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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, August 30, 2023
10:00 a.m. – 12:00 p.m.

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

VIDEOCONFERENCE AVAILABLE

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

CONFERENCE NUMBER: +1 669 900 6833

MEETING ID: 220 315 897

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

Wednesday, August 30, 2023

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

1.0 CALL TO ORDER

(Joyce Rooney, City of Redondo Beach, Regional Transit TAC Chair)

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

3.0 RECEIVE AND FILE

Time Page

- | | | |
|-----|---|----|
| 3.1 | <u>Minutes of the May 31, 2023, RTTAC Meeting</u> | 3 |
| 3.2 | <u>Regional Transit Operators Forum</u>
(Priscilla Freduah-Agyemang, SCAG) | 8 |
| 3.3 | <u>Transit Ridership Update</u>
(Krista Yost, SCAG) | 10 |
| 3.4 | <u>Federal Transit Administration (FTA) 2023 Annual National Transit Database Reporting System Updates Webinar</u>
(Krista Yost, SCAG) | 18 |

4.0 INFORMATIONAL ITEMS

- | | | | |
|-----|--|----|----|
| 4.1 | <u>Connect SoCal 2024 and Mobility Hub Strategy Updates</u>
(Leslie Cayton & Priscilla Freduah-Agyemang, SCAG) | 25 | 19 |
| 4.2 | <u>Metro Fare Capping Policy</u>
(Erica Lee, Manager, Transportation Planning, Metro) | 20 | 48 |
| 4.3 | <u>Riverside Transit Agency (RTA) Go Micro</u>
(Jennifer Nguyen, RTA, Will Proctor, RideCo) | 20 | 70 |
| 4.4 | <u>Transportation Network Company (TNC) Access for All (AFA) Program Updates</u>
(Adam Stephenson, Metro) | 15 | 90 |

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

May 31, 2023

Minutes

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

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

Members Participating:

Joyce Rooney (Chair)	City of Redondo Beach/Beach Cities Transit
Jennifer Nguyen (V. Chair)	Riverside Transit Agency
Jim Appleby	Anaheim Transportation Network
Esteban Rodriguez	Antelope Valley Transit Authority
Geraldina Romo	Antelope Valley Transit Authority
Elisa Mendoza	Beaumont Transit
Larissa Hogan	City of Culver City
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
Corie Zamora	City of Santa Clarita Transit
Nick Echeverri	City of Santa Clarita Transit
Jessica Saks	City of Santa Monica Big Blue Bus
Ben Gonzales	City of Simi Valley
Michelle Ruan	Federal Transit Administration
Josh Landis	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Christopher MacKechnie	Long Beach Transit
Erlin Martinez	Long Beach Transit
Jessica Cignarella	Long Beach Transit
Marisol Barajas	Long Beach Transit
Lori Huddleston	Los Angeles Metro
Randy Lam	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Elizabeth Lun	Metrolink
Henning Eichler	Metrolink
Rory Vaughn	Metrolink
Jeanette Flores	Metrolink

Regional Transit Technical Advisory Committee (RTTAC) – May 31, 2023

Linda Mendez	Metrolink
Adrianna Kendricks	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System
Angel Garfio	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority
Dan Phu	Orange County Transportation Authority
Jeremiah Bryant	Omnitrans
Lorelle Moe-Luna	Riverside County Transportation Commission
Dana Curtis	Victor Valley Transit Authority

Evan Siroky	Cal-ITP Caltrans
Hunter Owens	Cal-ITP Caltrans
Katrina Kaiser	Cal-ITP Caltrans
Carlo Ramirez	Caltrans District 7
Karen Herrera	Caltrans District 7
Paul Marquez	Caltrans District 7
Mourshad Haider	Caltrans District 8
Maurice Eaton	Caltrans District 11
Roger Sanchez	Caltrans District 11
Joseph Jamoralin	Caltrans District 12
Luisa Easter	Caltrans District 12

Jon Overman	Cambridge Systematics
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SCAG Staff:

Priscilla Freduah-Agyemang	Courtney Aguirre
Krista Yost	Mike Jones
Warren Whiteaker	Erik Rodriguez
Marisa Laderach	Steve Fox

1.0 CALL TO ORDER

Jennifer Nguyen, Riverside Transit Agency, Vice 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 March 29, 2023 RTTAC Meeting
- 3.2 Regional Transit Operators Forum
- 3.3 Transit Ridership Update
- 3.4 Regional Dedicated Transit Lanes Study Final Report

3.5 Federal Transit Administration (FTA) Public Transportation Agency Safety Plans (PTASP) Notice of Proposed Rulemaking (NPRM)

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

4.0 INFORMATIONAL ITEMS

4.1 Connect SCAG Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Block Grant (STBG) Program Guidelines

Warren Whiteaker, SCAG staff, reported on the CMAQ and STBG programs guidelines. He noted as part of a corrective action, guidelines have been developed shaping funding under the CMAQ and STBG programs. Mr. Whiteaker reviewed the different grant funding guidelines for projects selected as well as SCAG and the county transportation commissions' role in the selection process. He noted the guidelines are being brought before the Transportation Committee and Regional Council the following day for approval.

Paul Marquez, Caltrans District 7, asked how the revised guidelines differ from the previous process. Mr. Whiteaker responded that the main difference is SCAG will take a greater role in the selection process as the MPO role is heightened.

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, joined the meeting and continued the meeting as chair.

4.2 Connect SoCal 2024 Updates

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Connect SoCal 2024. She stated the vision for the plan includes focus on mobility, communities, environment, and a healthy economy. Mobility activities include system preservation, complete streets, transit, multimodal, safety and system financing. Air quality, clean technology and sustainability are central to environmental goals. Housing, 15-minute communities and priority development are central to community development goals. Goods Movement, broadband, workforce development and tourism are essential for a healthy regional economy. Regional policies include transportation demand management, system management and technology integration. Stakeholder and public outreach were reviewed including open house style workshops, partnerships with community-based organizations, pop-up engagements, an online survey and other avenues for the public and stakeholders to be engaged in the development process.

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, asked about charging stations and other infrastructure related to zero-emission goals. Ms. Freduah-Agyemang responded that SCAG's Zero-Emission Compendium will explore this need and convening key stakeholders to plan for future needs.

4.3 California Integrated Travel Project (Cal-ITP) Updates

Hunter Owens, Cal-ITP presented an update on their activities. Mr. Owens stated their goal is to make purchasing transit as easy as buying a cup of coffee. He noted that Cal-ITP explored this effort by comparing transit fare purchasing with ways consumers typically buy things. He reviewed a current effort by the Monterey-Salinas Transit System which provides a point of purchase device on each transit vehicle so riders can use a common payment method such as bank card and other methods to purchase fare. The different components of a contactless payment system were reviewed including a place to register the sale and use of a payment processor. In a transit fare purchase setting the components include a fare validator, fare calculation software and a payment processor. Mr. Owens stated the California Mobility Marketplace has been developed for agencies as a guide for procuring products and services related to a contactless fare payment system.

Mr. Owens next reviewed fare payment options for those underbanked and the demonstration projects to explore best practices. Next, he reviewed how a contactless fare payment system enables rider discounts and easily qualifies riders across transit systems. Evan Siroky, Cal-ITP continued the presentation with a review of transit data quality and the Transit Data Guidelines. He reviewed the challenges with obtaining real time data as well as linking data across agencies. Katrina Kaiser, Cal-ITP, continued the presentation with a review of data gathering and qualifications. She reviewed transit stop level data gathering and highlighted their effort to evaluate a project's ability to increase bus ridership as a result of increased service frequency. She reviewed the ridership estimation dashboard.

4.4 Metrolink Update

Elizabeth Lun, Metrolink, provided an update on the Southern California Optimized Rail Expansion (SCORE) Program. Ms. Lun stated that SCORE is a \$10 billion vision to improve the passenger and freight railroad network in Southern California. Once completed it will enable 30-minute service frequency on all lines and 15-minute frequency on some segments. Additional benefits include timed connections between lines, stronger first-last mile connections, better integration amongst regional rail and intercity rail (LOSSAN/Amtrak) as well as improved preparation for the 2028 Olympic games. She also noted increased rail usage will reduce vehicle miles travelled providing an air quality benefit. Ms. Lun reviewed the infrastructure improvements including new track, platform, pedestrian underpass and at-grade station access construction. New signaling infrastructure will need to be constructed and current signals will need to be respaced. At-grade crossings will need to be constructed for facilities to be quiet-zone ready.

Phase 1 projects and their timelines were reviewed and include 21 specific construction activities. Henning Eichler, Metrolink, continued the presentation and reported on current ridership. He noted there was a 90% decline in ridership at the start of the pandemic and since Metrolink has recovered 43% of pre-pandemic ridership. Mr. Eichler stated a recent study determined that the most critical driver of ridership is the office occupancy rate.

Currently office occupancy rates are approximately 50% of pre-pandemic levels. It was noted the loss of commute trips constitutes 90% of ridership losses. Commute trips declined 76% while non-commute trips declined only 15%. Nearly half of current riders take Metrolink for non-commute trips such as visiting friend or family or for other leisure trips. He reviewed ridership trends on the new Arrow line from San Bernardino to Redlands noting that many riders use the service on the weekends and the majority do not leave the corridor.

Rory Vaughn, Metrolink, continued the presentation stating that there is significant demand midday which could be served more frequently. Better facilitation between lines would provide improved service to riders.

4.5 Regional Mobility Hubs Strategy Updates

Priscilla Freduah-Agyemang, SCAG staff, reported on Regional Mobility Hubs Strategy. It was noted that mobility hubs are locations that provide a range of transportation options which include public transit, active transportation and shared vehicles. They are supportive of Connect SoCal goals by providing safe and convenient transfer between modes, improving the rider experience and supplying dynamic, real-time travel and location based information as well as increased options especially for those underserved by transit. Additionally, the greater strategy is to identify mobility hubs across the region and establish a recommended baseline mobility hubs network as well as a guideline that identifies tools to advance mobility hubs.

5.0 STAFF REPORT

5.1 Transit Target Setting Updates

Jon Overman, Cambridge Systematics, provided an update on the TAM target setting. He noted MPOs are responsible for establishing targets and reviewed the asset categories, rolling stock, infrastructure, facility and equipment. He reviewed the different scenarios useful to the process. Next, he reviewed the safety targets which will be included in Connect SoCal 2024. The draft regional targets were discussed and the work completed to date on gathering stakeholder feedback.

6.0 ADJOURNMENT

Joyce Rooney, Chair, City of Redondo Beach/Beach Cities Transit, adjourned the meeting at 12:07 p.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
August 30, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Regional Transit Operators Forum

DISCUSSION:

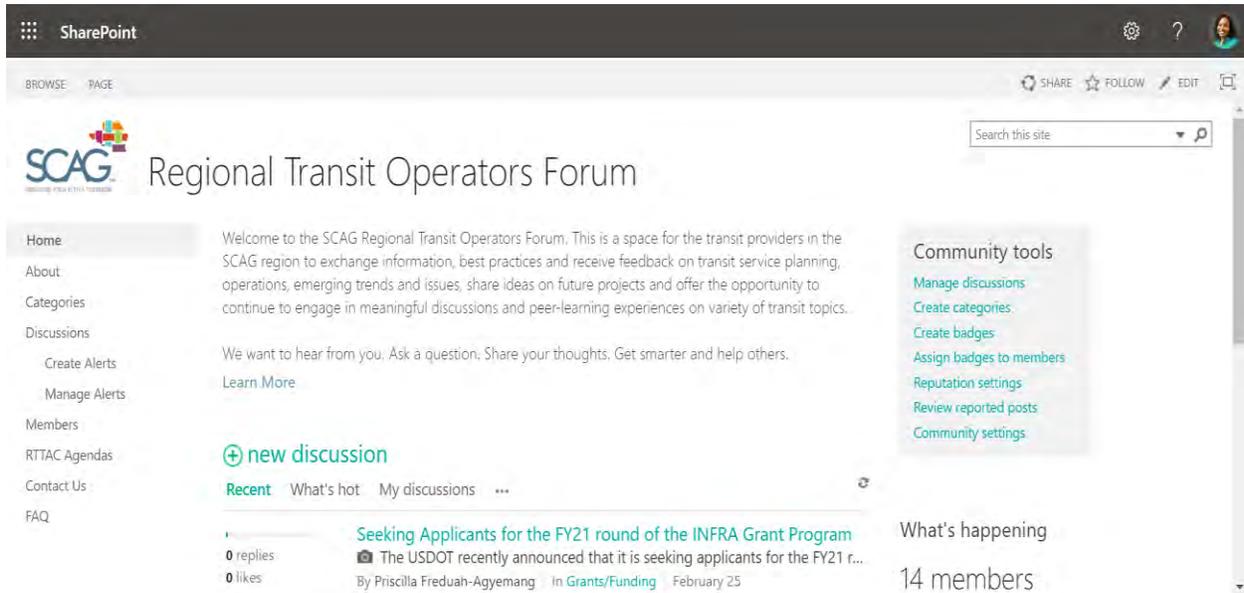
This is to remind the RTTAC members of the SCAG regional transit operators' forum, launched in 2021. The community forum is a platform for operators to discuss relevant topics related to transit in the region.

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

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

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

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



The screenshot shows a SharePoint page for the 'Regional Transit Operators Forum'. At the top, there is a 'SharePoint' header with navigation icons. Below it, a search bar and utility icons (SHARE, FOLLOW, EDIT) are visible. The main content area features the SCAG logo and the title 'Regional Transit Operators Forum'. A welcome message states: '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.' Below this, it says 'We want to hear from you. Ask a question, Share your thoughts, Get smarter and help others. Learn More'. A '+ new discussion' button is present, with tabs for 'Recent', 'What's hot', and 'My discussions'. A recent discussion titled 'Seeking Applicants for the FY21 round of the INFRA Grant Program' is shown, with 0 replies and 0 likes. On the right, a 'Community tools' sidebar lists options like 'Manage discussions', 'Create categories', and 'Assign badges to members'. At the bottom right, it says 'What's happening 14 members'.



Southern California Association of Governments
Remote Participation Only
July 6, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transit Ridership Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

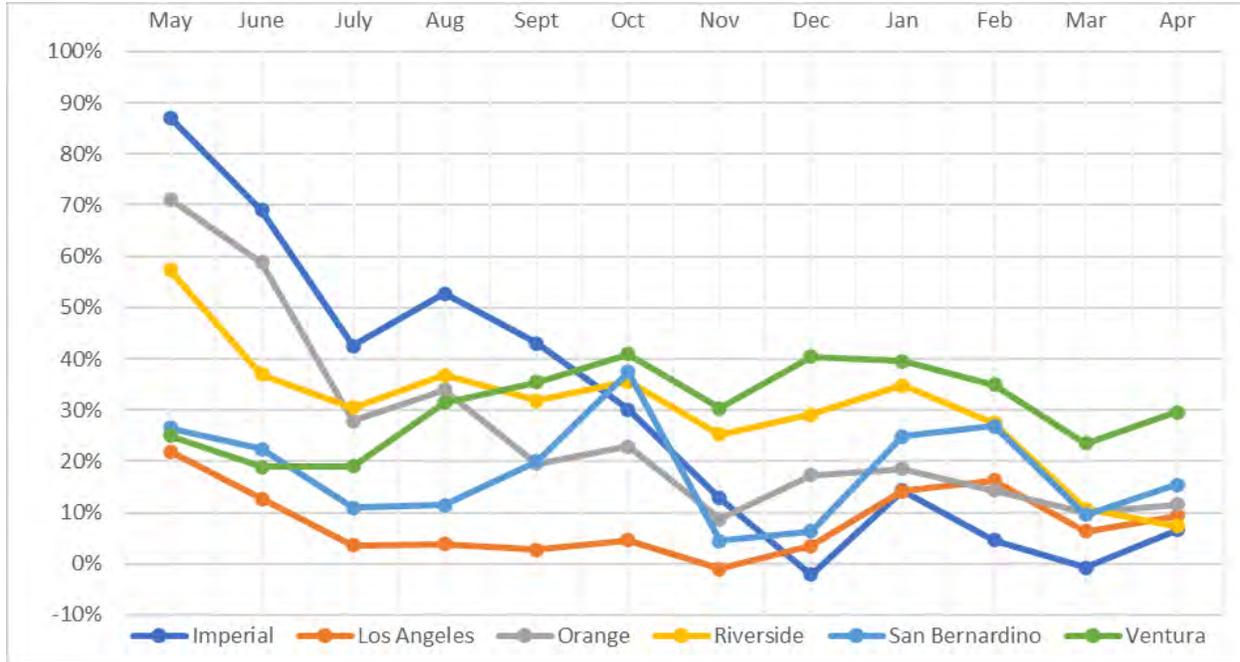
EXECUTIVE SUMMARY:

Since before the COVID-19 pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to last summer's Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past few years, it is still significantly less than it was prior to the pandemic. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing April 2022 to April 2023, bus ridership was down 23% and rail ridership was down 36%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 57% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.

BACKGROUND:

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

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



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

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Ventura County experiencing the most significant increase (30%, comparing April 2022 to April 2023), San Bernardino and Orange Counties reflecting modest gains (15% and 12% respectively, comparing April 2022 to April 2023), and Los Angeles, Imperial, and Riverside Counties reflecting low gains (9%, 7%, and 7% respectively, comparing April 2022 to April 2023). Regional bus ridership overall increased 10% over the same time period. Note: the April increases across the board are lower than they were for the preceding months. For example, bus ridership overall increased 17% comparing February 2021 to February 2022 and 15% comparing January 2021 to January 2022.

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

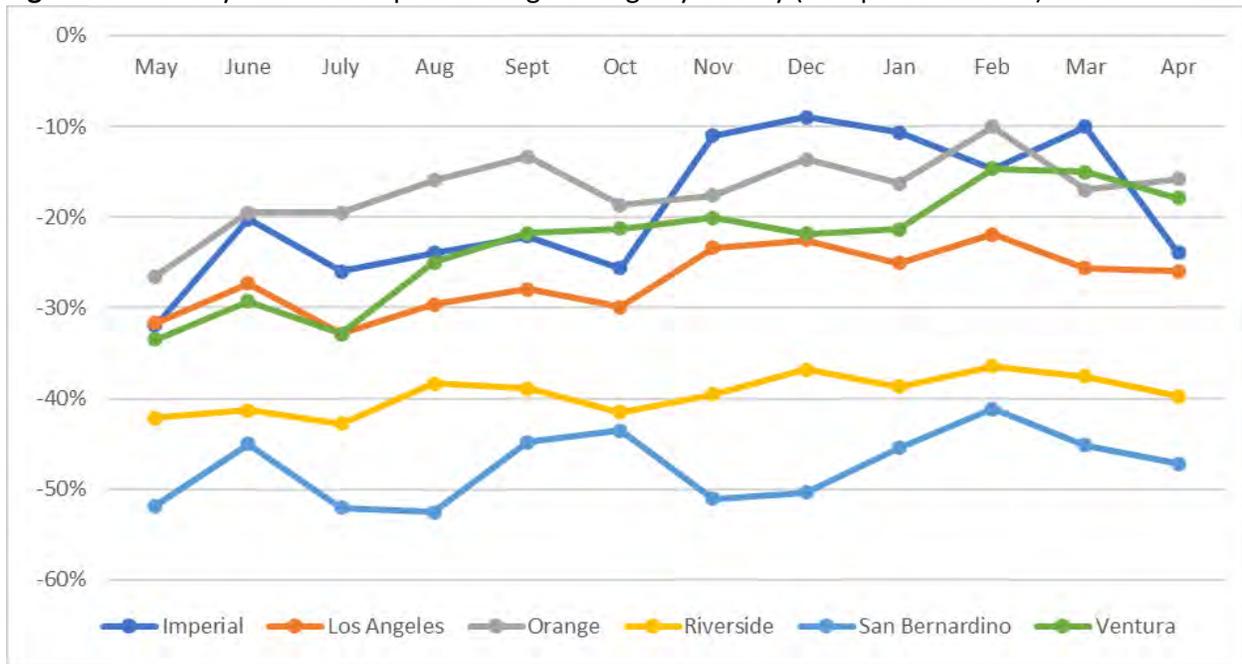
Bus Operator	Qtr4	Qtr1	Qtr2	Qtr3
	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Apr*
Anaheim Transportation Network	2869%**	36%	9%	13%
Antelope Valley Transit Authority	23%	24%	0%	4%
Beach Cities Transit (City of Redondo Beach)	43%	19%	-3%	-19%
City of Commerce Municipal Buslines	181%	155%	152%	58%

City of Glendale	54%	55%	39%	36%
City of Los Angeles Department of Transportation	47%	23%	22%	9%
City of Pasadena	30%	20%	22%	-5%
Culver City Municipal Bus Lines	23%	2%	19%	23%
Foothill Transit	19%	13%	19%	10%
Gold Coast Transit	21%	28%	36%	32%
City of Gardena Transportation Department	24%	-1%	32%	20%
Imperial County Transportation Commission	79%	46%	13%	6%
Long Beach Transit	13%	3%	4%	-14%
Los Angeles County Metro	16%	1%	0%	14%
Montebello Bus Lines	14%	-2%	-21%	-6%
Norwalk Transit System	17%	32%	-5%	-7%
Omnitrans	25%	17%	12%	17%
Orange County Transportation Authority	41%	25%	19%	14%
Riverside Transit Agency	63%	39%	37%	20%
Santa Clarita Transit	21%	39%	30%	-3%
Santa Monica's Big Blue Bus	35%	26%	25%	21%
SunLine Transit Agency	19%	23%	18%	16%
Torrance Transit System	-6%	-27%	-17%	0%
Ventura Intercity Service Transit Authority	51%	32%	20%	9%
Victor Valley Transit Authority	-6%	-10%	51%	29%
TOTAL	24%	7%	5%	12%

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of April 2023. *This quarter includes an additional month of data, April 2023, to allow for the utilization of the most up-to-date data. **This extreme percentage may be due to a data reporting error or due to service cuts (see pages 1 and 2 of the following report: <https://rideart.org/wp-content/uploads/2022/01/Agenda-Item-17-Annual-Report.pdf>).

Overall, these trends are better than where the region was in April 2021 when overall transit ridership was down by 47%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Orange and Ventura Counties as reflected in Figure 2 below. In Imperial and Los Angeles Counties, bus ridership remains 24% and 26% below where it was pre-pandemic for the most recent month of data, April. In Riverside and San Bernardino Counties, bus ridership is 40% and 47% below where it was pre-pandemic for the most recent month of data, April. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic.

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



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

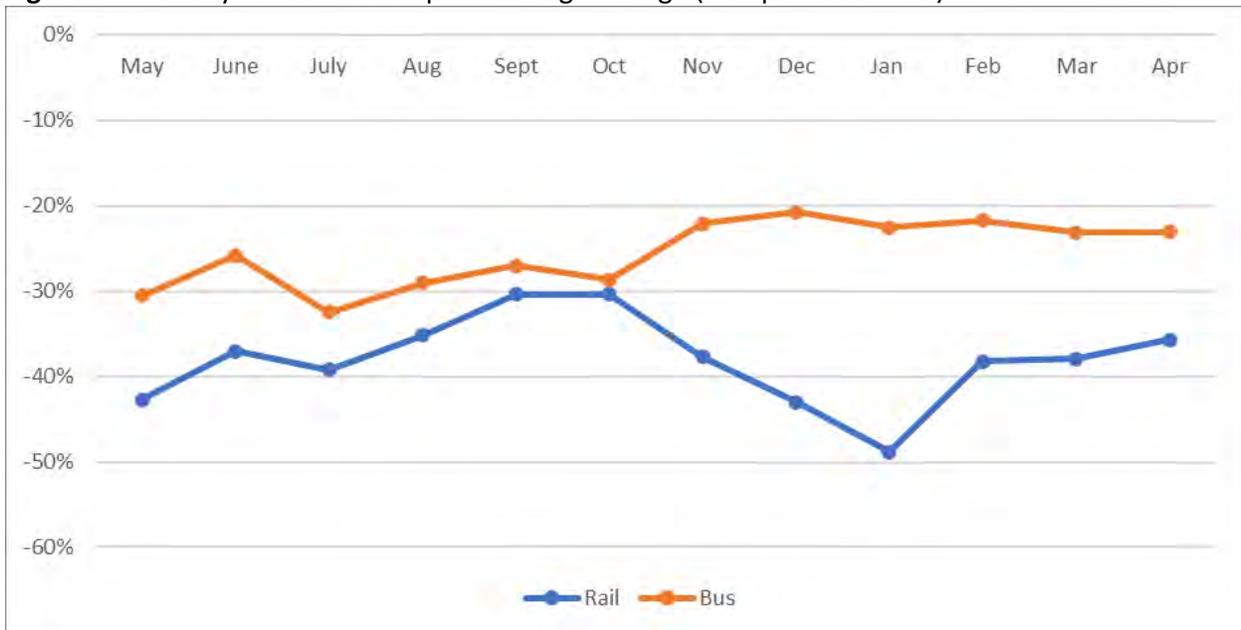
Data reported by Metro for its bus and rail systems through April 2023 are reflected in Figures 3 and 4 below. Metro bus ridership is up by nearly 13% in April 2023 compared to April 2022. Metro rail ridership is up by only 2% for the same time period. Similar to other transit operators, Metro ridership increases were more significant in May when they were 20% (bus) and 24% (rail). While these trends are better than where the region was in April 2021, they are still well below pre-pandemic levels. For example, when comparing April 2019 to April 2023, bus ridership was down 23% and rail ridership was down 36%.

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



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

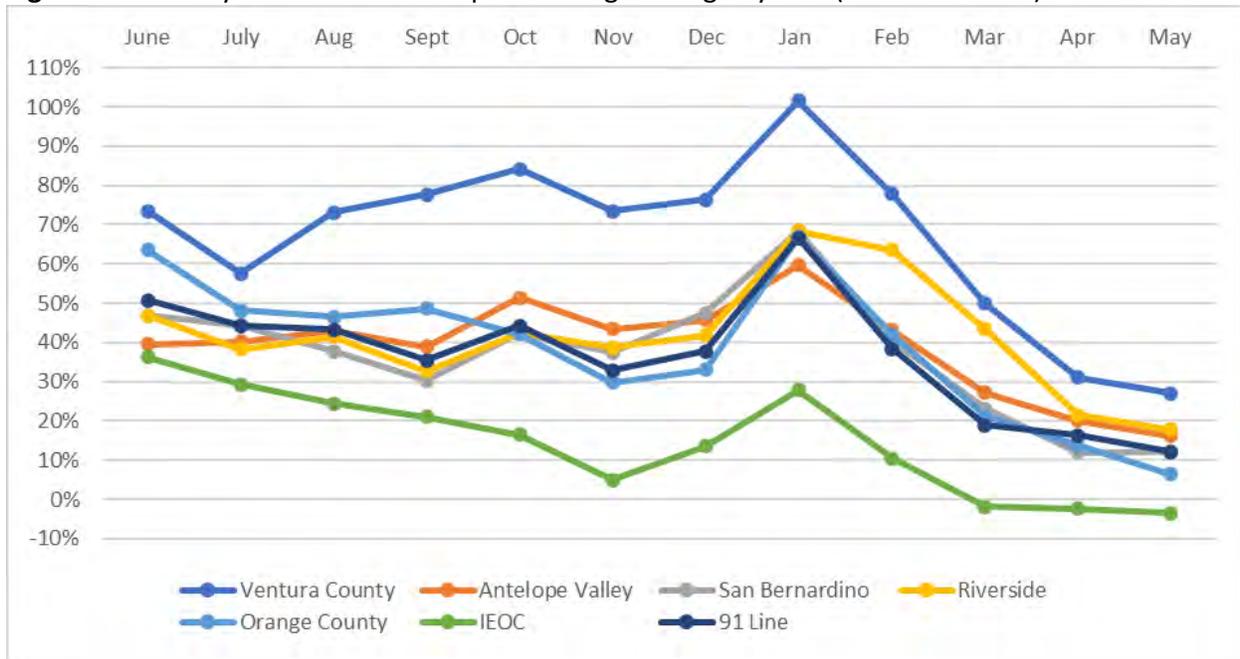
Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)



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

Figures 5 and 6 below reflect total monthly ridership data reported by Metrolink by line through May 2023. Overall, Metrolink commuter rail ridership is up by approximately 11% in May 2023 compared to May 2022, with the Ventura County Line experiencing the most significant increase (27%), and the Riverside (18%), Antelope Valley (16%), San Bernardino (12%), 91 Line (12%) and Orange County (7%) lines reflecting modest ridership increases. The Inland Empire-Orange County (IEOC) line is the only Metrolink line experiencing a loss in ridership (-4%, comparing May 2022 and May 2023). It is important to note that the May increases across the board are significantly lower than they were for the preceding months. For example, Metrolink ridership overall increased 41% comparing February 2022 to February 2023 and 63% comparing January 2022 to January 2023.

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

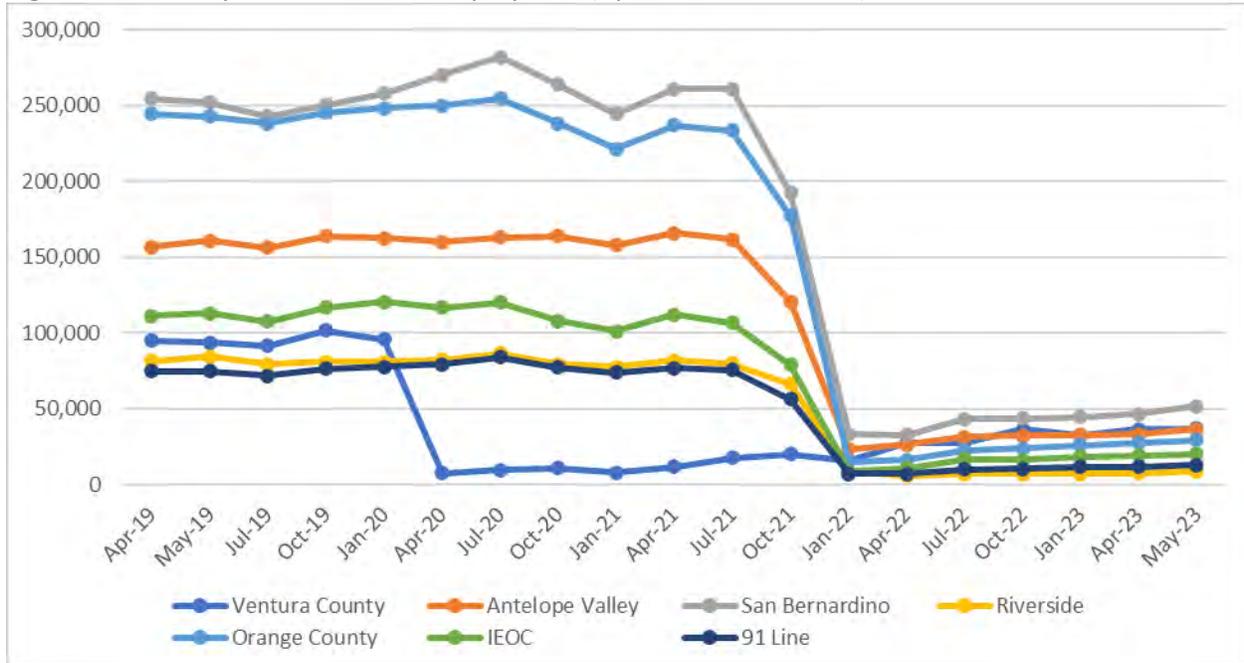


Source: Southern California Regional Rail Authority, as of May 2023.

In addition, total ridership is still 57% lower than it was pre-pandemic at this time (May 2023 compared to May 2019). Metrolink estimates that it has only recovered roughly 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has

noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.¹

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



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

American Public Transportation Association (APTA) Ridership Trends Dashboard

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

NEXT STEPS:

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

¹ Metrolink 2022 Customer Survey Staff Report: <https://d2kbkoa27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>



FISCAL IMPACT:

None.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
August 30, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Federal Transit Administration (FTA) 2023 Annual National Transit Database (NTD) Reporting System Updates Webinar

SUMMARY:

From: <https://www.transit.dot.gov/ntd/trainings-and-conferences>

On August 31, 2023, the National Transit Institute (NTI) will hold a webinar to go over changes to annual National Transit Database (NTD) reporting requirements. The webinar will focus on 2023 reporting systems updates, new data elements, basic data formatting requirements, how to access forms validation that system users can expect upon entering data, where to enter data, and how to save and submit the NTD following data elements. The webinar is intended for NTD reporting systems users whose responsibilities include data entry/reporting, statistical compilation, or other financial duties and activities. The reporting changes will apply to calendar year 2023 and NTD report year 2023, based on the type of reporter.

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Regional Transit Technical Advisory
Committee (RTTAC)

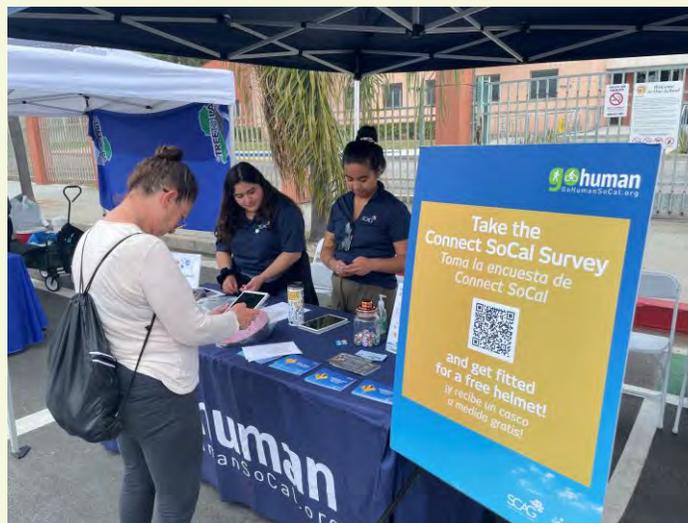
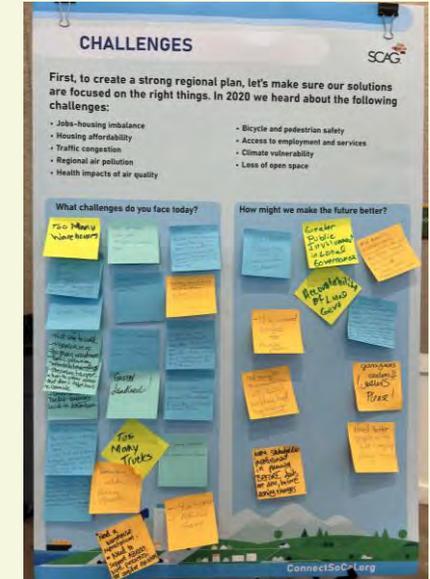
August 30, 2023

Outreach Summary

Spring 2023

Outreach Activities

- **20** in-person workshops
- **7** virtual workshops
- **20** Pop-Up and Street Team Engagements
- **15** Community Partners
- Regionwide advertising campaign
- Resulting in over **3,600** surveys collected



What We Heard: Survey

*When you think about the **challenges** our region faces, please choose three (3) that are most important to you.*

**Shortage of affordable
and diverse housing
options (51%)**

**Limited reliable travel
options besides driving to
everyday destinations (37%)**

**Climate change impacts
(33%)**

What We Heard: Survey

*When you **envision our region in 2050**, which three (3) choices best describes what you'd like to see?*

**Healthy for all people
to live in (53%)**

**Prosperous, with
economic opportunity
for all residents (46%)**

**Safe for all modes of
travel (39%)**

What We Heard: Community Partnerships

Limited transportation options and the housing affordability affect quality of life, particularly in historically disinvested areas.

Infrastructure improvements should be coupled with direct benefits and protections for residents/small businesses at risk of displacement.

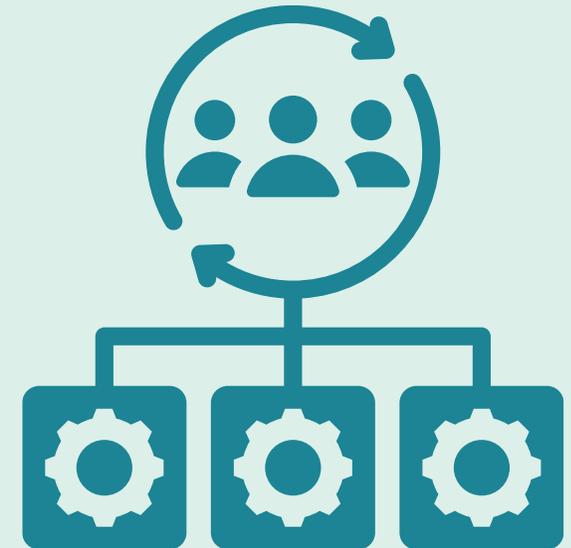
Desire for continued engagement with community partners on Connect SoCal implementation including updates on strategies and performance metrics.

Policy Framework

July 2023 Update

Policy Development Framework Background

- First adopted by the Regional Council on June 2, 2022
- Documented draft vision and goals
- Outlined policy priorities from Connect SoCal 2020, recent Regional Council actions, and emerging issues
- Established the special subcommittees
- **Regional Council adopted the updated Policy Framework with Regional Planning Policies on July 6, 2023**



What is included in the Regional Planning Policies?

- Priorities established with the *Core Vision* of Connect SoCal 2020
- Policy direction from SCAG's Policy Committees since 2020 and recommendations from Connect SoCal 2024 special subcommittees

What is the purpose?

- Articulate broad and established regional policies to achieve goals and realize the regional vision of Connect SoCal 2024
- Provide a resource for transportation agencies or local jurisdictions to demonstrate alignment with RTP/SCS when seeking funding from state or federal programs

What is the purpose of the Implementation Strategies?

- Support policy priorities for SCAG to implement Connect SoCal 2024 by fulfilling or going beyond the related Regional Planning Policies.
- Represent near-term efforts where SCAG can:

LEAD

Act as collaborator
Advocate on state/fed
legislation
Initiate new research

PARTNER

Provide technical
assistance
Provide grant resources

SUPPORT

Provide ongoing support
(Toolbox Tuesday,
presentations, etc.)

Transit Investment and Recovery



- Ensuring ridership recovery requires the provision of fast, frequent, safe, and reliable transit/rail service.
- This also depends on solid transit/rail asset management and the goal of ensuring a state of good repair.

Continuing from 2020

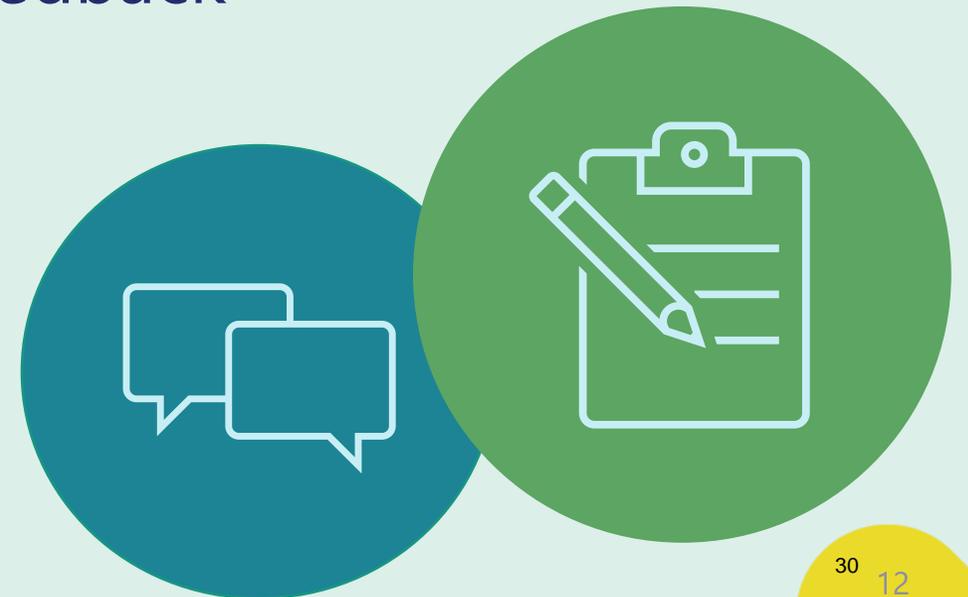
High Quality Transit Corridors
and
Asset Management Policies and
Strategies

New for 2024

Dedicated Lanes,
Mobility Hubs, and
Universal Basic Mobility Policies
and Strategies

- **April 2023:** Draft *Regional Planning Policies* shared with several stakeholder groups:
 - County Transportation Council (**CTC**) Planning Directors
 - Subregional Executive Directors
 - SCAG's Regional Planning Working Groups (**RPWG**)
 - Technical Working Group (**TWG**)
 - Regional Transit Technical Advisory Committee (**RTTAC**)
 - Global Land Use & Economic (**GLUE**) Council

- **July 2023:** Draft *Implementation Strategies* shared with key partners (e.g., CTCs, COGs and transit agencies) for strategic feedback



Draft Vision: A healthy, accessible, and connected region for a more resilient and equitable future.

1. Build and maintain a robust transportation network. (MOBILITY)
2. Develop, connect, and sustain communities that are livable and thriving. (COMMUNITIES)
3. Create a healthy region for the people of today and tomorrow. (ENVIRONMENT)
4. Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (ECONOMY)



Draft Vision: A healthy, prosperous, accessible and connected region for a more resilient and equitable future.

1. Build and maintain a robust transportation network. (MOBILITY)
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3. Create a healthy region for the people of today and tomorrow. (ENVIRONMENT)
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Draft Vision: A healthy, **prosperous**, accessible and connected region for a more resilient and equitable future.

3. Create a healthy region for the people of today and tomorrow.
(ENVIRONMENT)

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic acute stressors and disruptors such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions **and enable more sustainable use of energy and water.**
- Conserve the restore the region's natural agricultural resources.



Policy Categories by Goal

MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Funding the System/User Fees

COMMUNITIES

- 15 Minute Communities *
- Housing the Region *
- Priority Development Areas
- Equitable Engagement & Decision-Making*

**New policy area for Connect SoCal 2024*

ENVIRONMENT

- Sustainable Development
- Air Quality & Clean Technology
- Natural & Working Lands Preservation
- Climate Resilience*

ECONOMY

- Goods Movement
- Broadband *
- Universal Basic Mobility*
- Workforce Development*
- Tourism

Connect SoCal Development Update



COMPLETED MILESTONES

- ✓ Draft Goals & Vision
- ✓ Draft Performance Measures
- ✓ Local Data Exchange
- ✓ Project List
- ✓ Public Outreach & Engagement
- ✓ **July 2023 Policy Framework Adopted**

REMAINING MILESTONES FOR 2023

- Plan Modeling, Analysis, Writing
- **September 7: Plan Preview**
- Late October: Draft Release
- Late Oct/Early Nov: PEIR Release
- 60+ day Plan Comment Period

Regional Mobility Hubs Strategy Updates

What are Mobility Hubs?

- Places of connectivity where different transportation modes seamlessly converge
- May include public transit, active transportation, and shared mobility services
- Not typically considered independently of land use
- Different naming conventions, definitions, typologies



GoActive Hub (Long Beach)

What are Mobility Hubs?

- Support safe and convenient transfer between transportation modes
- Provide first/last mile connections to transit
- Provide travel options, esp. for those with limited mobility options
- Promote mode shift
- Motivate GHG reductions



Union Station (Los Angeles)

Regional Mobility Hubs Strategy

- Identify mobility hubs across the region
- Identify data needed to develop the methodology to quantify the strategies included in the mobility hub strategy for Connect SoCal
- Establish a recommended baseline mobility hubs network
- Develop regional mobility hub guidelines, implementation guidance and recommended tools to advance mobility hubs (**future work**)



SCAG Mobility Hubs Screening Criteria (735 hubs)

- Frequent Transit Connections
- Park and Ride Locations
- Transportation Management Areas
- Major Institutions (e.g., sports venues, colleges and universities, employment campuses, airports, ports)
- Equity Areas (including Transportation Equity Zones)



SCAG Mobility Hubs Typologies

- Informed by:
 - Land Development Categories from SPM
 - Density, transportation characteristics
 - Current and future population employment
 - Consideration of local typologies (LA, OC, Imperial)



SCAG Mobility Hub Typologies



Hub Type	Land Use Characteristics	Transportation Characteristics
1. Downtown Hub	<ul style="list-style-type: none"> •High density and mixed use, ground floor retail, below-grade parking •SCAG Urban LDC •SCAG Place Types: Urban Mixed Use, Urban Residential, Urban Commercial 	<ul style="list-style-type: none"> •Multiple high-capacity transit service •High frequency bus service •Bike facilities •Access to carshare, bikeshare and/or scootershare •High demand for TNCs and Taxis
2. Urban Hub	<ul style="list-style-type: none"> •Transit-oriented and walkable, with a variety of uses, mid- and high-rise residential towers, ground floor retail, below grade parking •SCAG Urban LDC •SCAG Place Types: City Mixed Use, City Residential, City Commercial 	<ul style="list-style-type: none"> •High-capacity transit service and/or high frequency bus service* •Access to carshare, bikeshare and scootershare •Moderate demand for TNCs and Taxis
3. Emerging Urban Hub	<ul style="list-style-type: none"> •Moderate to low residential and employment densities •SCAG Compact LDC •SCAG Place Types: Town Mixed Use, Town residential, Town Commercial, Village Mixed Use, Village Residential, Village Commercial, Neighborhood, Residential, Neighborhood Low 	<ul style="list-style-type: none"> •High-capacity transit service OR high frequency bus service •Limited shared mobility services, and/or carshare •Moderate demand for TNCs and Taxis

SCAG Mobility Hub Typologies



Hub Type	Land Use Characteristics	Transportation Characteristics
4. Suburban and Rural Hubs	<ul style="list-style-type: none"> •Low density, auto oriented •SCAG Standard LDC •SCAG Place Types: Office/Industrial, Industrial Focus, Low-Density Employment Park, Low Intensity Activity Center, Retail: Strip Mall/Big Box, Industrial/Office/Res Mixed Low, Suburban Multifamily, Suburban Mixed Residential, Large Lot Residential Area, Rural Residential, Rural Ranchettes, Rural Employment, Parks and Open Space 	<ul style="list-style-type: none"> •Park-and-ride lots at regional rail and BRT •Local feeder bus services •Within carshare and/or bikeshare service area •Moderate demand for TNCs and Taxis
5. Equity Hubs	<ul style="list-style-type: none"> •Equity Zones •Community of Concern •High displacement risk areas •SCAG Place Types: Office Focus, Mixed Office and R&D, High Intensity Activity Center, Mid Intensity Activity Center, Industrial/Office/Res Mixed High 	<ul style="list-style-type: none"> •Limited or lack of high quality, frequent transit service or shared micromobility services •Areas with concentrated mobility demand but no nearby access to transit and shared mobility services
6. Institutional Hubs	<ul style="list-style-type: none"> •Large trip generator •Employer campuses •Stadiums •Airports •TMAs •SCAG Place Types: Campus/ University, Institutional 	<ul style="list-style-type: none"> •Local feeder bus services •First- and last-mile services, including shuttles and microtransit (scooters, bikes, etc.) •Access to carshare, bikeshare and scootershare •Sporadic high peak demand for TNCs and other for-hire services

SCAG Mobility Hubs Prioritization (346 hubs)

- Transit Access and Connectivity
 - High quality transit areas, bikeways, Livable Corridors, microtransit, EV charging stations, bike share, transit/rail boardings
- Climate Action
 - Proximity to major trip generators and areas with high walking/bicycling connectivity
- Equitable Mobility
 - Located in Priority Equity Communities



Final Prioritized Mobility Hubs Summary by County



	Downtown Hub (1)	Urban Hub (2)	Emerging Urban Hub (3)	Suburban & Rural Hubs (4)	Equity Hubs (5)	Institutional Hubs (6)	Total
Imperial			1		1	1	3
Los Angeles	1		133	15	55	38	250
Orange			22	5	12	10	54
Riverside			2		3	1	6
San Bernardino			1	1	21	6	29
Ventura			1		1	2	4
	1	0	160	21	93	58	346

Next Steps

- Calculate GHG benefits for the Sustainable Communities Strategies (SCS)
- Incorporate into Connect SoCal 2024
- Continue to provide update for feedback
- Develop regional mobility hub guidelines, implementation guidance and recommended tools to advance mobility hubs (future work)



Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL

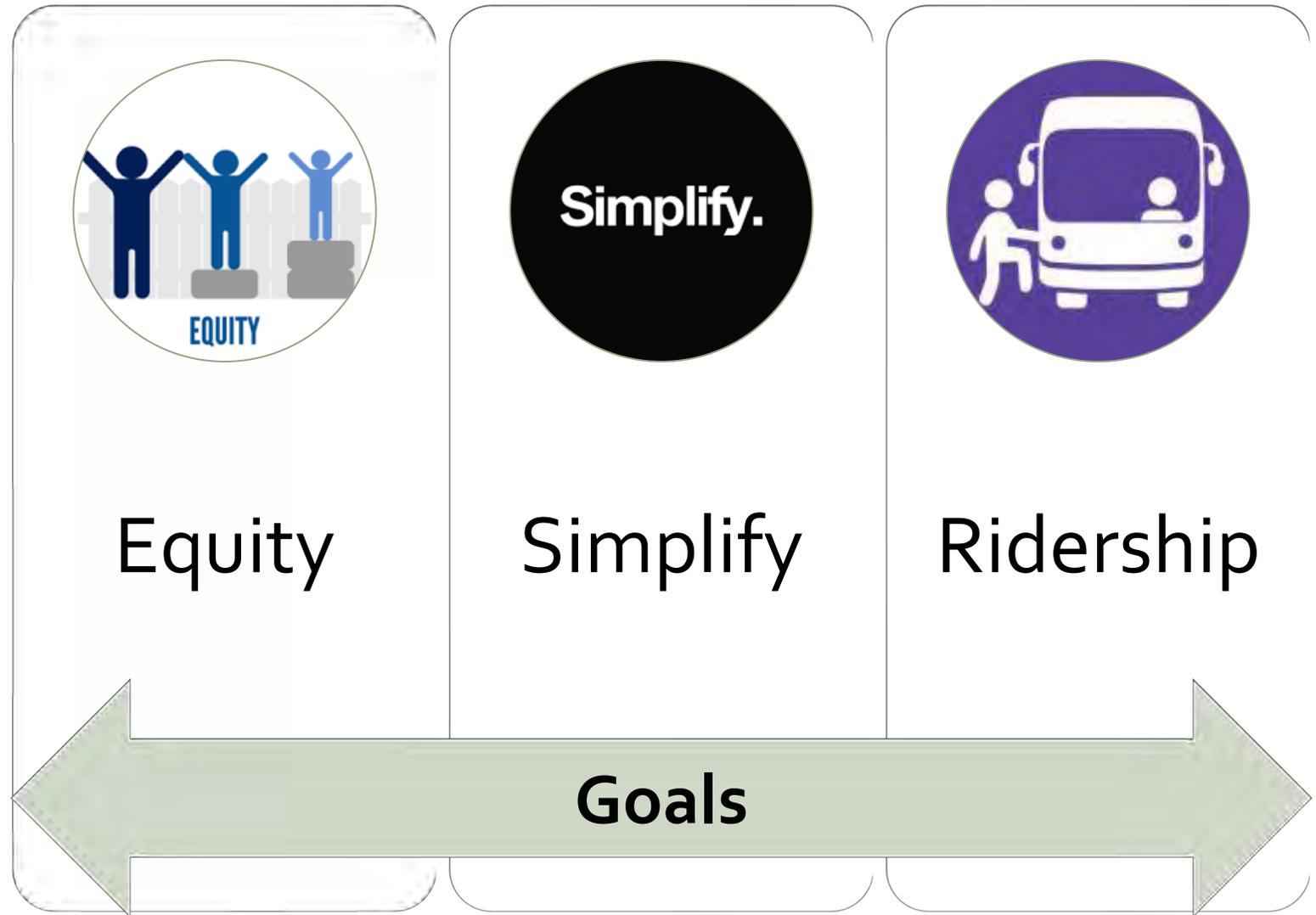


Metro Fare Changes and Fare Capping

SCAG Regional Transit Technical Advisory Committee

August 30, 2023

Goals of the new fare structure



Approved fare changes

- All Metro Passes have been replaced with fare capping
- One base fare for all Reduced Fare riders: Lowered base fare for Students K-12 (\$1.00) and College/Vocational (\$1.75) to \$0.75
- One base fare for all levels of service: No more upcharges on Metro J Line (Silver) and Express Bus services
- LIFE Riders: Metro LIFE customers receive 20 free rides per month including 2 hours of free transfers. After the free 20 rides are used up, customers pay per ride until they reach their 1-Day or 7-Day Cap
- New TAP cards now have a 15-year expiration date. Digital TAP cards and Reduced Fare TAP cards continue to be free

Key Benefits Remained:

- Metro 2-hour free transfers: Riders continue to receive 2 hours of free one-way transfers with each paid ride on TAP
- For Senior/Disabled riders: Peak (\$0.75) and Off-Peak (\$0.35) pricing remains

Fare Changes Effective July 1

Rider Category & Fare Product	Old Pricing	New Pricing Since 7/1/23
Regular Fare		
Base Fare	\$1.75	\$1.75
1-Day Pass/ 1-Day Cap	\$7.00	\$5.00
7-Day Pass/ 7-Day Cap	\$25.00	\$18.00
30-Day Pass	\$100.00	Not Offered
30-Day Pass + Zone 1	\$122.00	Not Offered
Senior/Disabled		
Base Fare (Peak/Off-Peak)	\$0.75/\$0.35	\$0.75/\$0.35
1-Day Pass/ 1-Day Cap	\$2.50	\$2.50
7-Day Pass/ 7-Day Cap	Not Offered	\$5.00
30-Day Pass	\$20.00	Not Offered
K-12 Student & College/Vocational		
K-12 Student Base Fare	\$1.00	\$0.75
College/Vocational Base Fare	\$1.75	\$0.75
1-Day Pass/ 1-Day Cap	Not Offered	\$2.50
7-Day Pass/ 7-Day Cap	Not Offered	\$6.00
K-12 Student 30-Day Pass	\$24.00	Not Offered
College/Vocational 30-Day Pass	\$43.00	
LIFE Program	Pass discount or Free 20-rides	⁵¹ Free 20-rides

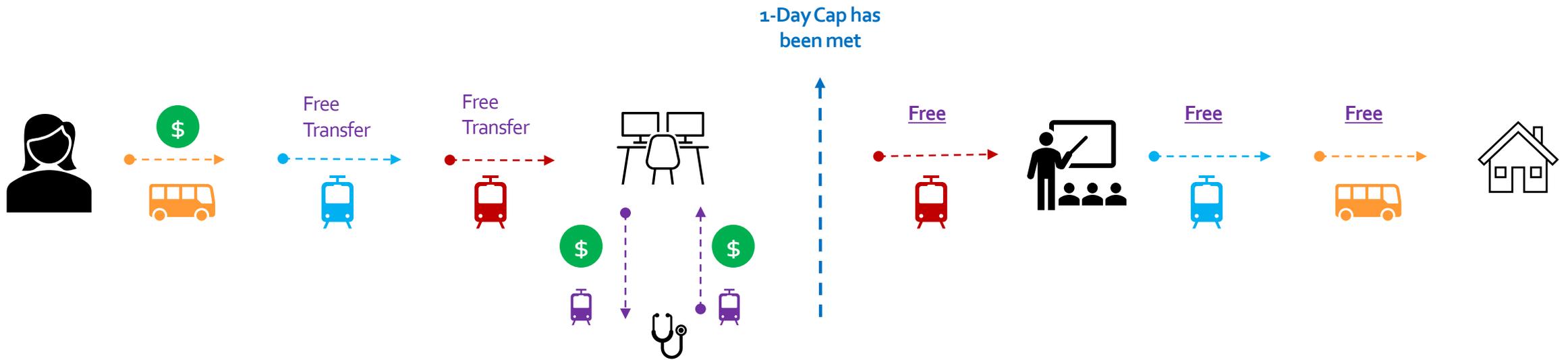
Introducing Fare Capping

Fare capping: a simple and fair way to pay on Metro

Fare capping is like a pass, but rather than paying upfront for a pass, riders pay for each ride until the 1-Day or 7-Day cap is met; then they ride free for the rest of that day or 7-day period!



Full fare 1-Day cap = 3 rides or \$5.00

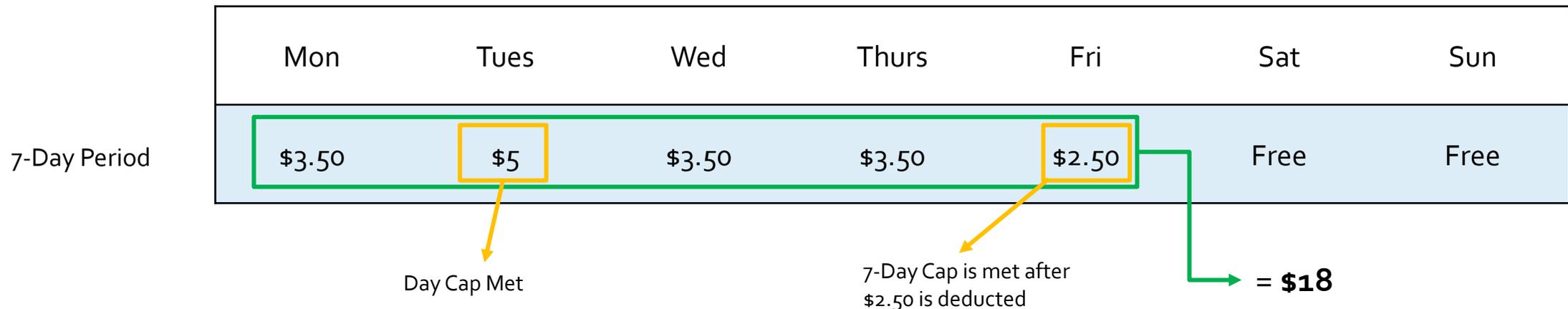


$$\$1.75 + \$1.75 + \$1.50 = \$5.00$$

Benefits of Fare Capping:

- Unlimited free rides once the cap has been met
- Travel in any direction

Full fare 7-Day cap = 11 rides or \$18.00



Features

1. Start date of the 7-Day cap is flexible and begins upon your first TAP on a Metro bus or train
2. **No upfront payment is required, riders pay for each ride with Stored Value until they hit the cap. Stored Value does not expire.**
3. **Customer pays only for the rides they take; with a pass you risk paying for rides you may not take**
4. Over the course of 4 weeks, the most a customer will pay is \$72.00

Recap of benefits for fare capping

- **Equity:** A rider who pays for each trip will pay no more than a rider who pays in advance for a pass
- Riders only pay for the rides they take, so they never over-pay
- Allows Metro to better serve its riders
- Riders using TAP will automatically participate in fare capping. No need to sign up or get a new TAP card

1-Day Cap

REMINDER:
2-hour free transfers
do not count towards
the fare caps

Full Fare

- \$5 OR 3 paid rides

Reduced Fare Senior/Disabled

- \$2.50 OR 4 to 8 paid rides
- Both off-peak (\$0.35) and peak (\$0.75) rides count towards the fare cap

Reduced Fare Students (K-12 & College/Vocational)

- \$2.50 OR 4 paid rides

LIFE

- After the free 20-rides are used, LIFE riders will participate in fare capping based on their rider category, whether it's full fare or Reduced Fare

7-Day Cap

REMINDER:
2-hour free transfers
do not count towards
the fare caps

Full Fare

- \$18 OR 11 paid rides

Reduced Fare Senior/Disabled

- \$5 OR 7 to 15 paid rides
- 7 rides if all rides are Peak; 15 rides if all rides are Off-Peak

Reduced Fare Students (K-12 & College/Vocational)

- \$6 OR 8 paid rides

LIFE

- After the free 20-rides are used, LIFE riders will fare cap based on their rider category, whether it's full fare or Reduced Fare



- The third phase of the fare capping and fare change marketing campaign will begin on October 2nd
- Emphasis on Reduced Fare Senior and LIFE riders
- Paid and non-paid tactics will be utilized

Marketing strategy



Programs unaffected by fare capping

- GoPass (FSI)
- EZ transit pass
- B-TAP/Small Employer Program
- U-Pass/ITAP
- E-Pass
- Access Services
- Youth on the Move (YOTM)
- Jury Pass
- “Metro 4-ride”
- County Buy Down Program
- Metro Micro
- Metro Bike Share

Examples of how riders
will see their fare
capping progress

Riders can check their fare capping progress at TAP Vending Machines

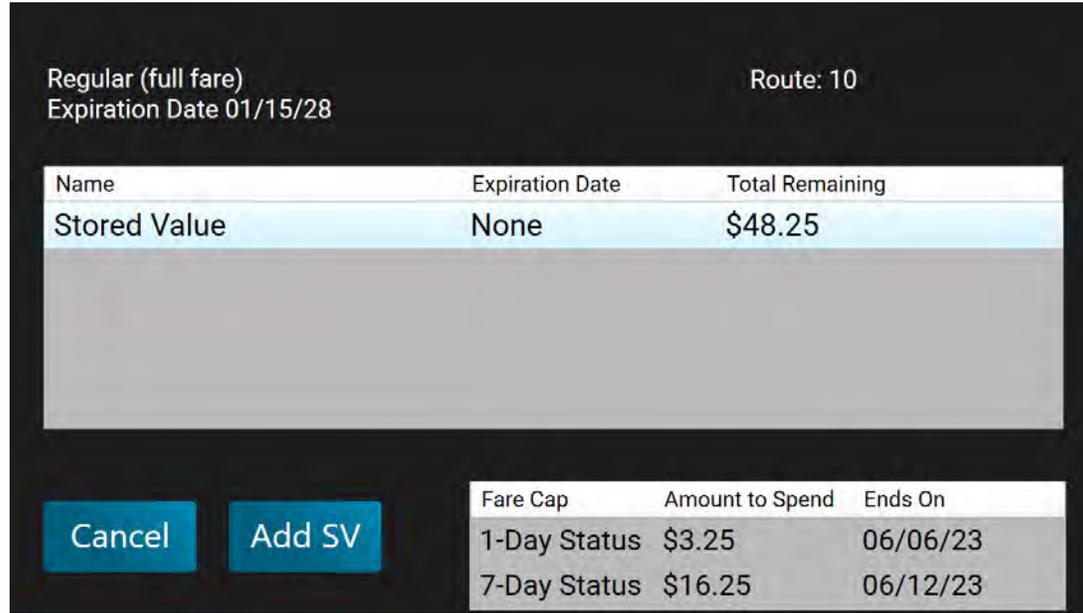
Fare capping status

Earn free rides on Metro when you meet your 1-Day or 7-Day fare cap.

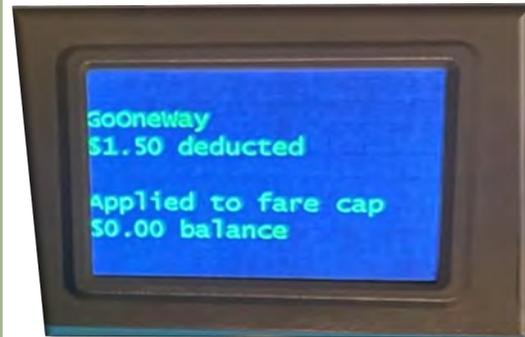
1-Day Cap	7-Day Cap
<p>Spend \$1.25 more and ride FREE today.</p>	<p>Today is Day 1 of your 7-Day fare capping period. Spend \$14.50 more by Feb. 5 and earn FREE rides.</p>

E Finish **?** Help **J**

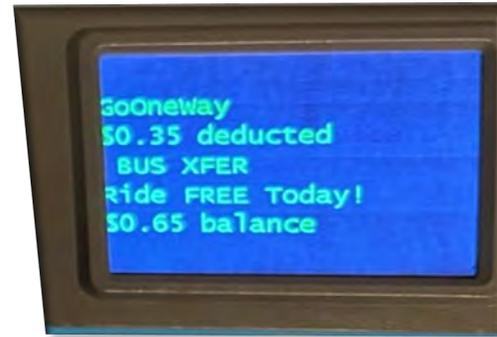
On a Metro bus farebox



Bus operator control console display



Fare cap not met



Last deduct to reach fare cap



Fare cap met

Online at
taptogo.net



Card Information

Card Number: 0170 [REDACTED] 9285

Expiration Date: June 07, 2038

Balance Protection: Yes

Fare Products

Stored Value: \$3.75

Fare Capping Status

Pay per ride with Stored Value and earn FREE rides once you meet your 1-Day and 7-Day fare cap. [Learn about FREE rides on Metro](#)

1-Day Cap  \$5.00

Spend \$3.25 more and ride FREE today!

7-Day Cap  \$18.00

Today is day 4 of your 7-Day fare cap period.

Spend \$7.50 more by August 7 and earn FREE rides!

In the TAP app

Card Info (1-Day, 7-Day progress)

 Card Info

CARD NUMBER
0176 0000 0000 0000 1154

CARD EXPIRATION
February 21, 2039

FARE CAPPING STATUS

1-Day Cap  \$5.00
Spend \$1.25 more today and ride FREE!

7-Day Cap  \$18.00
Today is Day 1 of your 7-Day fare capping period.
Spend \$8.75 more by Feb. 20 to earn FREE rides.
[Learn about FREE rides on Metro](#)

EDIT CARD INFO

NICKNAME
Denny's Awesome TAP Card



Card Info (1-Day fare cap met)

 Card Info

CARD NUMBER
0176 0000 0000 0000 1154

CARD EXPIRATION
February 21, 2039

FARE CAPPING STATUS

1-Day Cap  \$5.00
Ride FREE today!

7-Day Cap  \$18.00
Today is Day 1 of your 7-Day fare capping period.
Spend \$8.75 more by Feb. 20 to earn FREE rides.
[Learn about FREE rides on Metro](#)

EDIT CARD INFO

NICKNAME
Denny's Awesome TAP Card



Card Info (7-Day fare cap met**)

 Card Info

CARD NUMBER
0176 0000 0000 0000 1154

CARD EXPIRATION
February 21, 2039

FARE CAPPING STATUS

7-Day Cap  \$18.00
Ride FREE until Feb. 20, 11:59pm.
[Learn about FREE rides on Metro](#)

EDIT CARD INFO

NICKNAME
Denny's Awesome TAP Card

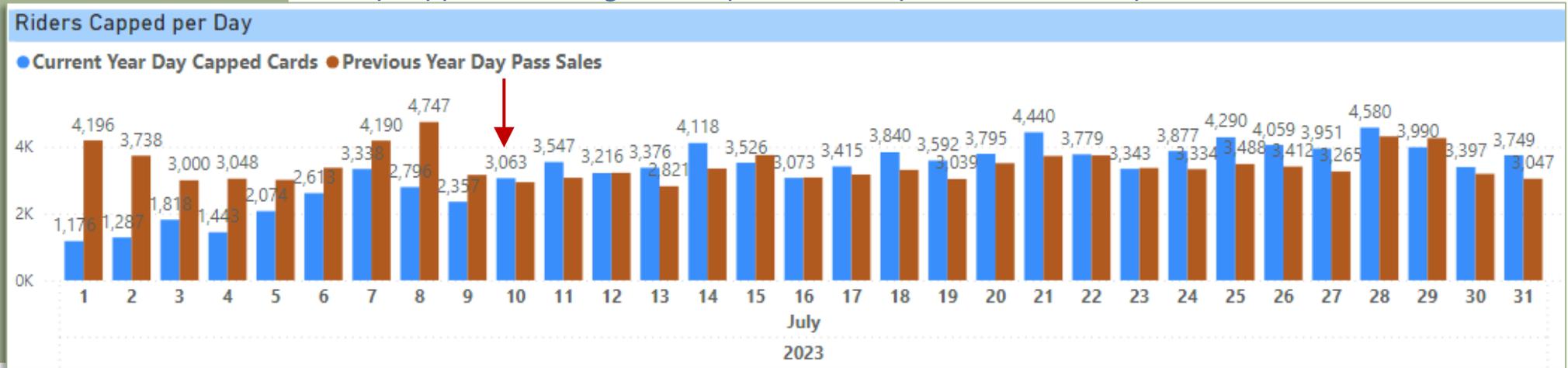


Fare Capping: First 30 days

1-Day Cap

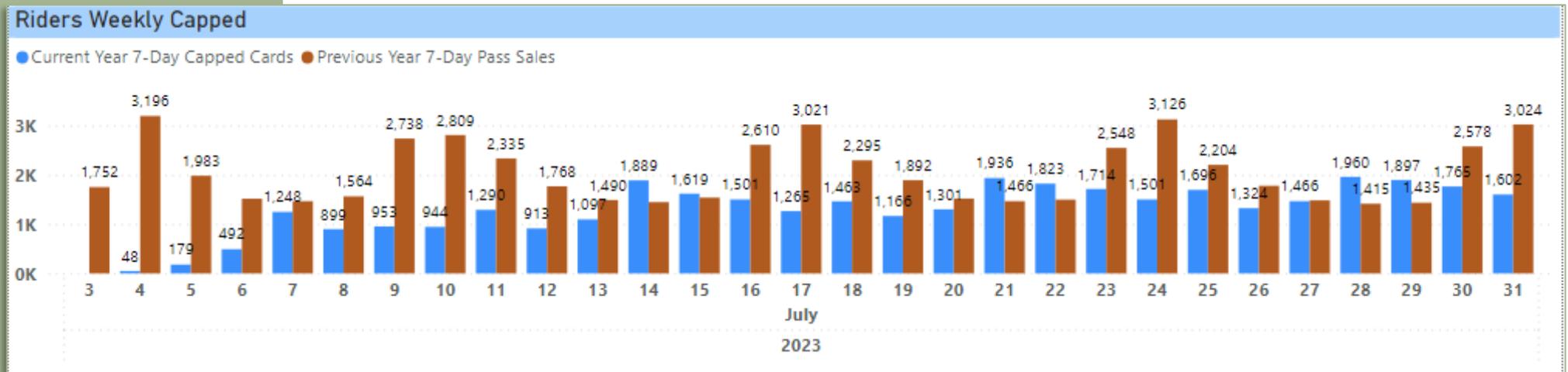
- 700,00 TAP cards have been activated for fare capping
- More riders are now benefitting from the 1-Day cap than the Metro Day Pass in 2022
- 79,000 1-Day caps reached since June 10th, compared to 71,400 1-Day passes sold by the same date in 2022

1-Day capped cards begin to outpace 2022 Day Pass sales ten days after launch



7-Day Cap

- LA Metro is the first to offer a flexible 7-Day cap, which allows riders to choose their start date. Other major cities only offer a fixed Monday to Sunday weekly cap
- 7-Day capped cards began to exceed Metro 7-Day pass sales after 14 days of launch, but on average are still below 2022 sales



Thank you



metro.net/farecapping





SCAG

Regional Transit Technical Advisory Committee

August 30, 2023

Agenda

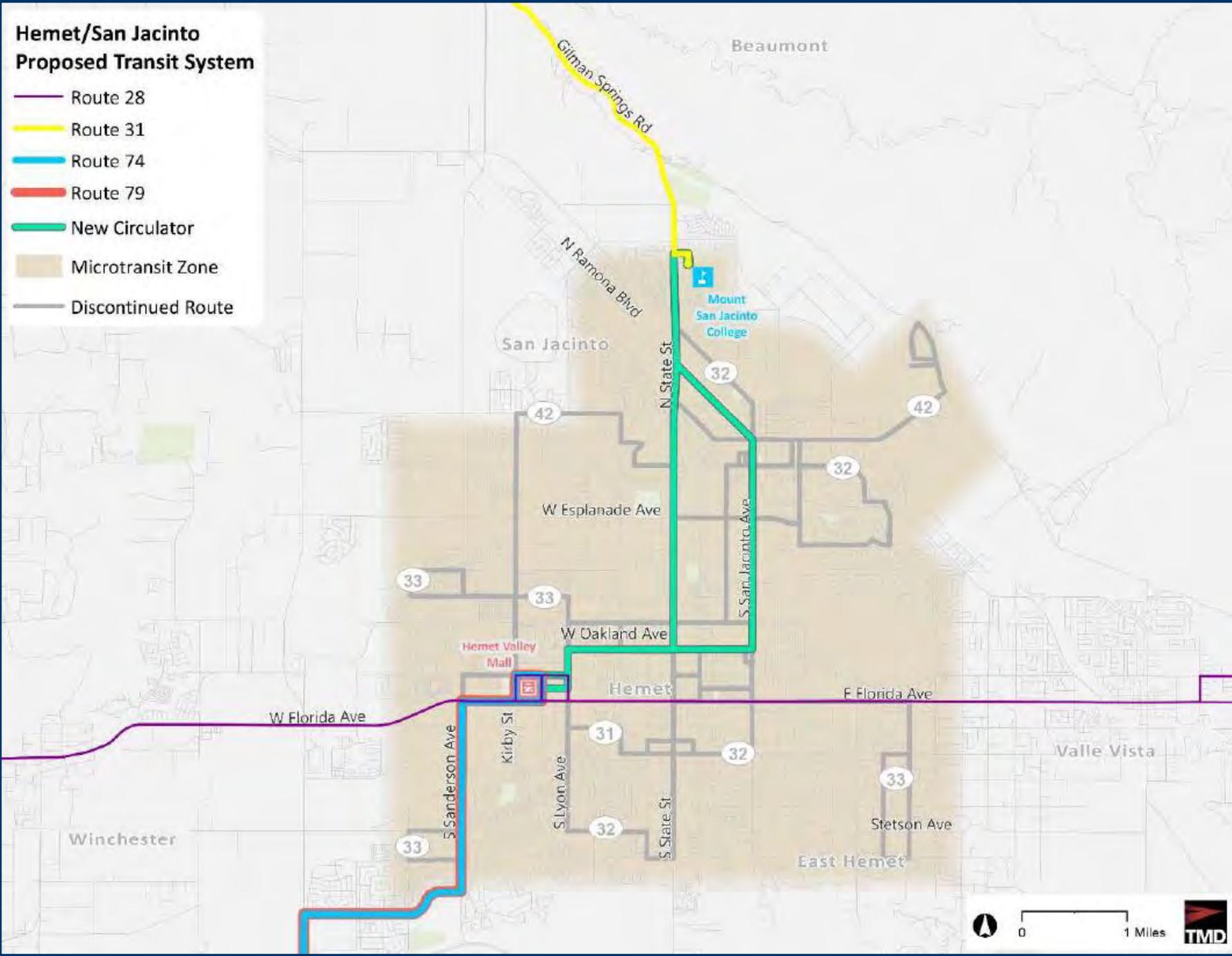
- System-wide Service Reduction Study
- Ambassador Program
- Launch of GoMicro
- Program Results
- Program Enhancements to Improve Efficiency
- Lessons Learned/Next Steps

System-Wide Service Reduction Study

- Study completed by Transportation Management & Design, Inc. (TMD)
 - Removed 3 routes
 - Truncated 3 routes
 - New Route 44 Circulator
- Changes were implemented on 1/8/23

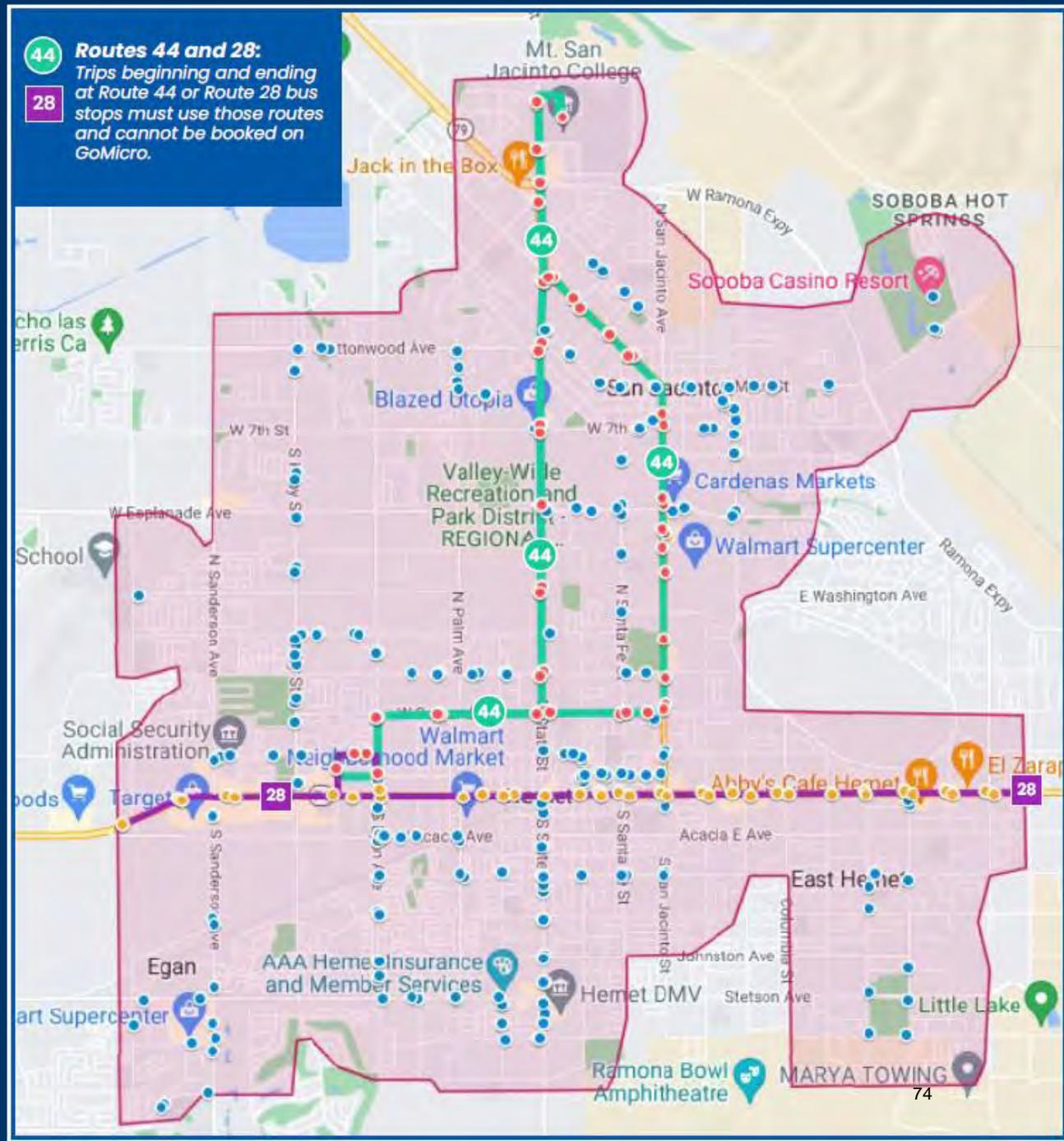
Hemet/San Jacinto Proposed Transit System

- Route 28
- Route 31
- Route 74
- Route 79
- New Circulator
- Microtransit Zone
- Discontinued Route



*DAR service remained the same.

GoMicro Service Zone







FREE RIDES THROUGH JANUARY 7

Your New Way to Travel
Hemet and San Jacinto

RTA's long-awaited microtransit service, GoMicro, debuts on December 19 and we are excited to offer free rides through January 7! The new service operates daily in the Hemet-San Jacinto area, using minibuses to serve nearly 300 existing RTA bus stops. Plus it's easy to use. Grab your smartphone or tablet, open the GoMicro app and schedule a pick up at the nearest bus stop. Or schedule a trip for another day. Either way, GoMicro is your ticket to shorter travel times, more direct trips and carefree travel to your next destination!

RiversideTransit.com/GoMicro



Book rides on the GoMicro app,
online at www.book.gomicro.rideco.com
or call (951) 633-2629.

Service Kicks Off

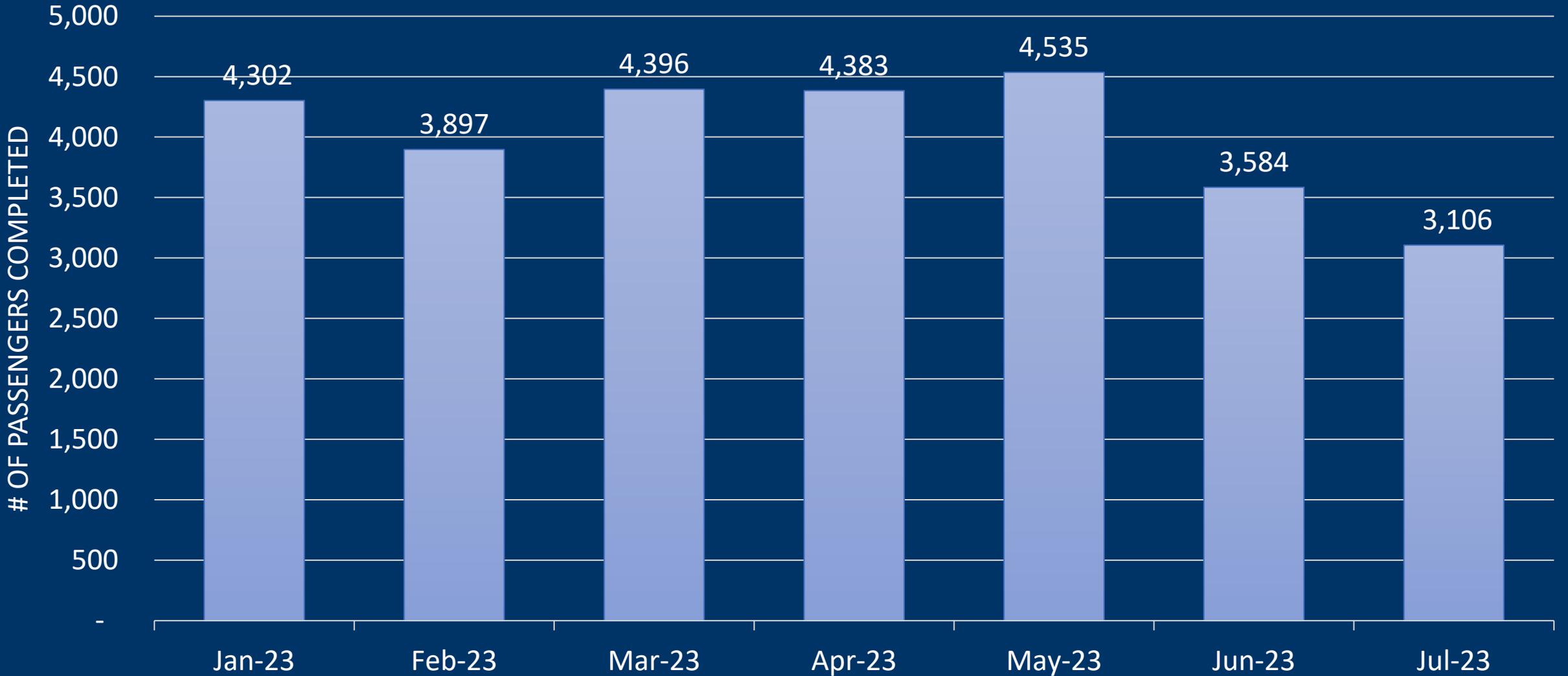
Pilot Service began on Monday, December 19
December 19 – January 7: routes remain the same

GoMicro rides were free through January 7

Service officially began on Sunday, January 8



GoMicro Ridership

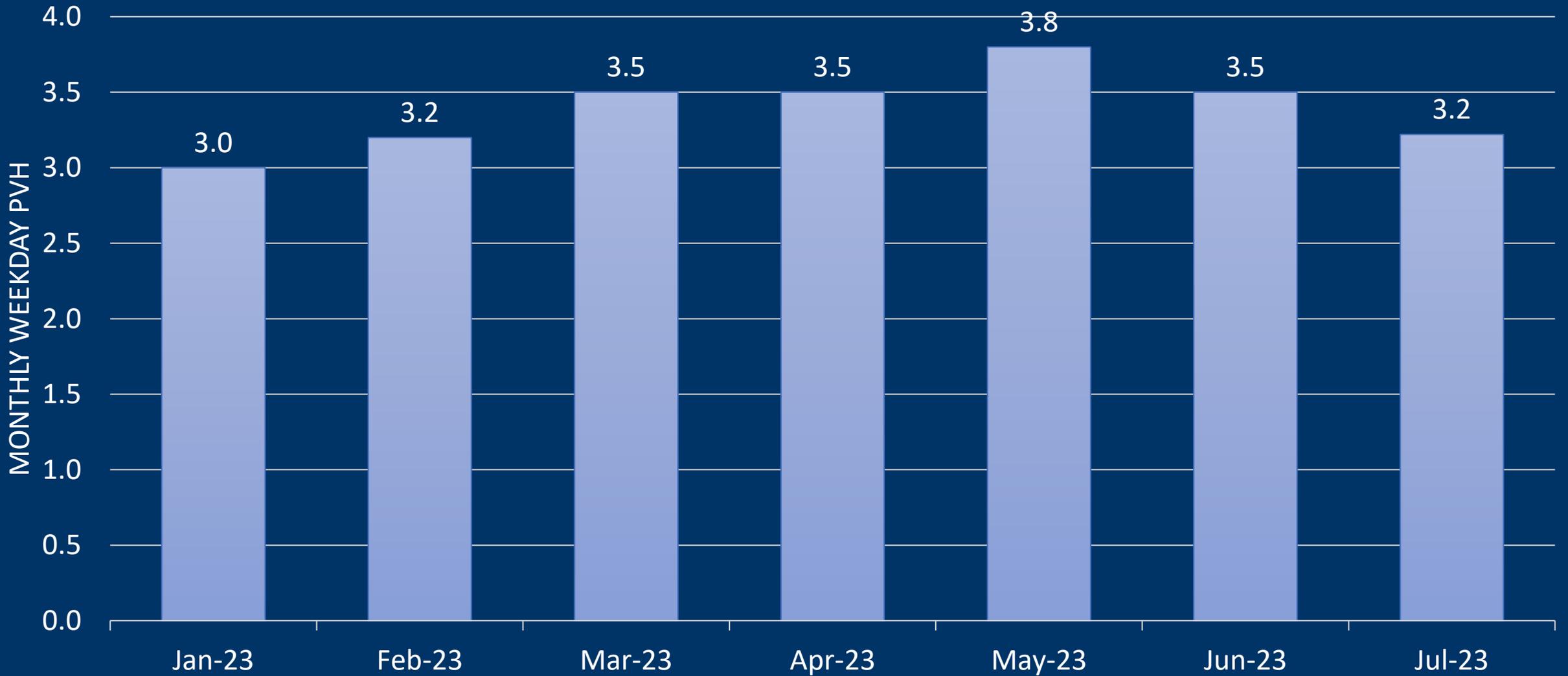


GoMicro Program Results

- **Ridership exceeded expectations immediately**
 - 49% higher than predicted in first month
 - 580 unique passengers in first month
 - 105 new riders try GoMicro each month
- **Riders love the service**
 - 4.7 stars (out of 5) average trip rating
- **High shared rides percentage**
 - Over 75% shared rides
- **Efficient service**
 - 6.3 average peak hour PVH
 - 11.2 max-hour PVH



GoMicro PVH



Program Enhancements to Improve Efficiency

- **Optimizing School Trips:** Time snapping school trips to bell times
- **Fixed Route Booking Restrictions:** Eliminate duplicative service
- **Automatic Booking Limitations:** Reduce passenger no shows
- **Wait Time Increase and Variation:** Increase shared rides
- **Improving Driver Schedules:** Matching driver supply to passenger demand

Optimizing School Trips

CONFIGURATION

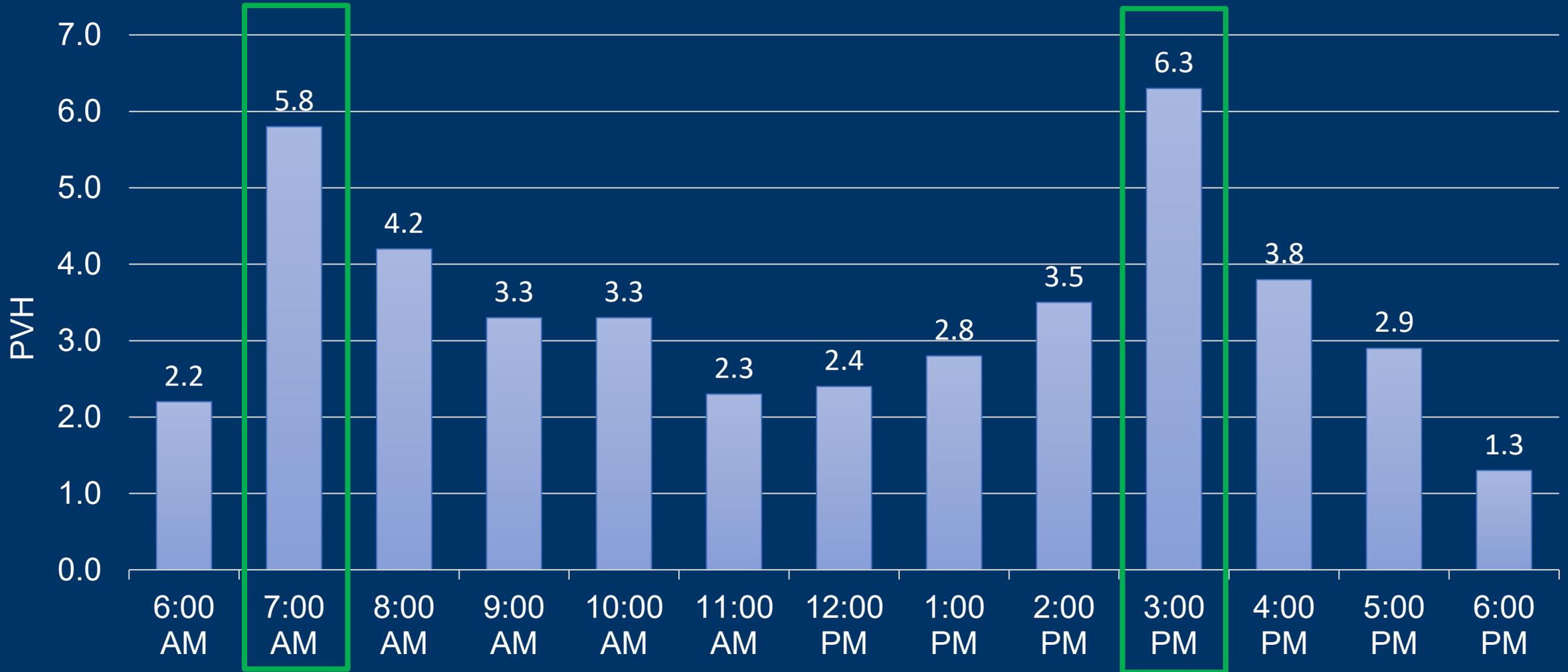
- Align pickups and drop-offs to occur 10 minutes before and after the school bell times
- 4 high schools and 2 middle schools
- **Goals:**
 1. Group student trips together, effective pooling
 2. Free up other vehicles to service non-school passengers

RESULTS

- System optimized routes to fill vehicles to/from the schools
- PVH increased significantly around bell times

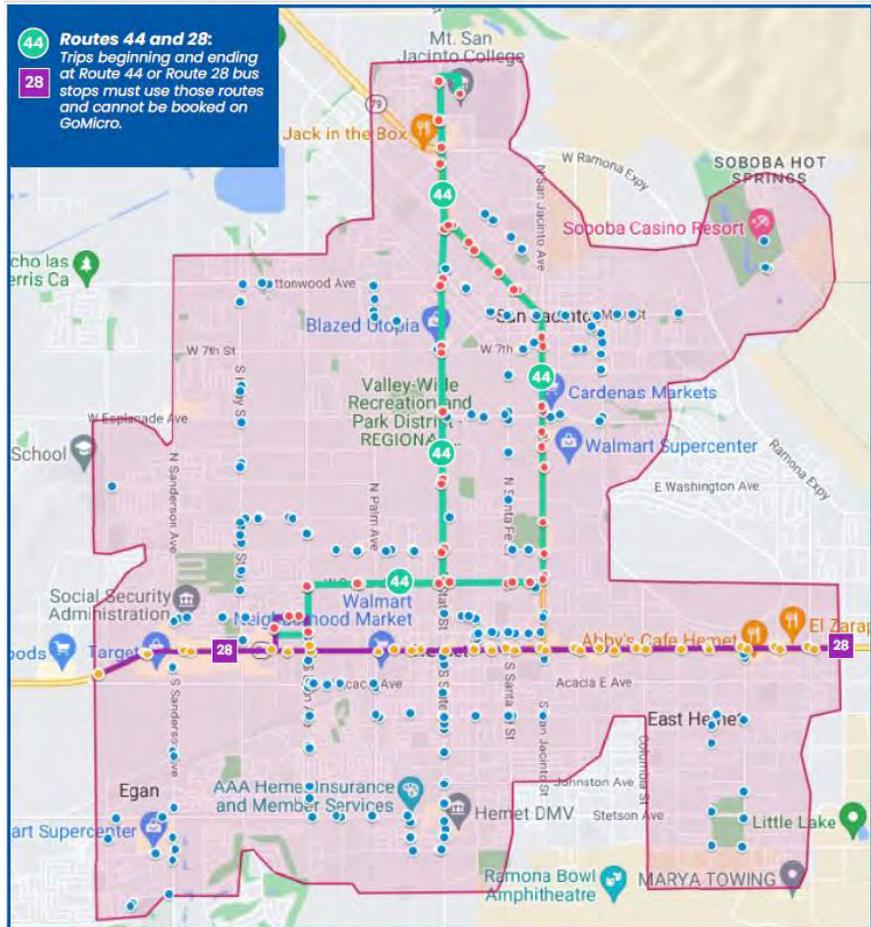
GoMicro PVH

Bell Times



Data from January to May 2023, weekdays only.

Fixed Route Restrictions



- Two fixed routes service the zone:
 - Routes 44 and 28
- At launch, we restricted trips that were duplicated by Route 44
- About 10% of trips started and ended on routes 28 and 44
- In May, we restricted these trips, freeing up capacity for trips not able to be served with fixed routes

Automatic Booking Limitations (ABL)

- GoMicro experienced a very high late cancellation and no-show rate
 - Over 50% of booked trips
- ABL places temporary limits on passengers with a history of poor booking behavior
- ABL frees up capacity for riders who intend to take trips
 - Equal opportunity for all riders

Go Micro's ABL Settings

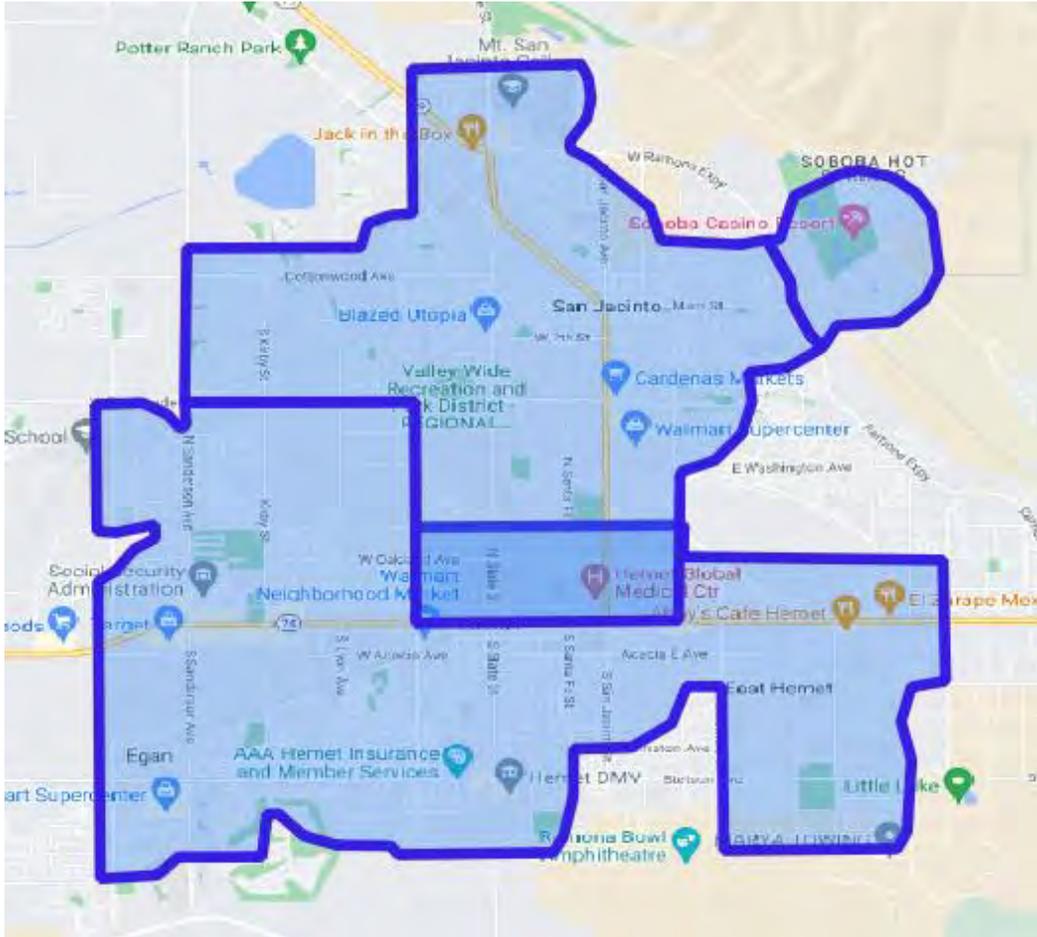
Passengers are limited if their late cancellation (within two hours) and no-show rate exceeds 40% in a 30-day period. When limited, passengers can have only four rides open and book two days in advance.

ABL IMPACTS ON CANCELLATIONS AND NO-SHOWS

	Pre	Post	Difference
Cancelled Rides %	50%	43%	-14%
Cancelled Late Rides* %	37%	24%	-35%
No Show Rides %	17%	15%	-12%
Cancelled Late* + No Show Rides %	54%	39%	-28%

* Cancelled late = cancelled within 2 hours of scheduled depart after time

Wait Time Increase and Variation



GoMicro Mini Zones

- Increased efficiency and ride sharing by increasing wait times
- Changed which ride options get offered to passengers (Time Channeling)
 - Only show most efficient options
- Rides within each mini zone now have shorter wait time than trips between zones

Optimizing Driver Schedule

- GoMicro's driver schedule only has full-time eight-hour shifts
- Underutilized vehicles during off-peak times
- An optimized driver schedule would have split-shift and/or part-time drivers
 - Based on RideCo's scheduled analysis tool
 - Confirmed best option with Service Modeling

Comparing Two Alternative Driver Schedules to Status Quo: 46 hours (4 shifts)

Alternatives	% Reduction Driver Hours	% Ridership Retained
36 Hours (3 shifts)	22%	91%
38 Hours (2 shifts, 2 part time)	17%	100%

Lessons Learned & Next Steps

- New travel patterns will emerge
- Analyze demand pattern and driver schedule
 - run simulations
- Putting GoMicro bus stops on Google maps
- Next Steps:
 - Adding part-time drivers to the schedule
 - Increase ridership availability with ABL limitations
 - Evaluate travel patterns for a possible school tripper/fixed route deviation

Thank you

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LA Metro's Access for All Grant Program

Expanding access to
Wheelchair Accessible Vehicle
demand-responsive
transportation



Roadmap

- How did this begin and what was Metro's goal?
- What were the challenges to implementation locally? And what solutions were considered?
- What resulted from the solicitation?
- Is this approach going to work?

The Beginning

It is unclear how much revenue will be generated by the access fee this bill might require the CPUC to collect. Whatever the amount, that revenue is continuously appropriated to the CPUC for the program.

SUPPORT: (Verified 8/28/18)

- Alameda County Transportation Commission
- The Arc – California Collaboration
- Association of California State Employees with Disabilities
- Association of Regional Center Agencies
- Bay Area Rapid Transit District
- California Association for Coordinated Transportation
- California Foundation for Independent Living Centers
- California Transit Association
- Center for Independence of Individuals with Disabilities
- City and County of San Francisco
- City of Oakland Department of Transportation
- City of Oakland’s Mayor’s Commission on Persons with Disabilities
- Communities Actively Living Independent and Free
- Disability Rights California
- Disability Rights Education & Defense Fund
- Marin Transit
- Metropolitan Transportation Commission
- Placer Independent Resource Services
- San Francisco County Transportation Authority
- San Francisco Mayor’s Office on Disability
- San Francisco Municipal Transportation Agency
- San Francisco Multimodal Accessibility Advisory Committee
- San Francisco Paratransit Coordinating Council
- San Mateo County Transit District
- Senior and Disability Action
- The Center for Independent Living
- Uber
- United Cerebral Palsy – California Collaboration

OPPOSITION: (Verified 8/28/18)

None received

ARGUMENTS IN SUPPORT: According to the author, disability access to TNCs should be of the highest priority; it is an equity issue the CPUC and the

Excerpt from the CA Senate Analysis of SB 1376

San Francisco Paratransit Coordinating Council
San Mateo County Transit District
Senior and Disability Action
The Center for Independent Living
Uber
United Cerebral Palsy – California Collaboration

OPPOSITION: (Verified 8/28/18)

None received

ARGUMENTS IN SUPPORT: According to the author

The Beginning

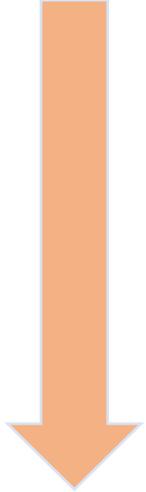
Subsequent CPUC Rulemaking process dove into the details

The screenshot shows a Zoom meeting interface with five participants: Curtis, Terra M.; Tesfal, Leuwam; Demetrius Reagans; Michael Tietjen; and Bryan. The main content is a presentation slide titled "California's TNC Access for All Program". The slide includes the following text: "R.19-02-012 Track 5B Public Workshop 4/27/22", "A first-in-the-nation statewide program to provide on-demand wheelchair-accessible vehicle (WAV) transportation service", and "Consumer Protection and Enforcement Division, Transportation Analysis Section, Terra Curtis, Supervisor, Anna Jew, Lead Analyst". The slide also features the California Public Utilities Commission logo and two photos: one of a woman in a wheelchair being assisted into a vehicle, and another of a white Lyft car. Photo credits for "VIA" and "Lyft" are visible. A "+19" icon is in the bottom right corner of the slide.

Photo: CPUC

Developing a Local Program

CPUC



Metro

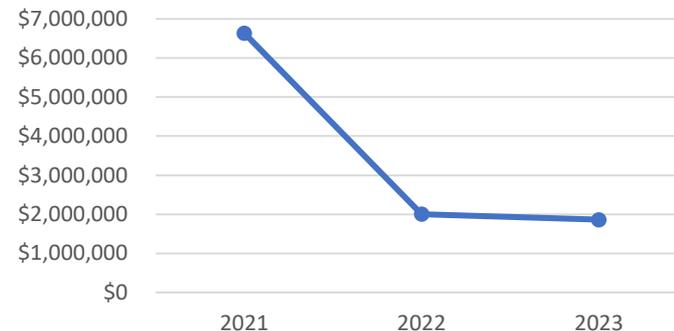


SB 1376 Passed Into Law	September 2018
Track 1 Decision	July 2019
Metro Approved as LAFA	July 2021
Notice of Funding Availability	December 5, 2022
Track 5 Decision	February 2023
Applications Due	February 2023
Preliminary Award Recommendations	March 2023
Board Approval	May 2023
Execute Funding Agreements	June 2023

Developing a Local Program

- \$7,867,031 available via Metro's (almost awarded) FY23 funding opportunity
- CPUC to allocate funds annually proportional to the percent of fees originating in that geographic area.

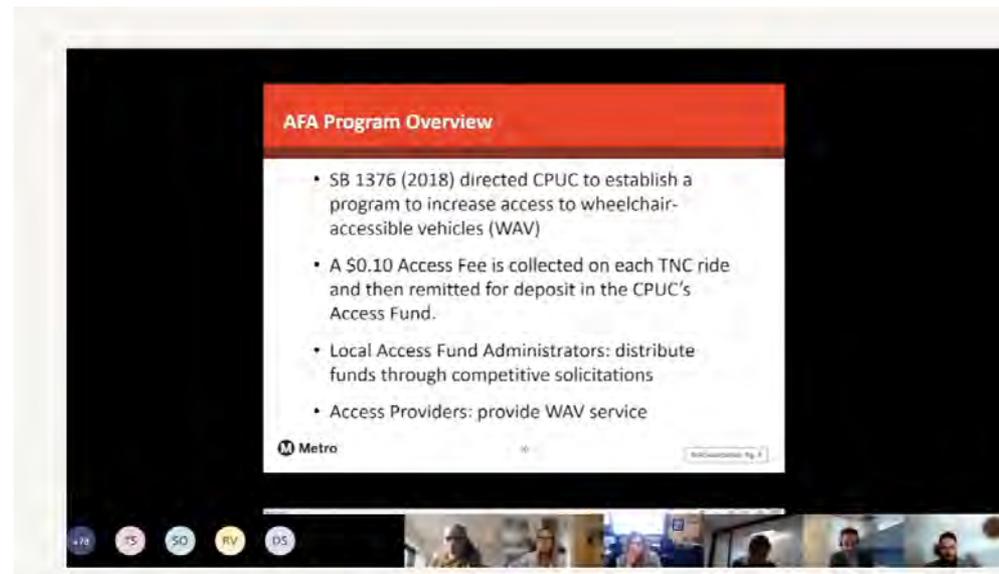
Funding Year	Collection Source	Funding Available (LA)
2021	Q3 2019 – Q2 2020	\$6,630,467
2022	Q3 2020 – Q2 2021	\$2,005,673
2023	Q3 2021 – Q2 2022	\$1,864,487
2024	Q3 2022 – Q2 2023	TBD
2025	Q3 2023 – Q2 2024	TBD
2026	Q3 2024 – Q2 2025	TBD



Developing a Local Program

Working Group Input

- Challenges
 - Service Gaps
 - Service characteristics
 - Current WAV capacity
 - Geography
- Options considered
 - Access Services
 - Metro Micro
 - Brokered Transportation
 - Capital WAV purchases
 - Operating expenses



Comparison: FTA Section 5310 vs. State Access for All

	5310	AFA
On-Demand	◇	◆
Capital Purchases	◇	◇
Operating Expenses	◇	◇
Funds Liquidated within 1 Year	◇	◆
Local Match	◆	◇
Quarterly Progress Reporting	◆	◆
Applicants may be Private For-Profit Companies		◆
Post-Project Oversight	◆	

◆ Required
◇ Allowed, Optional

The Projects!

Los Angeles County
Metropolitan Transportation Authority

Access for All Grant Program
To expand access to Wheelchair Accessible Vehicle (WAV)
demand-responsive transportation

FY 2023 Competitive Grant Application



Application Deadline: 5:00 pm on Monday, February 6, 2023

 Metro

December 2022

- Solicitation released in December 2022
- Six applications received
- Recommending five for award, two of which are partially funded
 - Capital (vehicles)
 - Operations (local and countywide)

So, how's it going?

- TBD!
 - 5 projects coming online in Los Angeles, **more** throughout the state
- Need time and data
- Defining the right fee level and role of the AFA program