members of the public are encouraged to attend the meeting remotely. Persons who wish to address the TRANSCOM committee on an item to be considered at this meeting are asked to submit comments in writing to the committee at vvega@goventura.org by 4:30PM, Wednesday September 9, 2020. Due to the current circumstances if you would like to participate in a verbal public comment on any item on the agenda during the meeting, please email your public comment to vvega@goventura.org. Any public comment received will be read into the record during the public comment portion of this meeting. In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the TRANSCOM meeting, please contact VCTC staff (805) 642-1591 ext. 118. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

ITEM 3 PUBLIC COMMENT

ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 APPROVAL OF MINUTES – For Action
Waive the reading and approve the minutes of the August 13, 2020 meeting.

ITEM 6 ADA CERTIFICATION SERVICES PROGRAM – Update

ITEM 7 101 COMMUNITIES CONNECTED FINAL DRAFT – For Information/Discussion
Receive information and presentation on the Final Draft of 101 Communities Connected (US-101 Multimodal Corridor Study).

HDR