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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, March 26, 2025
10:00 a.m. – 12:00 p.m.

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1410. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 26, 2025**

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

1.0 CALL TO ORDER

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

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

3.0 RECEIVE AND FILE

Time Page

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3.4	<u>Federal Transit Administration (FTA) Advisory for Street Running Rail Vehicle Collisions</u> (Dylan Ando, SCAG)	28
3.5	<u>Shared-Use Mobility Center (SUMC) Mobility Hubs Design Framework for Women and Caregivers</u> (Dylan Ando, SCAG)	29
3.6	<u>Wildfire Related Emergency Response Planning Resources</u> (Dylan Ando, SCAG)	30

4.0 INFORMATIONAL ITEMS

4.1	<u>SB 960 and Caltrans’ District Transit Plans</u> (Josh Pulverman; Jessica Downing, Caltrans)	20	31
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**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 26, 2025**

4.2	<u>Transit Support for Emergency Response</u>		
4.2.1	<u>Big Blue Bus' Role in the Palisades Fire Response</u> (Liseth Guizar, City of Santa Monica)	10	43
4.2.2	<u>Pasadena Transit</u> (Sebastian Hernandez; Britt Card, City of Pasadena)	10	54
4.2.3	<u>Wildfire Evacuation Response and Plans among Transit Riders in Los Angeles County</u> (Madeline Brozen, UCLA Lewis Center for Regional Policy Studies)	10	63
4.3	<u>CalSTA Transit Transformation Task Force Update</u> (Lorelle Moe-Luna, RCTC)	20	83
5.0	<u>STAFF REPORT</u>		
5.1	<u>SCAG Mobility Hubs Update</u> (Sirinya Matute, SCAG)	5	91
6.0	<u>ADJOURNMENT</u>		

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, May 28, 2025.

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

October 30, 2024

Minutes

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

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

Members Participating:

Jennifer Nguyen (Chair)	Riverside Transit Agency
Aubrey Smith (Vice Chair)	Ventura County Transportation Commission
Geraldina Romo	Antelope Valley Transit Authority
Randy Barragan	City of Riverside
Ron Profeta	City of Riverside
Danielle Watts	City of Santa Clarita
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Alfredo Torales	City of Santa Monica Big Blue Bus
Barbara Andre	City of Santa Monica Department of Transportation
Ben Gonzales	City of Simi Valley
Grahame Watts	City of Thousand Oaks Transit
James Lee	City of Torrance Transit
Josh Landis	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Chun Leung	Los Angeles Department of Transportation
Kay Sasaki	Los Angeles Department of Transportation
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
David Huang	Metrolink
Alfredo Machuca	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System
Alex Shippee	Omnitrans
Ben Nolen	Omnitrans
Angel Garfio	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission

Lorelle Moe-Luna	Riverside County Transportation Commission
Nicole Soto	San Bernardino County Transportation Authority
Luis Garcia	SunLine Transit Agency
Paul Mattern	SunLine Transit Agency
Dana Curtis	Victor Valley Transit Authority
Rod Goldman	Victor Valley Transit Authority
Sylvia Harris	Victor Valley Transit Authority

Kirk Schneider	Caltrans
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SCAG Staff:

Courtney Aguirre	Sirinya Matute
Krista Yost	

1.0 CALL TO ORDER

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

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the July 31, 2024, RTTAC Meeting
- 3.2 Regional Transit Operators Forum
- 3.3 Transportation Trends Update
- 3.4 Federal Transit Reporting Requirements
- 3.5 Federal Transit Administration (FTA) General Directive on Protecting Frontline Transit Workers from Assault
- 3.6 California Air Resources Board (CARB) Innovative Clean Transit Reporting Tool (ICTRT)
- 3.7 University of California, Irvine (UCI) Listening Session on AI-Based Mobility
- 3.8 California Assembly Bill (AB) 2553 and High-Quality Transit Corridors Interactive Web Map Updates

Krista Yost, SCAG staff, reviewed the Receive and File items.

- Krista noted item 3.3 Transportation Trends Update was presented to the Transportation Committee with ridership trends improving over the last 12 months ending in June 2024.

- For item 3.4 Federal Transit Administration (FTA) General Directive on Protecting Frontline Transit Workers from Assault, Krista stated that to ensure compliance with federal transit performance measures for Transit Asset Management (TAM) and Public Transportation Safety Plans (PTSP) transit operators should share updated TAM, PTSP, and National Transit Database submittal reports. She advised them to refer to the FY24 Comprehensive Review Contractor’s Manual for federal reporting requirements.
- Krista shared that SCAG would be offering a virtual TransAM training workshop on December 3, 2024, with a recording available after.
- Krista shared that item 3.5, Federal Transit Administration (FTA) General Directive on Protecting Frontline Transit Workers from Assault, requires all transit agencies subject to FTA safety plan regulations to complete a safety risk assessment with more information in the staff report.
- Krista shared that item 3.6 California Air Resources Board (CARB) Innovative Clean Transit Reporting Tool (ICTRT) was available through November 8, 2024, for transit agencies.
- For item 3.7 University of California, Irvine (UCI) Listening Session on AI-Based Mobility, Krista shared that SCAG and HORIBA Institute for Mobility and Connectivity will host a listening session on improving safety and energy efficiency for transportation systems at the SCAG office and online on November 6, 2024.
- Krista highlighted item 3.8, California Assembly Bill (AB) 2553 and High-Quality Transit Corridors Interactive Web Map Updates and explained that AB 2553 revised the definition of major transit stops with service frequency shifting from 15 minutes to 20 minutes requiring the High-Quality Transit Corridors Interactive Web Map to be updated.

4.0 INFORMATIONAL ITEMS

4.1 City of Santa Monica Big Blue Bus “Brighter Blue” Comprehensive Operational Analysis

Abdallah Daboussi, Strategic Transit Planner at the City of Santa Monica’s Big Blue Bus (BBB), provided an update on the upcoming five-year service plan known as Brighter Blue.

Courtney Aguirre, SCAG, inquired about the funding for expanded service, if the frequent local route changes included all rapid routes, and continued feedback as the changes are implemented. Mr. Daboussi explained that although the main challenge for expanded service is operator recruitment, based on trends it is expected that there will be enough operators for the five-year service changes. He followed up on the frequent local routes by explaining the changes were made to all but two routes that had both a local and rapid variant. He concluded that although most feedback was made in the outreach stage, BBB will continue to respond to feedback.

Ben Nolen, Omnitrans, asked how the service hours compare to before the pandemic which Mr. Daboussi responded that the changes were more of a return to pre-pandemic service.

4.2 Victor Valley Transit Authority Comprehensive Operational Analysis and Five-Year Transit Plan

Roderick Goldman, Director of Operations at Victor Valley Transit Authority (VVTA), provided an update on the VVTA Comprehensive Operational Analysis (COA).

Ben Nolen, Omnitrans, asked if the changes would result in service hours higher than the service hours pre-pandemic. Mr. Goldman responded that after the implementation of the five-year plan, service hours would be slightly above the 2019 hours.

Geraldina Romo, Antelope Valley Transit Authority, asked what metrics were used to determine if a route was not productive. Mr. Goldman replied that there was not a robust metric, however, ridership, boardings per hours, and boardings per mile were low enough to justify microtransit for removed routes and other streamlining modifications.

Courtney Aguirre, SCAG, asked about the transition to ZEB and if there is any regional coordination for hydrogen fueling. Mr. Goldman responded that as part of the COA plans, VVTA will be building a hydrogen fueling station.

4.3 CALSTA Transit Transformation Task Force Update

Lorelle Moe-Luna, Multimodal Services Director at Riverside County Transportation Commission (RCTC), provided an update on the Transit Transformation Task Force. Ms. Moe-Luna began with a background of the Task Force including its policy goals and a recap of previous meetings. In June, the task force meeting focused on case studies of transit prioritization while the most recent August meeting focused on approving strategies and policy recommendations for transit prioritization implementation.

Ms. Moe-Luna highlighted the four main strategies that were identified.

- Strategy A is to standardize, support, and scale transit priority infrastructure, emphasized standardization through statewide transit signal prioritization (TSP) procurements, updating documents, allowing transit buses to have yield to bus signs, and use of camera technology to discourage illegal parking.
- Strategy B is to expedite delivery of transit supportive infrastructure which encompasses exemption or pre-exemption of buses on priority transit routes, extending SB 922 to provide CEQA exemptions for transit prioritization projects, by-right permitting support for transit infrastructure, and statewide Transportation Investment Generating Economic Recovery (TIGER) team for Bus Rapid Transit (BRT)/Bus Only lanes.
- Strategy C is to coordinate and collaborate to deliver infrastructure across jurisdictions with suggestions to develop a framework for TSP and BRT implementation statewide, create a working group for TSP implementation discussion, and the use of State Highway Operation and Protection Program (SHOPP) funds to support TSP and other amenities.

- Strategy D is to establish flexibility with state funding sources with strategies to support the use of state funds and encouragement for transit priority infrastructure through guidelines and recommendations.

Ms. Moe-Luna provided details on the October Task Force meeting regarding land use, transit, and transit-oriented development before leading a discussion around increasing development around transit. Grahame Watts, City of Thousand Oaks Transit, mentioned EV infrastructure development as part of the land use policy when developing around transit. Jessica Cignarella, Long Beach Transit, noted the ongoing challenge of having sufficient funding for operations, which is further impacted by the transition to ZEB. Ms. Moe-Luna emphasized their concerns and how the Task Force plans to focus on funding sources at the next meeting.

5.0 STAFF REPORT

5.1 SCAG Mobility Hubs Update

Sirinya Matute, SCAG, provided a mobility hubs update. Ms. Matute provided background on mobility hubs and SCAG's efforts. She provided a recap of efforts including identifying a baseline mobility hubs network. She described more recent work including developing mobility hubs design and implementation guidance and conceptual designs for projects in partnership with local partners.

6.0 ADJOURNMENT

Jennifer Nguyen, Chair, adjourned the meeting at 11:16 a.m.

Regional Transit Technical Advisory Committee
2025 Agenda Look Ahead

The RTTAC meets quarterly on the fifth Wednesday of the month. The following is a tentative look-ahead to the proposed RTTAC agendas for 2025. It includes three standing items requested by the Chair and Vice Chair for:

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

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

Spring 2025 (March 26)

- Regulatory Compliance Standing Item
 - SB 960, Caltrans District Transit Plans
- Performance Standing Item
 - CalSTA Transit Transformation Task Force Updates
 - Transportation Trends Update
- SCAG Project Updates
 - Mobility Hubs Local Jurisdiction Guidance and Conceptual Designs
- Pasadena Transit Eaton Fire Response
- Santa Monica Big Blue Bus' Role in the Responding to the Palisades Fire
- UCLA Research – Transit Riders' Health Risks and Adaptive Travel During the Los Angeles Wildfires

Spring 2025 (May 28)

- Regulatory Compliance Standing Item
- Performance Standing Item
 - CalSTA Transit Transformation Task Force Updates
 - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
 - AC Transit Automated Camera Bus Lane Enforcement Program
 - Orange County Transportation Authority (OCTA) OC Wave – Open Loop
 - RTA Open Loop Payment System

- 2028 Olympic and Paralympic Games planning
- Metro I-405 corridor studies

Summer 2025 (July 30)

- Regulatory Compliance Standing Item
- Performance Standing Item
 - CalSTA Transit Transformation Task Force Updates
 - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
 - Imperial County Transportation Commission (ICTC) Microtransit Pilot
 - City of Riverside + RTA AV pilot project
 - Transit Technology Ecosystem
- Metro NextGen Study and Recovery Plan Update
- Metro Fare Capping Policy Update
- RCTC Core Capacity Innovative Transit Study
- SCAG Project Updates
 - Mobility Hubs Pilot Projects

Fall 2025 (October 29)

- Regulatory Compliance Standing Item
- Performance Standing Item
 - CalSTA Transit Transformation Task Force Updates
 - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
 - Santa Monica Big Blue Bus Automated Bus Lane Enforcement Pilot
 - Metropolitan Transit System (MTS and North County Transit District (NCTD) Express Mode Payment System
- Metrolink Reimagined - Schedule Optimization Project Updates
- RCTC Transit-Oriented Communities Strategic Plan

Future Items:

- Rail
 - CAHSR updates
 - Brightline rail and stations between Rancho Cucamonga and Las Vegas – EIR
- Major Events Planning
 - 2026 FIFA World Cup
 - 2028 Olympic and Paralympic Games
- Technological progress
 - Upcoming CARB requirements
 - Transition to zero emissions
 - Innovative technologies to improve safety and system performance.
 - Transit technology

- Hydrogen fuel cell bus deployment
- Fares
 - Free fares implementation
 - Fare capping updates
 - Cal-ITP updates
 - Open loop payment pilot project
- Schedule integration
 - Service coordination to address a more seamless transition between agencies and modes.
 - VCTC Transit Integration and Efficiency Study (TIES) Update
- Microtransit
 - Intersection of microtransit and fixed-route service when microtransit is provided by a city or MPO and not the transit agency in the area.
- Data
 - GTFS real-time and improving ping rates when using a single feed.
- Workforce Development
- Transit oriented development
- Complete streets planning
 - First/last mile planning
 - Dedicated lanes and transit signal priority projects
- Transit Schedule Adjustments
 - Metropolitan Transportation Commission
 - Schedule Alignment Accelerates Bay Area Transit Transformation
 - Orienting transit to be more connected, efficient, and customer focused by improving system transfers and coordinating twice a year schedule changes



AGENDA ITEM 3
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Courtney Aguirre, Planning Supervisor
(213) 236-1990, aguirre@scag.ca.gov

Subject: Transportation Trends Update

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in December 2024. Overall, in December 2024, the region's bus ridership was eight percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down six percent vs. 29 percent, respectively). Metrolink's rail ridership in December 2024 was 39 percent lower than it was in December 2019 (excluding newer Arrow Line ridership). L.A. Metro rail and Metrolink declines in ridership were not unexpected since the holidays often result in decreases in ridership. Vehicular travel has recovered at a more robust rate. Vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. VMT was about five percent below pre-pandemic levels between March and December 2024, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of December 2024. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained between 30 and 35 percent since then. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

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

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency did not report the data on time. These delays make it difficult to provide immediate and current insights.

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

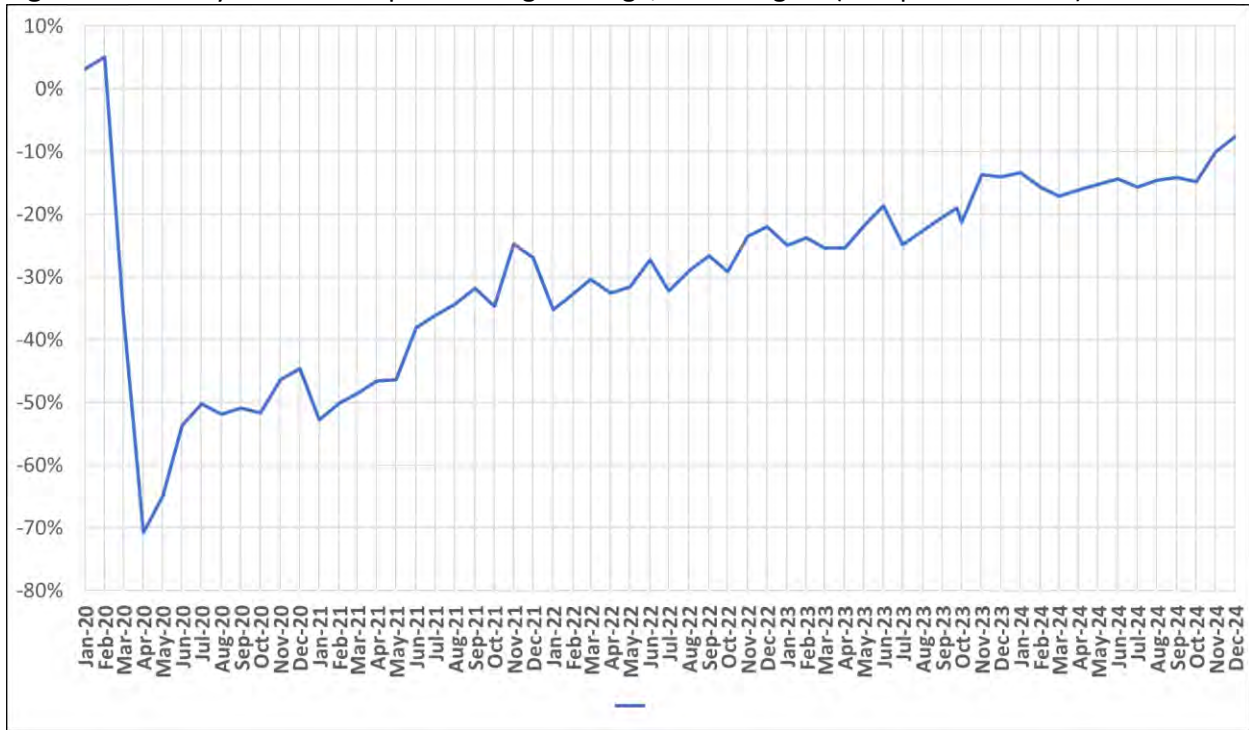
For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the State Highway System (SHS). California currently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

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

Overall Transit/Rail Trends

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

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



Source: Federal Transit Administration National Transit Database, as of February 2025.

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

Bus Operator	FY24 Qtr3	FY24 Qtr4	FY25 Qtr1	FY25 Qtr2
	Jan-Mar	Mar-Jun	Jul-Sep	Oct-Dec
Anaheim Transportation Network	-3%	-9%	-20%	-14%
Antelope Valley Transit Authority	-30%	-39%	-40%	-41%
Beach Cities Transit (City of Redondo Beach)	-27%	-33%	-28%	-30%
City of Commerce Municipal Buslines	33%	34%	31%	30%
City of Glendale*	-24%	-25%	-27%	-14%
City of Los Angeles Department of Transportation	-15%	-19%	-13%	-15%
City of Pasadena	-18%	-21%	-25%	-24%
Culver City Municipal Bus Lines	-36%	-34%	-32%	-24%
Foothill Transit	-20%	-21%	-17%	-13%
Gold Coast Transit	7%	4%	2%	2%
City of Gardena Transportation Department	-24%	-21%	-20%	-17%
Imperial County Transportation Commission	25%	23%	-11%	-5%
Long Beach Transit	-26%	-23%	-21%	-15%

Bus Operator	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec
Los Angeles County Metro	-13%	-12%	-11%	-11%
Montebello Bus Lines	-46%	-48%	-48%	-45%
Norwalk Transit System	-18%	-17%	-12%	-14%
Omnitrans	-32%	-34%	-34%	-30%
Orange County Transportation Authority	-5%	-4%	-1%	1%
Riverside Transit Agency	-34%	-33%	-32%	-27%
Santa Clarita Transit	-11%	-13%	-9%	-5%
Santa Monica's Big Blue Bus	-28%	-32%	-36%	-26%
SunLine Transit Agency	-35%	-35%	-38%	-31%
Torrance Transit System	-40%	-36%	-32%	-32%
Ventura Intercity Service Transit Authority	-38%	-36%	-30%	-27%
Victor Valley Transit Authority	-38%	-30%	-28%	-26%
TOTAL	-15%	-15%	-14%	-13%

Source: Federal Transit Administration National Transit Database, as of February 2025.

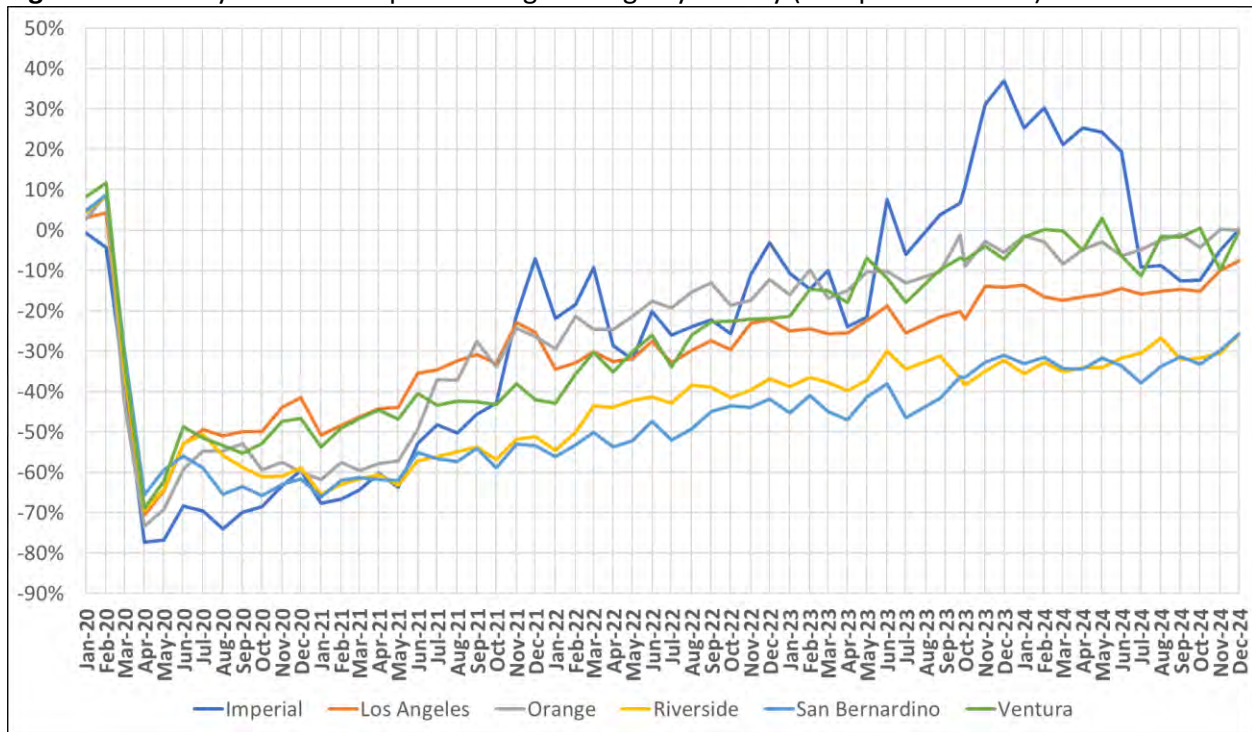
*City of Glendale baseline FY 2019 ridership numbers were corrected, adjusting the baseline 2019 monthly ridership numbers and the respective quarterly ridership change comparison.

Note: Anaheim Transportation Network, City of Pasadena, and Ventura Intercity Service Transit Authority were unable to report ridership statistics in the previous NTD reporting round, covering July and August 2024, but have since reported their ridership statistics, updating the results for this period.

Most counties in the region have experienced moderate gains in transit ridership over the course of the past year, with Riverside County experiencing the most significant increase of 10 percent when comparing December 2024 to December 2023. Meanwhile, Los Angeles, Ventura, and San Bernardino counties have experienced a smaller gain of eight percent each. Orange County experienced a six percent gain. Imperial County is the only county in the region experiencing a significant loss in ridership, with a 27 percent decrease over the same period. The significant decrease in ridership over the previous year is likely influenced by Imperial County’s substantial ridership growth at the end of 2023 and into early 2024. For example, in December 2023, Imperial County experienced a 41 percent increase in ridership compared to December 2022. Overall, regional bus ridership increased by seven percent year-over-year between December 2024 and December 2023.

Overall, these trends represent a significant improvement from December 2020, when regional transit ridership was down by 45 percent against December 2019. Furthermore, bus ridership has returned to pre-pandemic levels (December 2019) in Imperial County, Orange County, and Ventura counties, as shown in **Figure 2**.

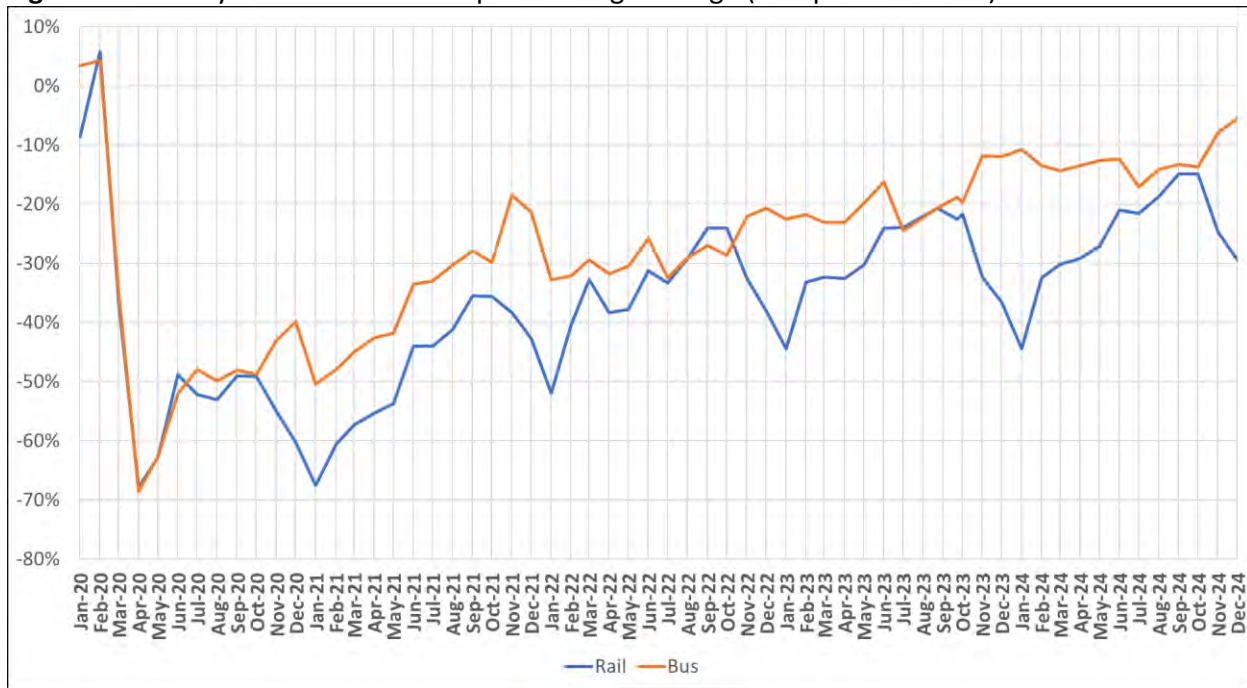
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: Federal Transit Administration National Transit Database, as of February 2025.

Data reported by L.A. Metro for its bus and rail systems through December 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly seven percent in December 2024 compared to December 2023, marking the 25th consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by 11 percent over the same time period. Although these trends are an improvement from December 2020, they remain below pre-pandemic levels. For example, compared to December 2019, bus ridership in December 2024 was down six percent, and rail ridership was down 29 percent over the same time period. The 29 percent decrease of rail ridership compared to December 2019 is likely attributable to holiday seasonal trends.

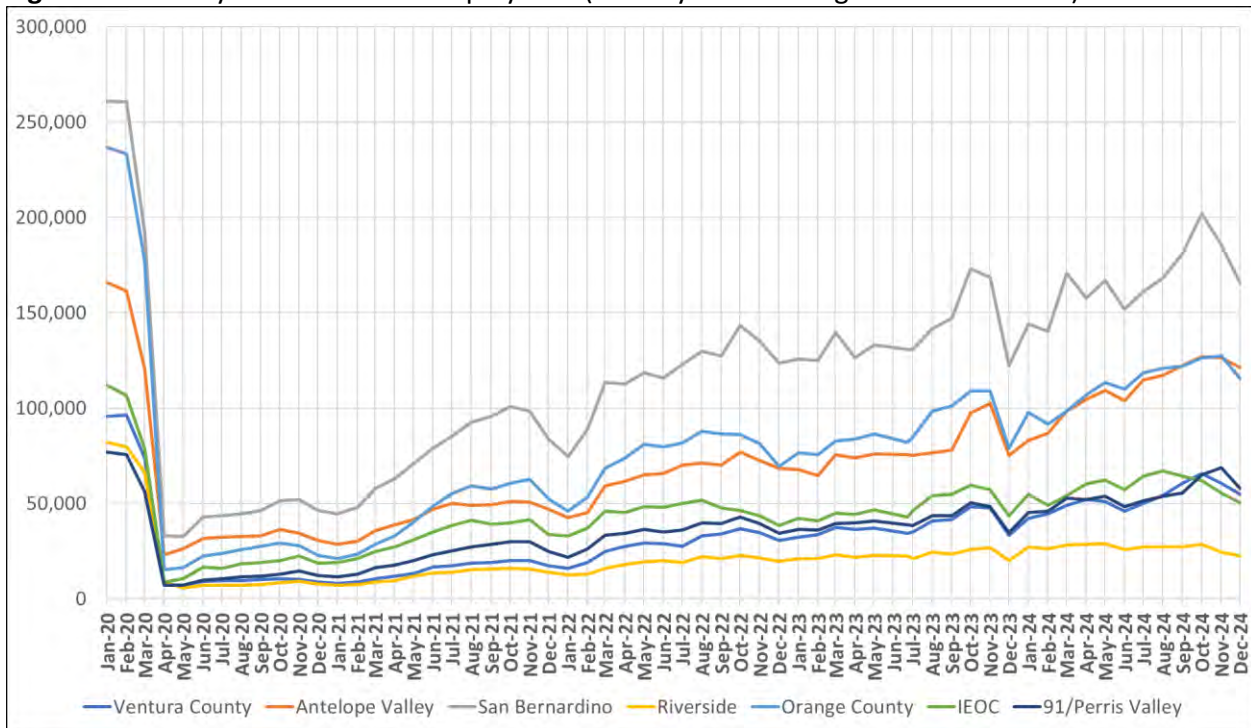
Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)



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

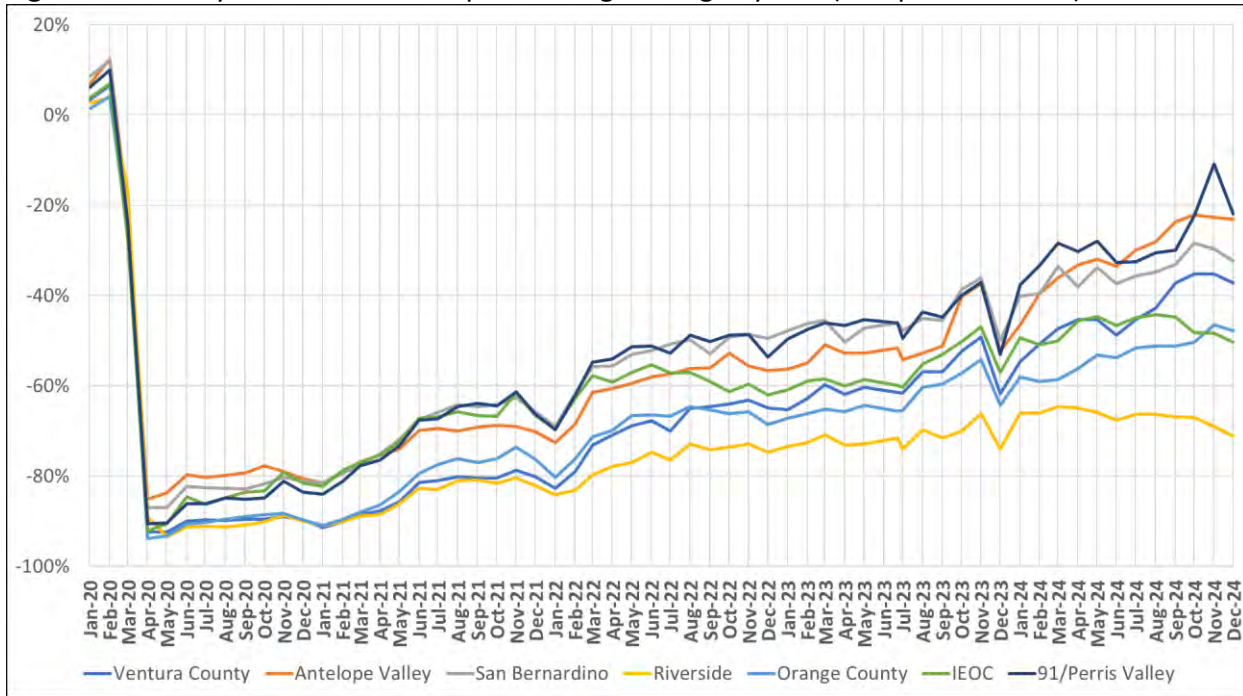
Figure 4 reflects total monthly ridership data reported by Metrolink by line through December 2024. Overall, Metrolink regional rail ridership is up by approximately 44 percent in December 2024, compared to December 2023, with the 91/Perris Valley line experiencing the most significant increase at 66 percent followed by the Ventura County line with a 65 percent increase. The Antelope Valley and Orange County lines experienced increases of 61 and 46 percent, respectively. Notably, the December 2024 trends for all lines are behind the trends observed in preceding months. The decline in ridership can be potentially attributed to seasonal holiday ridership patterns and adjustments around the operational service change in October, notably for the San Bernardino line. On October 21, 2024, Metrolink added 32 new weekdays trains, a nearly 23 percent increase in systemwide service, to better accommodate local travel and regional passenger rail by increasing weekday service levels and optimizing connections. The San Bernardino line received most of the new weekday trains (18), while the Orange County line added seven. On January 27, 2025, Metrolink implemented additional service changes to the San Bernardino line to better manage track capacity issues while retaining service improvements (although not reflected in the data).

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



Source: Southern California Regional Rail Authority, as of February 2025.

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

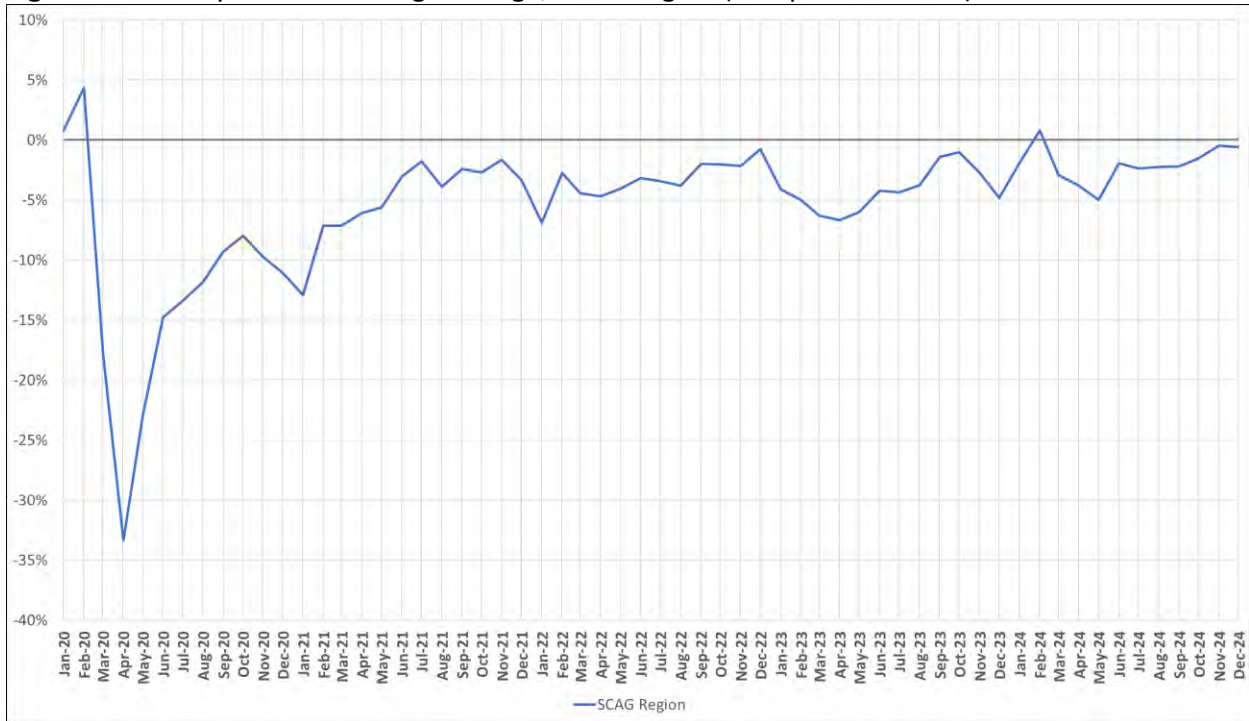


Source: Southern California Regional Rail Authority, as of February 2025.

Overall Vehicular Travel Trends

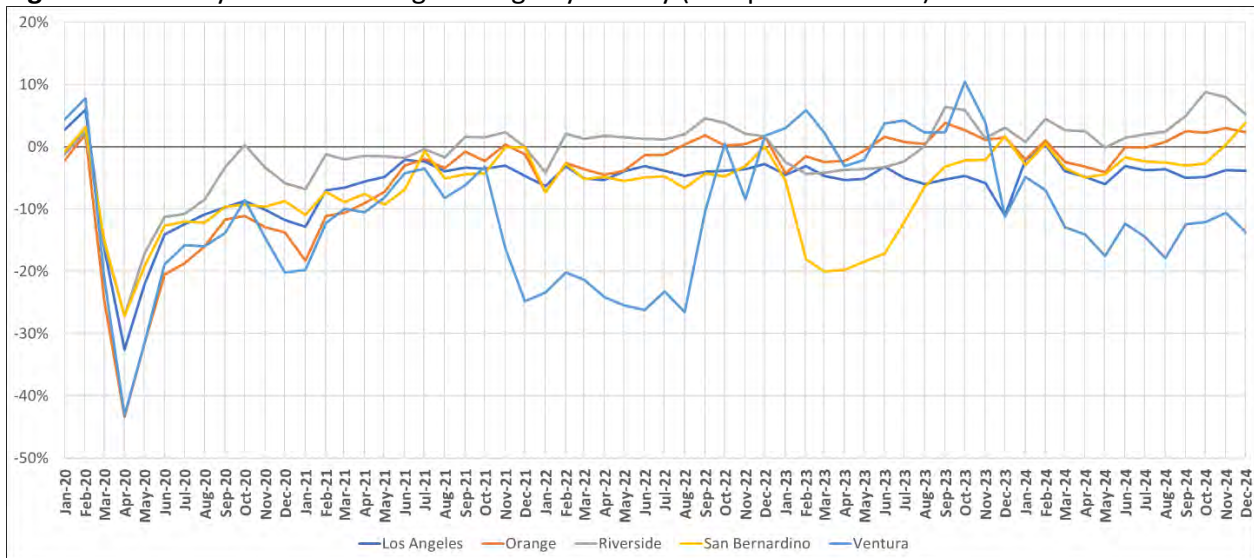
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed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

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



Source: California Performance Measurement System (PeMS), as of February 2025.

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

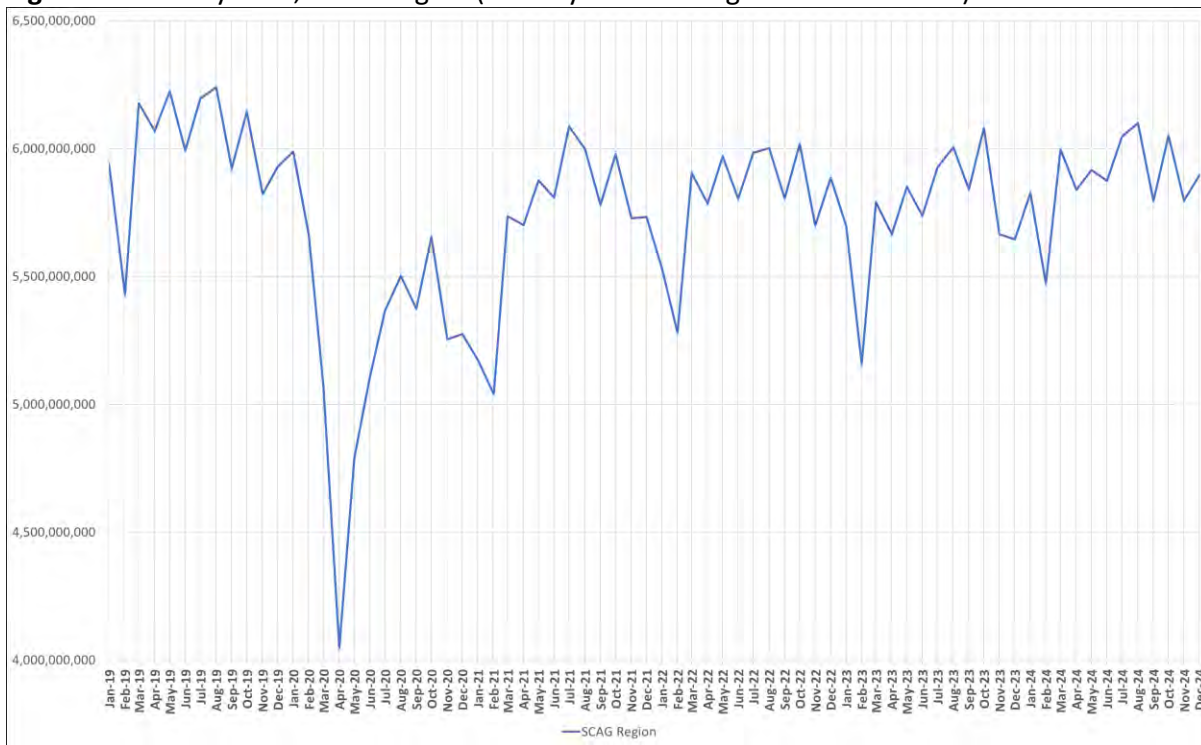


Source: California Performance Measurement System (PeMS), as of February 2025.

As noted in previous updates to the Transportation Committee, county-level VMT trends have varied. Los Angeles, Orange, and Riverside counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino counties appear to have experienced temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, as has also been noted in previous updates to the Transportation Committee, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors, rather than actual VMT declines. SCAG staff is continuing to review county-level data given these apparent anomalies.

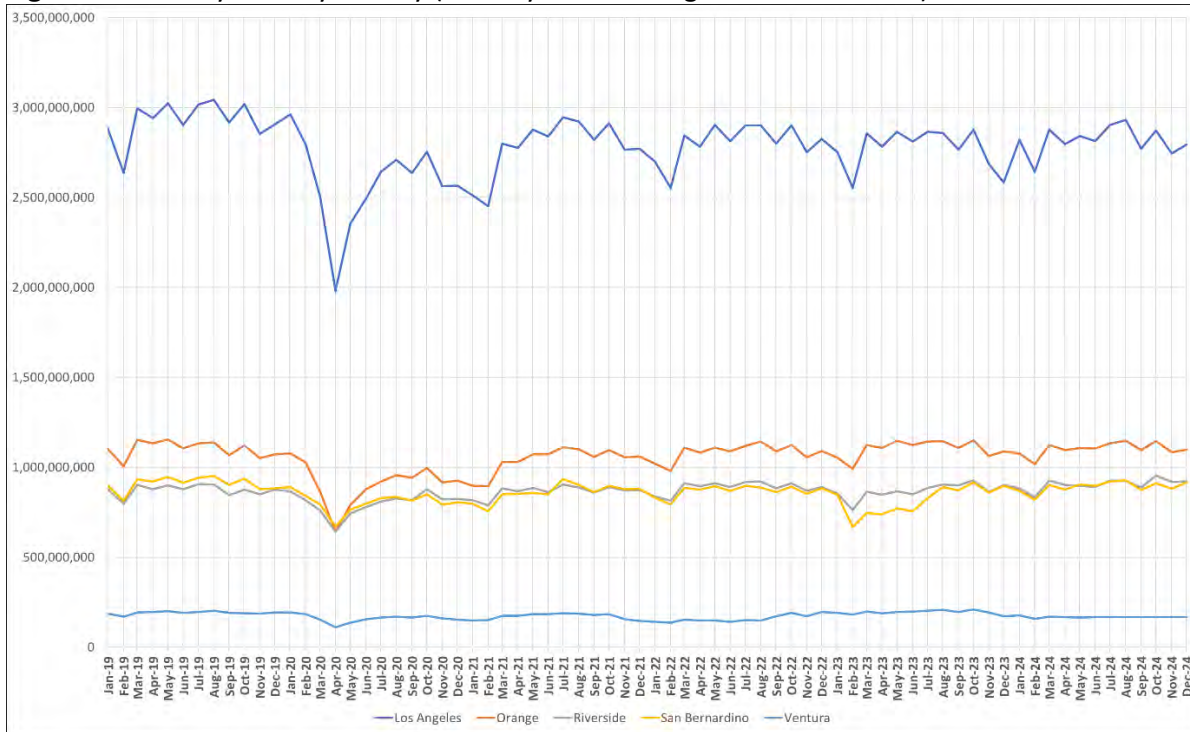
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

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



Source: California Performance Measurement System (PeMS), as of February 2025.

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

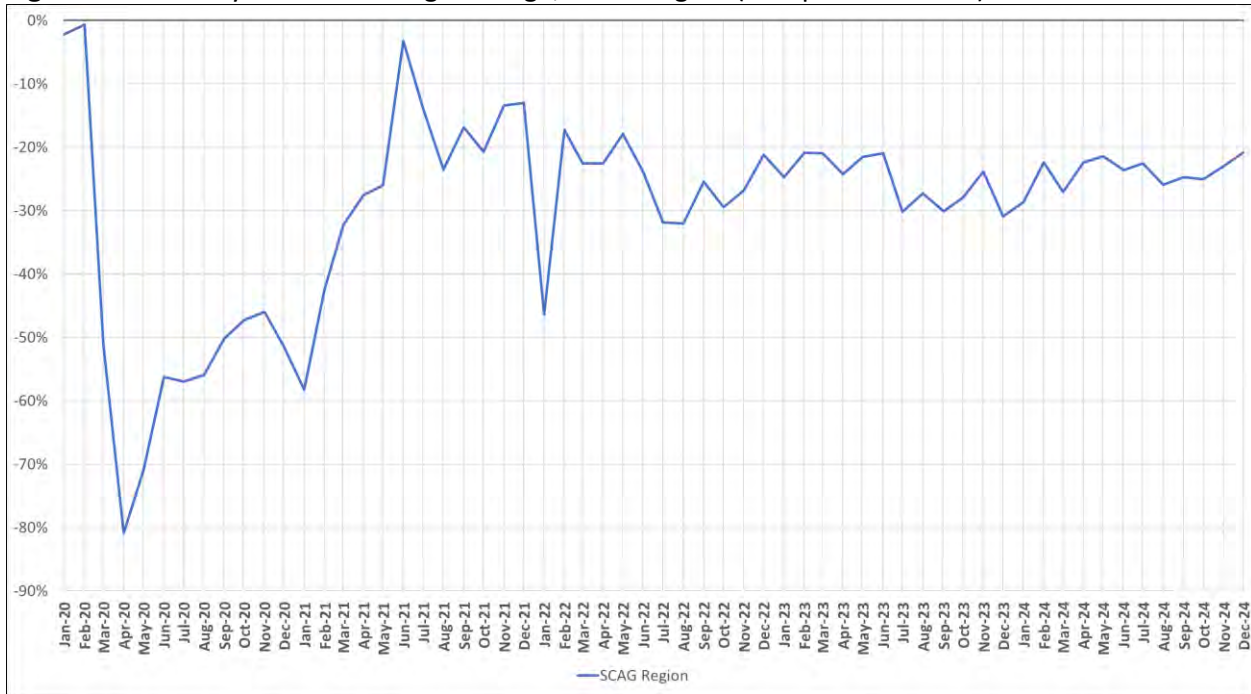


Source: California Performance Measurement System (PeMS), as of February 2025.

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

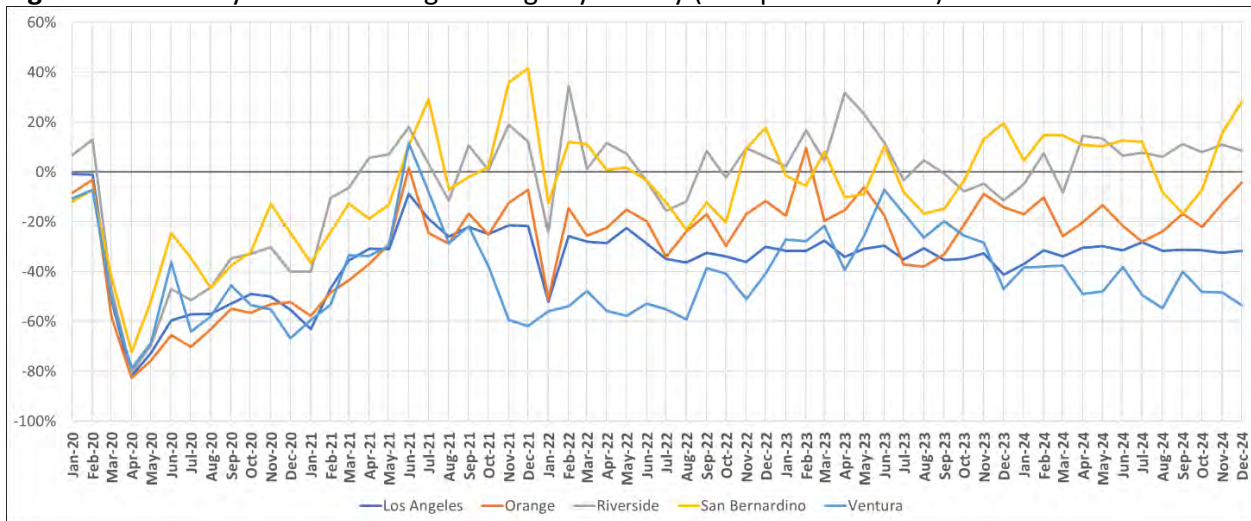
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

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



Source: California Performance Measurement System (PeMS), as of February 2025.

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



Source: California Performance Measurement System (PeMS), as of February 2025.

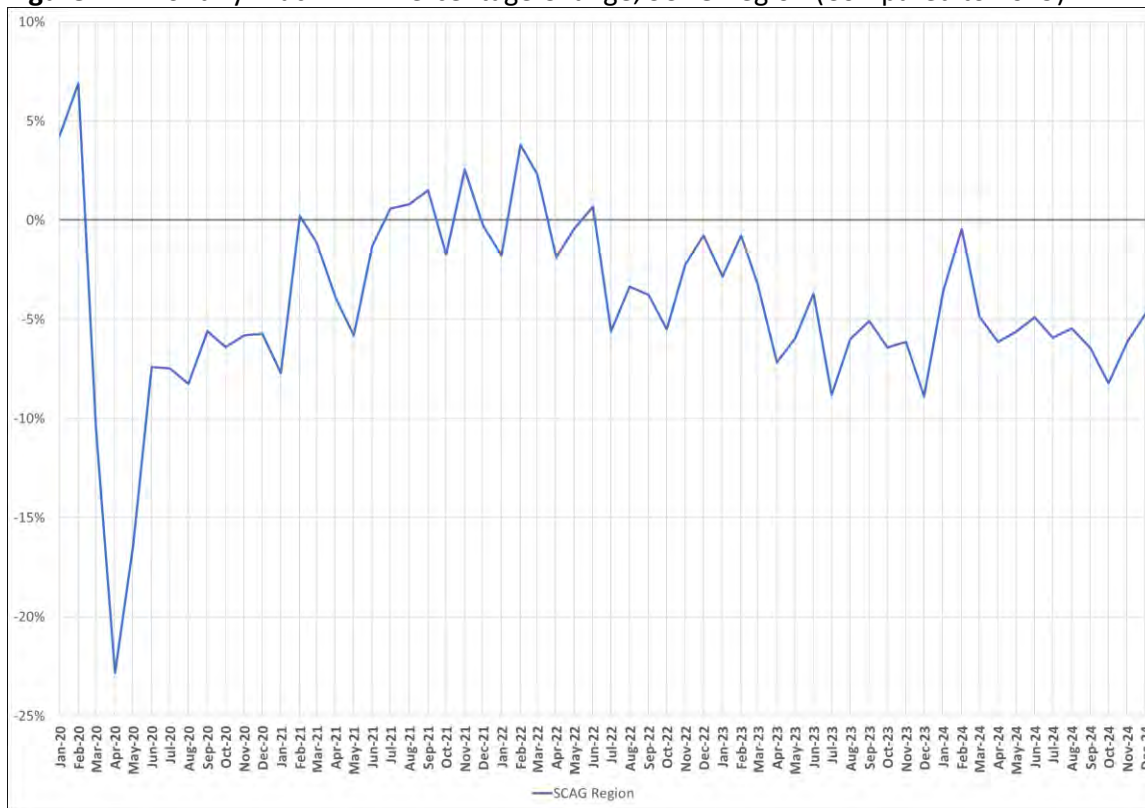
As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the

onset of the pandemic, including in the first half of 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about five percent below the pre-pandemic baseline by the end of December 2024.

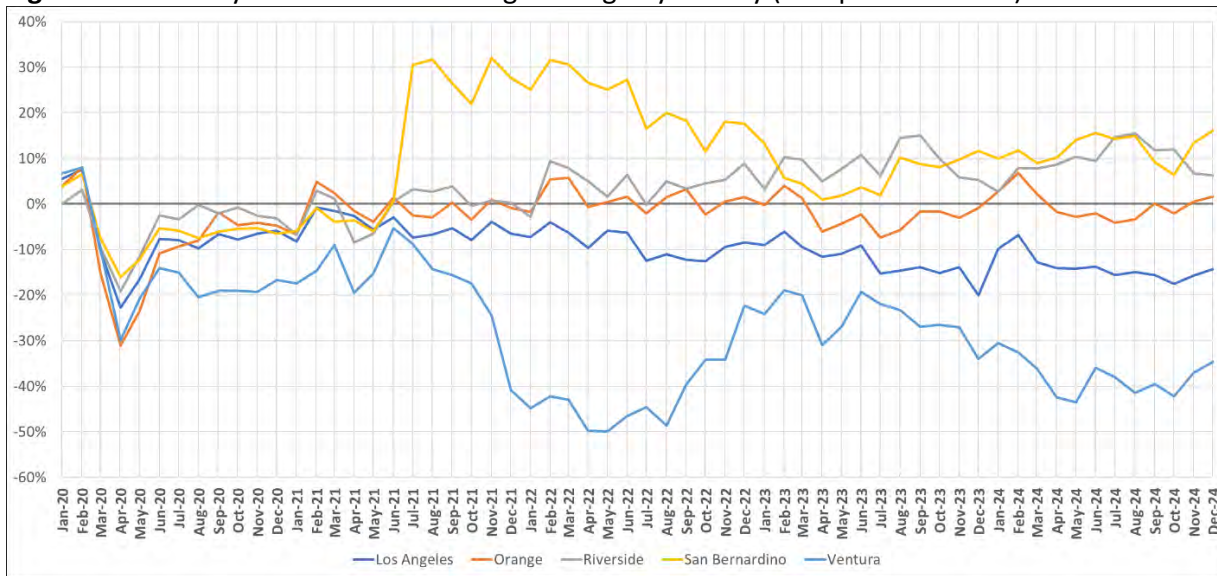
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on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

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



Source: California Performance Measurement System (PeMS), as of February 2025.

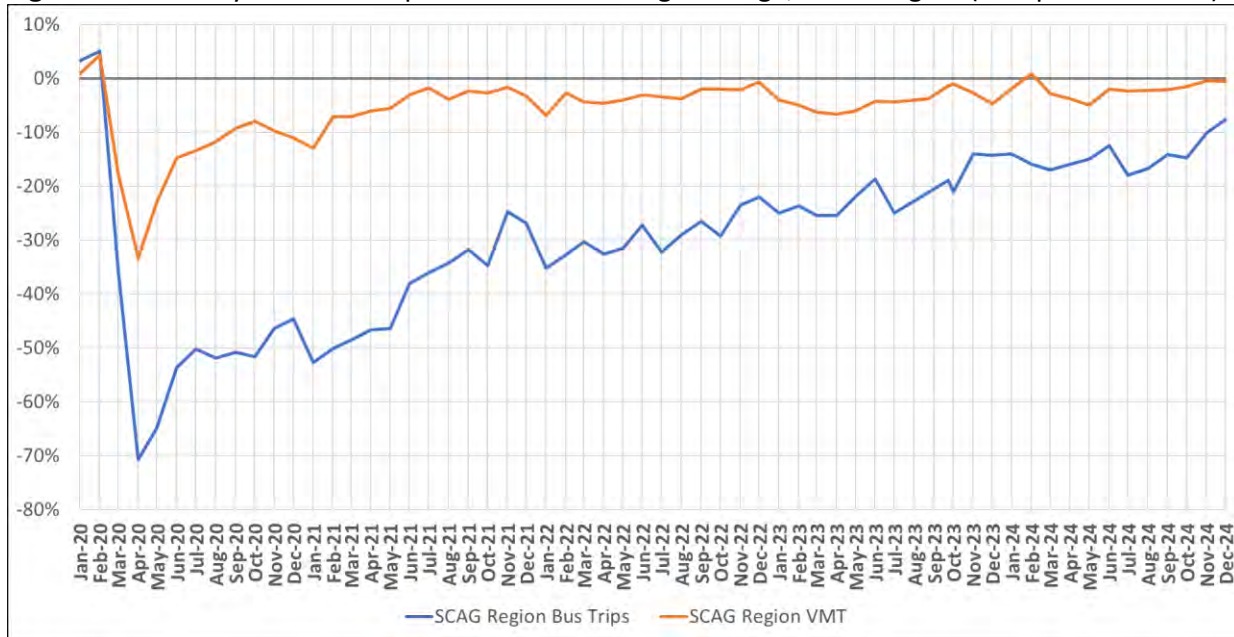
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of February 2025.

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

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

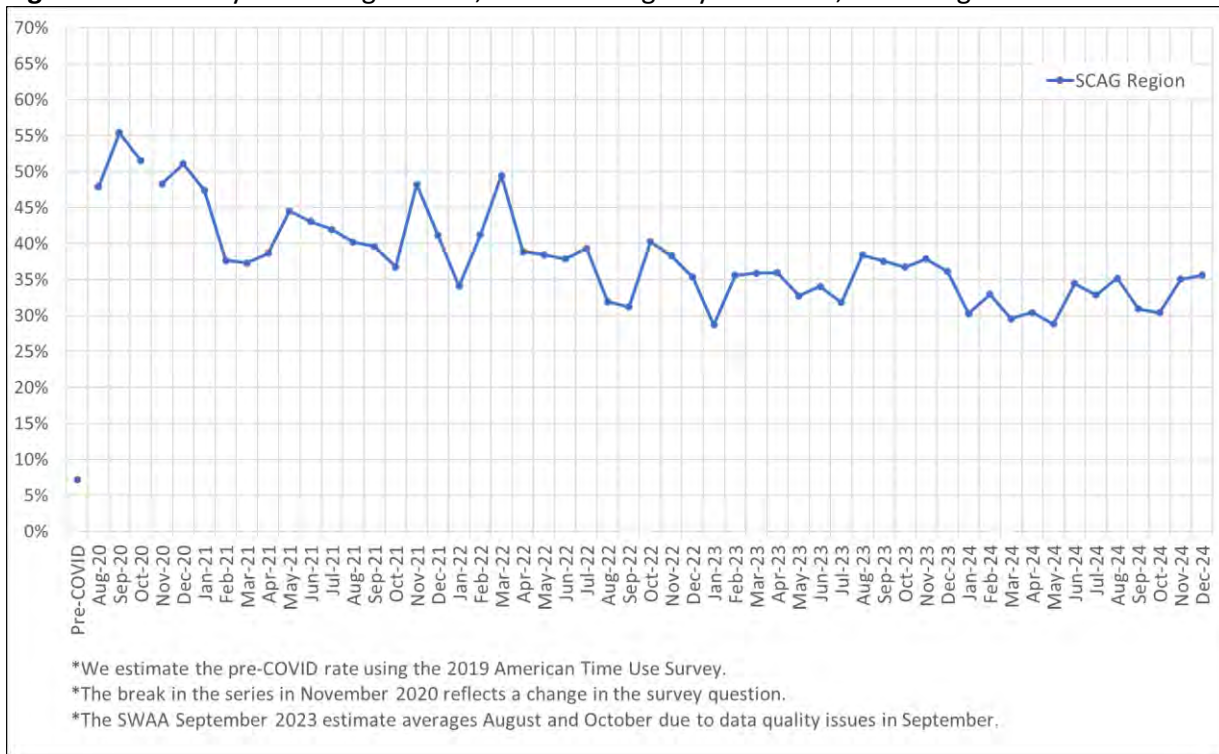


Source: [Federal Transit Administration National Transit Database](#) and California Performance Measurement System (PeMS), as of February 2025.

Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained relatively consistent, hovering between 30 and 35 percent. As of December 2024, the current rate stands at 36 percent.

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



The work-from-home statistics are derived based on microdata from www.wfhresearch.com, re-weighted to be representative of the Los Angeles Combined Statistical Area (LA CSA, consisting of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties), and updated as of February 2025.

NEXT STEPS:

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

FISCAL IMPACT:

None.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
March 26, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Dylan Ando,
(702) 820-7369, ando@scag.ca.gov

Subject: Federal Transit Administration (FTA) Advisory for Street Running
Rail Vehicle Collisions

SUMMARY:

From: <https://www.transit.dot.gov/regulations-and-programs/safety/street-running-rail-collisions-safety-advisory-24-2>

On November 25, 2024, FTA issued Safety Advisory 24-2, which recommends that State Safety Oversight Agencies (SSOAs) direct rail transit agencies (RTAs) in their jurisdictions to analyze the risk of street-running rail collisions in their systems to address fatalities and injuries caused by street-running rail vehicle collisions. RTAs should conduct the analysis and incorporate the analysis into existing Safety Risk Management processes before reporting completed safety risk assessments and proposed and implemented safety risk mitigations back to the SSOAs.

SSOAs should obtain and review completed safety risk assessments and any proposed safety risk mitigations from RTAs. SSOAs should submit this information to FTA by May 26, 2025, (180 days from issuance) to the State Safety Oversight Reporting (SSOR) system.

FTA hosted a webinar about this safety advisory on December 12, 2024. The webinar recording is available at the link provided above.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
March 26, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Dylan Ando,
(702) 820-7369, ando@scag.ca.gov

Subject: Shared-Use Mobility Center (SUMC) Mobility Hubs Design
Framework for Women and Caregivers

SUMMARY:

From: <https://sharedusemobilitycenter.org/mobility-hubs-for-women-caregivers-design-framework-and-report/>

On January 29, 2025, SCAG and the Shared-Use Mobility Center (SUMC) released the Mobility Hubs Design Framework for Women and Caregivers to reflect the needs and travel patterns of women and caregivers through mobility hubs. The final deliverables included a final report, a slide deck for use in presentation and workshops, and a webinar on the design framework process and application. The webinar discussed developing a network to support transit network alternatives to existing networks that revolve around commuting to downtown centers.

The webinar was held on Thursday, March 6, 2025, from 9:00 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
March 26, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Dylan Ando,
(702) 820-7369, ando@scag.ca.gov

Subject: Wildfire Related Emergency Response Planning Resources

SUMMARY:

From:

<https://www.apta.com/wp-content/uploads/APTA-SS-SEM-RP-019-24.pdf>

<https://www.transit.dot.gov/regulations-and-programs/safety/emergency-preparedness-and-response-plans>

<https://hazards.colorado.edu/weather-ready-research/transit-agencies-and-wildfire-evacuation>

The following resources have been compiled regarding transit agencies and emergency response protocols with application for wildfire emergency response plans.

Published on April 24, 2024, the American Public Transportation Association (APTA) Security and Emergency Management Working Group released the Emergency Operations Plan (EOP) for Transit Agencies as a resource for developing, implementing, evaluating, and maintaining an Emergency Operations Plan that reflects a community's needs. Although the guidance focuses on all hazards and threats, the planning process and hazard specific guidance is relevant for any EOP that includes wildfire response.

The Emergency Preparedness and Response Plans virtual workshop hosted on October 19, 2021, by the 2021 Federal Transit Administration (FTA) Joint State Safety Oversight and Rail Transit Agency Virtual Workshop reviewed Public Transportation Agency Safety Plan (PTASP) requirements for rail transit agencies including emergency preparedness and response plans. The virtual workshop reviewed emergency plan scope and responsibilities, examples from different transit agencies, and example documents. The recording is included in the respective link.

Published in 2024, the "Transit Agencies and Wildfire Evacuation" research report reviews the response of the Tahoe Transportation District to the 2021 Caldor Fire around the Lake Tahoe Basin where 30,000 people had to evacuate. The Tahoe Transportation District experienced challenges specific to the rural environment and emergency response planning and operations coordination. As a case study, the Caldor Fire and the respective report provides insight on transit evacuation for wildfires, particularly in a rural context.



Caltrans Director's Policy for Public Transit

MARCH 26, 2025

SCAG Regional Transit Technical
Advisory Committee Meeting



What is a Caltrans Director's Policy?

- Provides Department-wide direction for Caltrans strategy and activities
- High-level, long-range, and timeless
- Signed by the Director

California Department of Transportation

Director's Policy Number: DP-37

Effective Date: December 7, 2021
Supersedes: DD-64-R2 (10/16/2014)

Responsible Programs: Finance
Maintenance & Operations
Planning and Modal Programs
Project Delivery
Safety Programs
Sustainability

Title Complete Streets

Policy

The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces. Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, **all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.** When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.



SB 960 – Transit Priority

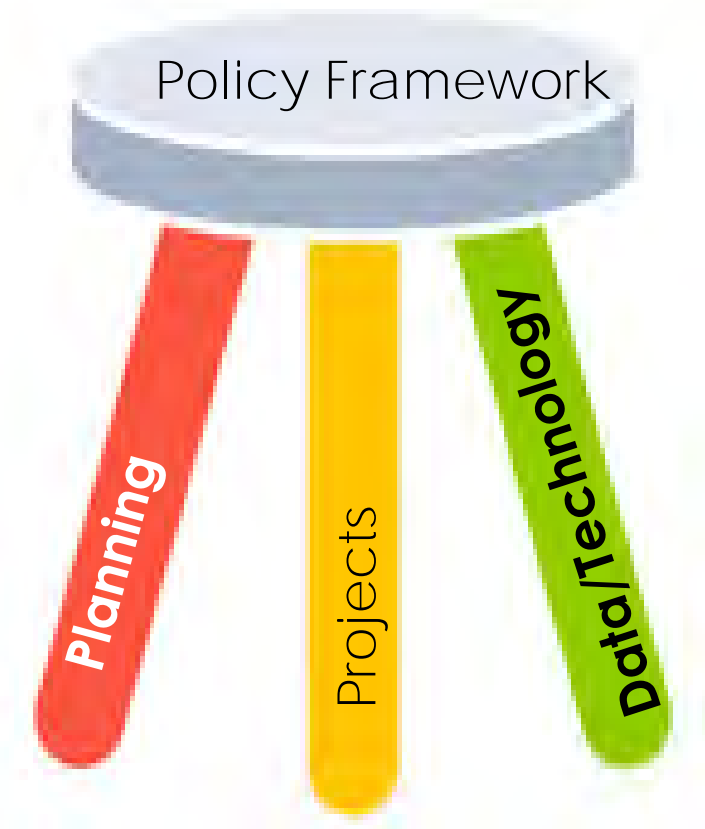
- SB 960 requires California Department of Transportation to include complete streets and transit assets, including transit priority facilities, in state highway planning
- This bill requires the California Department of Transportation on or before January 1, 2026, to develop and adopt a transit policy to guide the implementation of transit priority facilities and transit stops on the state highway system.

The screenshot shows the California Legislative Information website for Senate Bill No. 960. The page title is "SB-960 Transportation: planning: complete streets facilities: transit priority facilities. (2023-2024)". The main content area displays the bill's title, chapter (CHAPTER 630), and a summary: "An act to amend Sections 14526.4 and 14526.6 of, and to add Section 14526.8 to, the Government Code, and to amend Sections 164.6 and 671.5 of, and to add Section 149.20 to, the Streets and Highways Code, relating to transportation." It also notes that the bill was approved by the Governor on September 27, 2024, and filed with the Secretary of State. The page includes navigation tabs for Text, Votes, History, Bill Analysis, Today's Law As Amended, Compare Versions, Status, and Comments To Author. A date published of 09/30/2024 02:00 PM is shown in the top right corner.



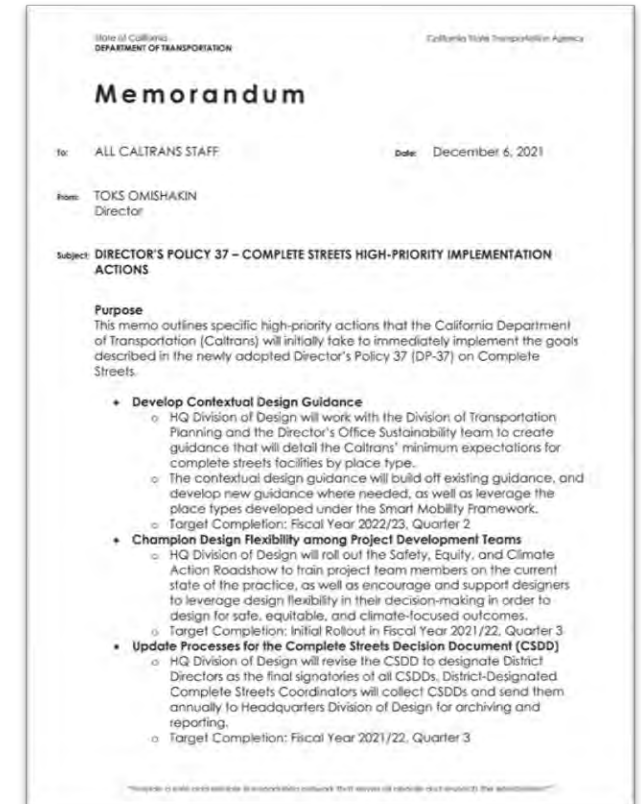
Policy Framework – Proposed Caltrans Actions

- Planning: Develop, update, and implement plans for passenger travel that identify infrastructure improvements to optimize the performance of existing and future transit services
- Projects: Deliver infrastructure projects on state highways that facilitate shorter travel times for and improved facilities supporting public transit services
- Data and Technology: Establish versatile targets for transit service levels, facilities, infrastructure, technology, and data



Caltrans Transit Policy Implementation Plan

- Simultaneous to the development of the transit policy, Division of Transportation Planning (DOTP) staff will work with Design, Traffic Operations, Asset Management, and the Districts to develop a proposed implementation plan
- Items for development:
 - State Highway System Management Plan targets
 - Priority transit facilities
 - Encroachment
 - Coordination with CHP



What are Transit Priority Facilities?



- Working Caltrans definition: Infrastructure that makes road-based transit service faster and more reliable.
 - Includes Transit Only Lanes, Queue Jump Lanes, Traffic Signal Priority, Bus Bulb-Outs, and Bus on Shoulder Lanes
- Facilities are available for use by emergency vehicles
- Can benefit bus transportation beyond public transit



Schedule for Caltrans Transit Policy Development

Development of Director's Transit Policy and implementation plan		2025												2026						
		Jan.	Feb.	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Stakeholder collaboration on policy framework	Statewide meeting and regional workshops with industry stakeholders	■																		
Caltrans preparation of draft policy	Internal discussions		■	■																
Stakeholder collaboration on policy draft	External discussions/comment period for draft				■															
	Incorporate external comments on draft					■														
	Statewide follow-up discussions with externals						■													
Caltrans approval of final policy draft	Internal discussions							■	■	■	■	■	■	■						
Policy publication	Caltrans release of high level Director's Transit Policy												■							
Caltrans preparation of draft implementation plan	Internal discussions		■	■	■	■	■	■	■	■	■	■	■	■	■					
Stakeholder collaboration on implementation plan draft	External discussions/comment period for draft													■						
	Incorporate external comments on draft														■					
	Statewide follow-up discussions with externals															■				
Caltrans approval of final implementation plan	Internal discussions																■	■	■	
Implementation plan publication and kickoff, in collaboration with stakeholders	Multi-faceted engagement																		■	



Schedule for Caltrans Transit Policy Development

Feb-Jul
2025

Stakeholder collaboration on draft transit policy and initial feedback on implementation plan

Dec
2025

Transit policy approval and publication

Jan-Mar
2026

Stakeholder collaboration on draft implementation plan

Summer
2026

Implementation plan approval and kickoff with stakeholders



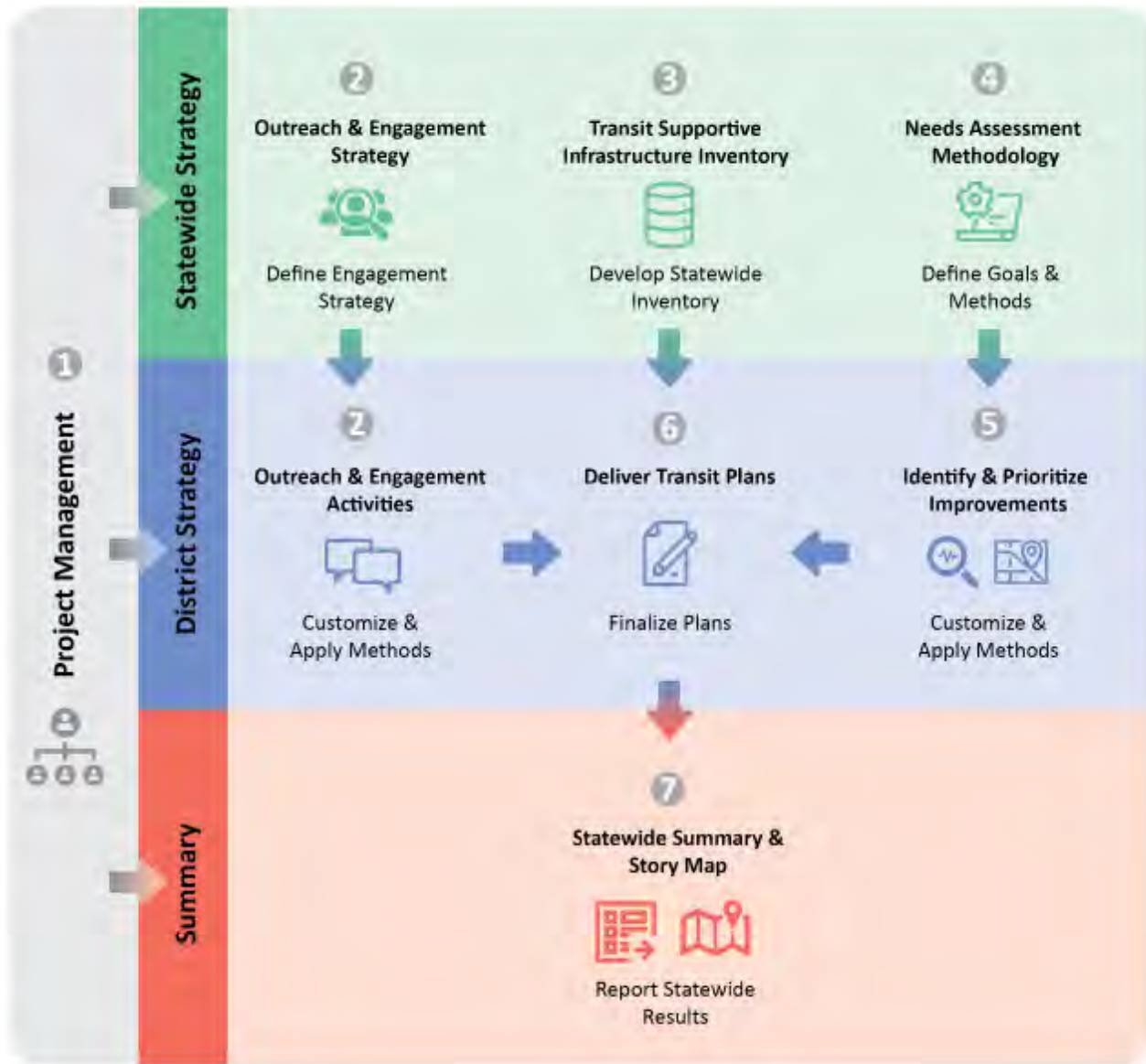
Caltrans District Transit Plans



Caltrans District Transit Plans Purpose

The District Transit Plans will identify areas of need, prioritize improvements, and identify strategies to implement needed programmatic and capital improvements on the STN to improve transit service and improve access to and integration between transit modes.





Phase I: Statewide Strategy

Phase II: District Plan Delivery

Phase III: Statewide Summary



Questions?

Josh Pulverman

Chief, Office of Transit Planning

Josh.pulverman@dot.ca.gov

Jessica Downing

Chief, Transit Policy Implementation Branch

jessica.downing@dot.ca.gov

Andy Furillo

Associate Transportation Planner, Staff Lead

Andrew.Furillo@dot.ca.gov





City of Santa Monica

**Big Blue Bus's Role in the Palisades
Fires Response**

Presented by: Liseth Guizar
Transit Safety & Training Manager

January 7, 2025

- Began monitoring after first signs of the fire as seen from Operations
- Meeting with Operations and Planning to discuss rerouting of Route 9- Palisades



Emergency Operations Center

- City of Santa Monica Office of Emergency Management – Representing Transportation
- Representatives from all City departments present
- Provided immediate communication and assistance
- Communications staff onsite to provide latest updates to public



First task: Returning all Route 9 Palisades buses back to Santa Monica



Dispatch / Communications Supervisors

- Providing real-time updates on roadway issues
 - Fallen trees
 - Downed powerlines
 - Closures
- Supervisors dispatched to assist Motor Coach Operators with evacuations/detours
- Worked with Planning on detours
- Direct contact with EOC liaison



Evacuation Shuttles

- Pre-emptively reached out to assisted living facilities/senior housing
- Provided free shuttle service to evacuation center
- Provided buses to first responders for various requests (staging at parking lots to receive incoming Palisades residents)



bus @SimBigBlueBus

🔥 PALISADES FIRE UPDATES 1/8/25 2 p.m.

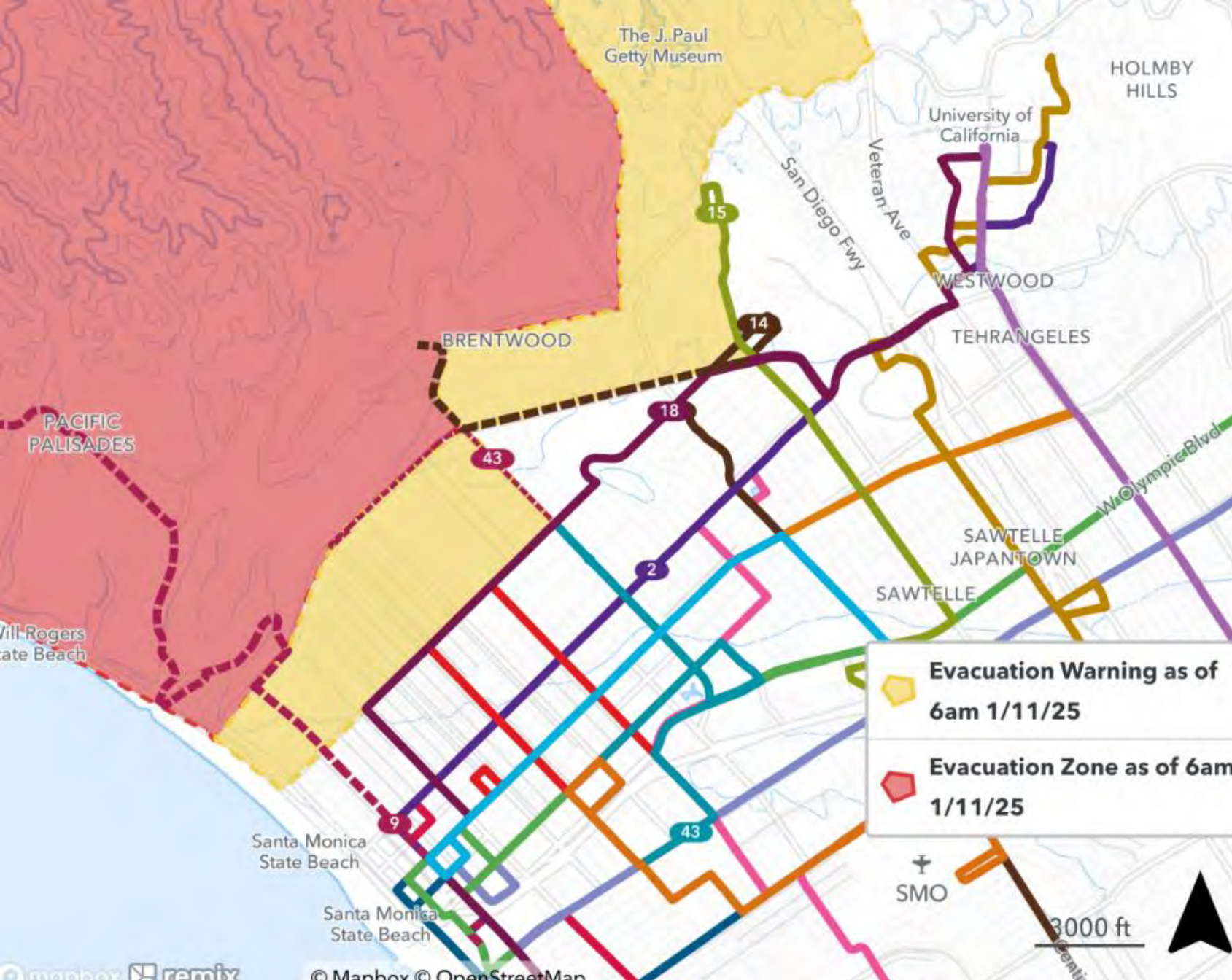
Free Big Blue Bus transport to the Palisades Fire evacuation center at Westwood Recreation Center, 1350 S. Sepulveda Blvd., 90025, will be available starting at 2 p.m. Buses will leave hourly.

📍 Pick-up location:
Lincoln Blvd. and Montana [Show more](#)

Palisades Fire Update
Big Blue Bus is offering free rides to evacuation center



City of Santa Monica



Staffing and Planning

Operations:

- Safety concerns for Motor Coach Operators and staff working onsite – Air quality issues
- Reduced staffing due to road closures / staff affected by fires – Loss of service

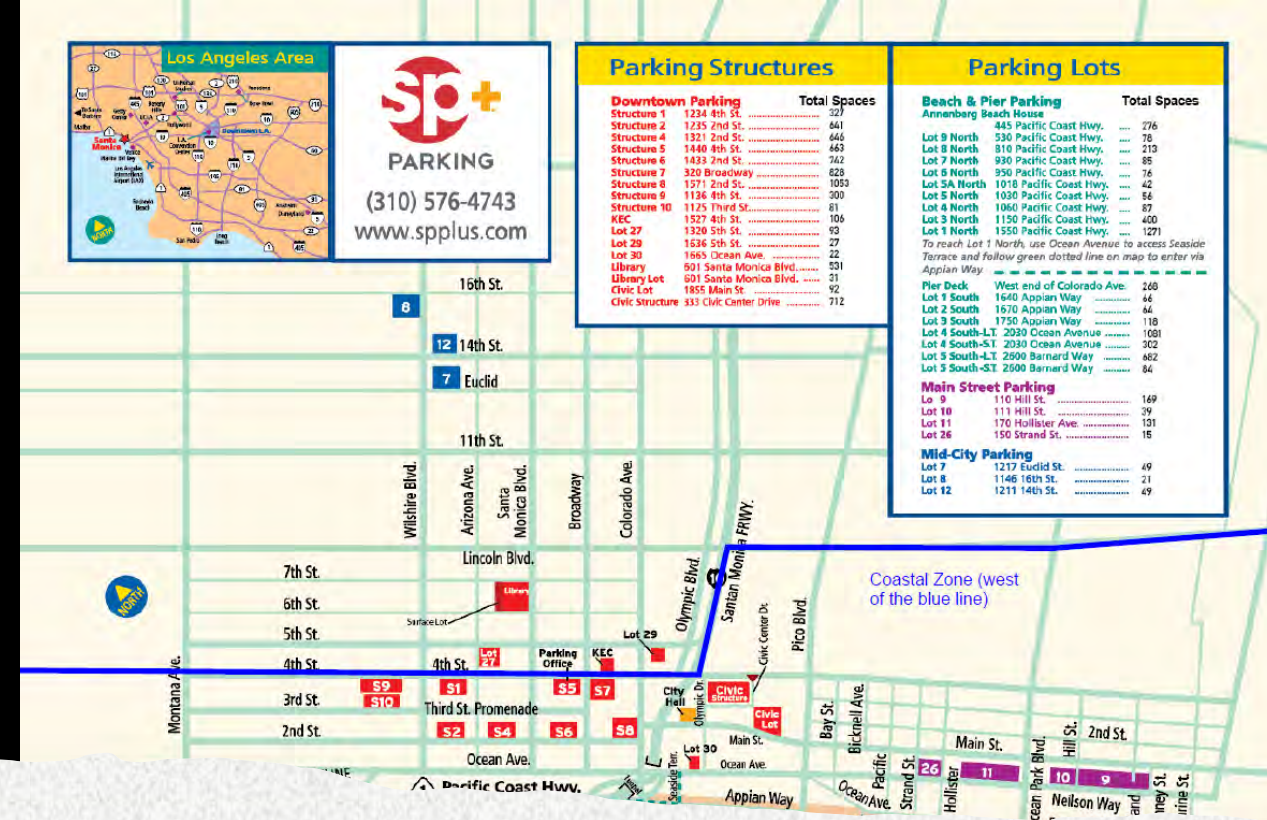
Planning:

- Constant monitoring of evacuation areas/warning zones for detours



Maintenance

- Provided staging to out-of-town strike teams housed in Santa Monica
- Assisted with repairs of fire apparatus from out-of-town fire teams



Requests for Staging

- Beach parking lots and BBB facilities were used to stage command posts, first responder vehicles, evacuation resource centers
- Requests from outside agencies for long-term use of lots

Takeaways



- Communication is vital! This includes management passing information to all staff
- Train for emergency scenarios
- Update Business Continuity Plans
- Working relationships with other City departments/agencies were essential
- Teamwork makes the dream work!

Thank you!



Pasadena Transit Eaton Fire Response

Regional Transit Technical Advisory
Committee
March 26, 2025





Eaton Fire Recap

Transportation Department

Eaton Fire:

- Shortly after 6 pm on January 7 the Eaton Fire started
- Fire rapidly spread due to 70+ mph wind gusts

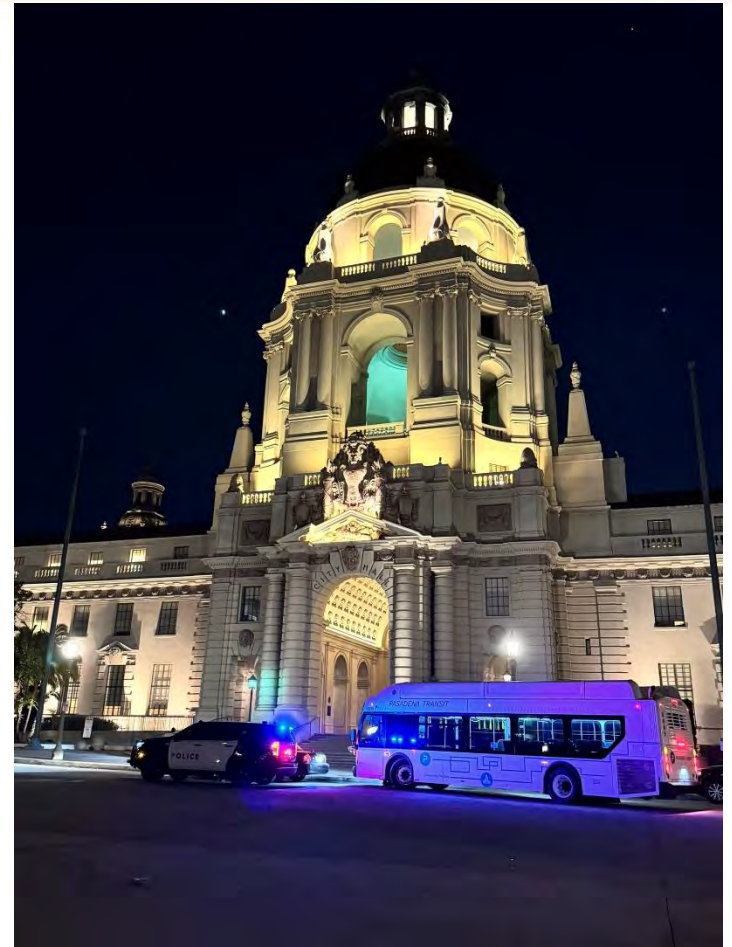




Eaton Fire Recap

Transportation Department

- Requests for assistance began immediately and continued until the early hours of the next day
- Buses were staged on the east & west sides of Pasadena

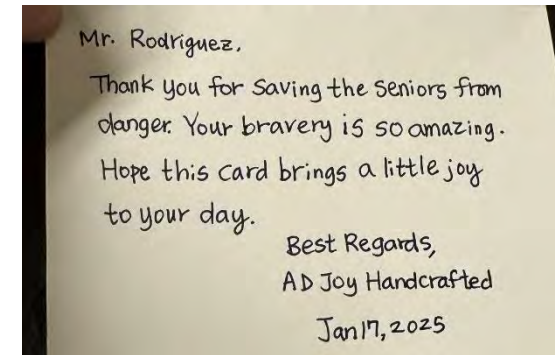




Evacuations

Transportation Department

- Four convalescent facilities & hundreds of seniors were evacuated
- Seniors in wheelchairs & gurneys





Pasadena Transit Evacuation Response

Transportation Department



<https://www.cbsnews.com/losangeles/news/pasadena-bus-drivers-rushed-into-the-eaton-fire-to-save-500-seniors/>

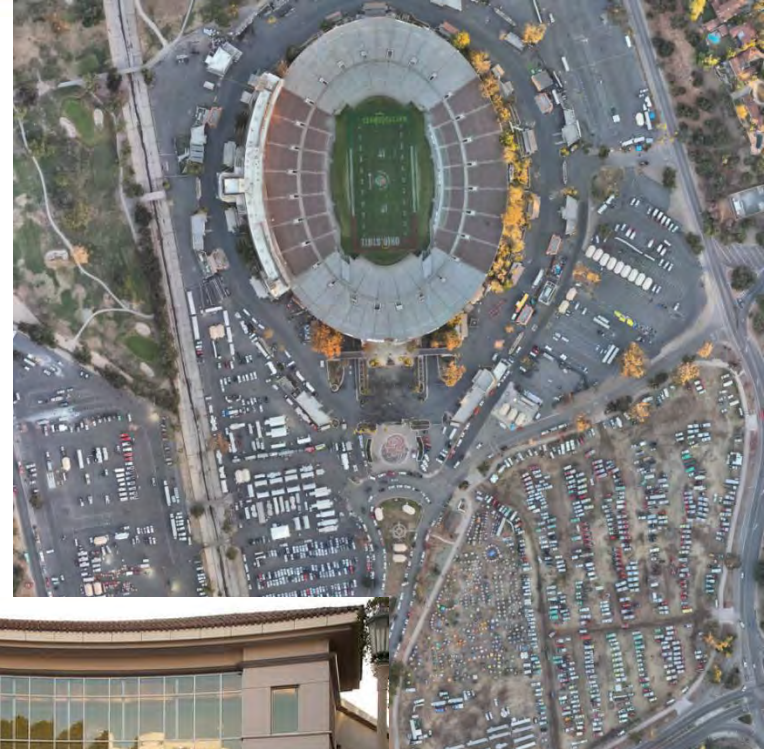


Eaton Fire Recap

Transportation Department

Continued Assistance:

- Convention Center
- Rose Bowl



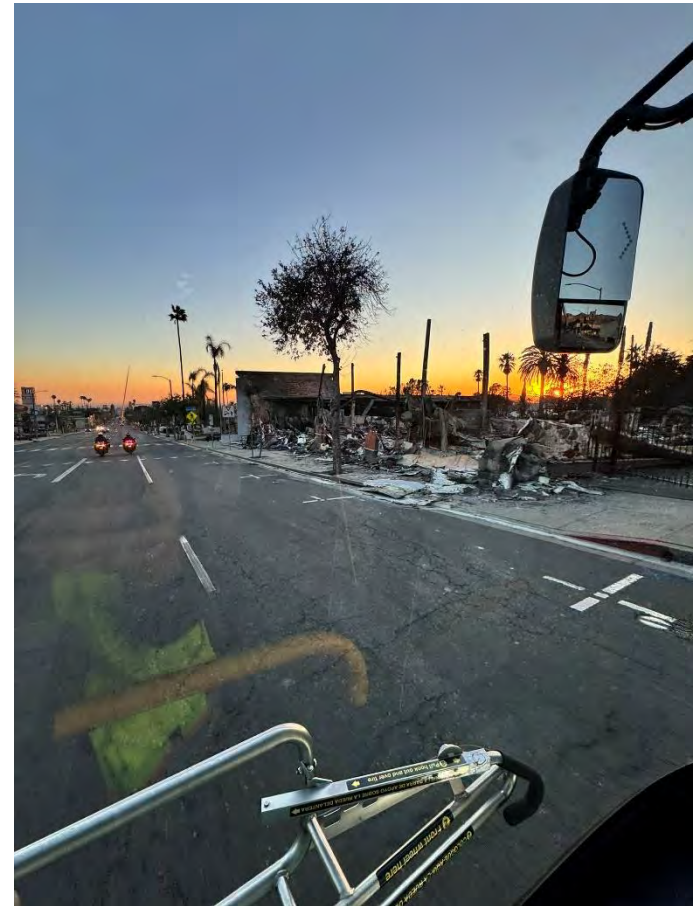


Eaton Fire Recap

Transportation Department

7 Disaster Assessment Trips:

- Local, State & Federal dignitaries





Eaton Fire Recap

Transportation Department

- Impact on service:
 - > Service suspended 2 days
 - > Reduced service on some routes through January 19
 - > Fares suspended through January 26





- Questions?



Transit Riders' Health Risks and Adaptive Travel During the Los Angeles Wildfires

Approach and Preliminary Analysis
Madeline Brozen and Sang-O Kim
March 2025

Agenda

- Project team
- Funding and goals
- Survey administration
- Preliminary results for evacuees
- Preliminary results for non-evacuees
- Next steps

Project team: Evacuation, health experts and local partner

- UCLA:
 - Madeline Brozen, Deputy Director
 - Sang-O Kim, Postdoc
 - Amy Lee, Postdoc
- Sarah Dennis-Bauer, University of Washington
- Tara Goddard, Texas A&M
- Sarah Grajdura, Utah State University
- Ryan Miller, Cal Poly SLO
- Matthew Palm, University of North Carolina

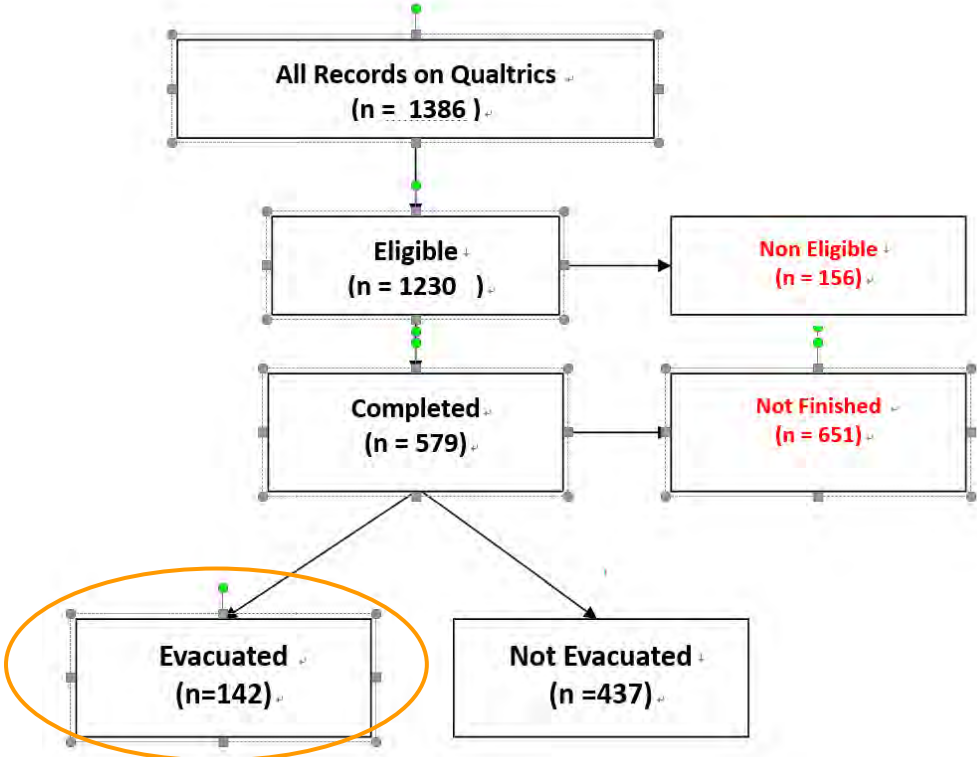
Funding and Guiding Research Questions

- UCLA Institute of Transportation Studies issued an rapid-response RFP by January 24; provided certainty to launch survey
- National Hazards Center CONVERGE funding, focused on health impacts and outcomes
- How did transit riders **evacuate** from the Palisades and Eaton fires?
- To what extent were transit riders **exposed to toxic air pollution** during evacuation and its aftermath?
- How did transit riders perceive air pollution exposure and **engage in health-protective behaviors**? What factors shaped their decisions?
- How did transit riders **adapt their daily travel** patterns to maintain access to essential destinations amid transit cancellations and re-routes?

Survey administration through Transit App

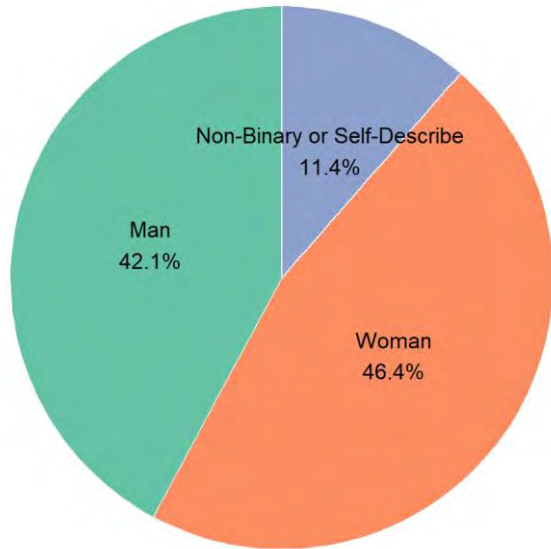
- Contracted with the Transit App to advertise a UCLA-hosted Qualtrics
- Advertised on a banner for 10 days with a push alert at the end of the data collection window
- Different survey pathways for people who did and did not evacuate; responses limited to 18+ year olds

Response Overview - Following analysis is only for evacuees

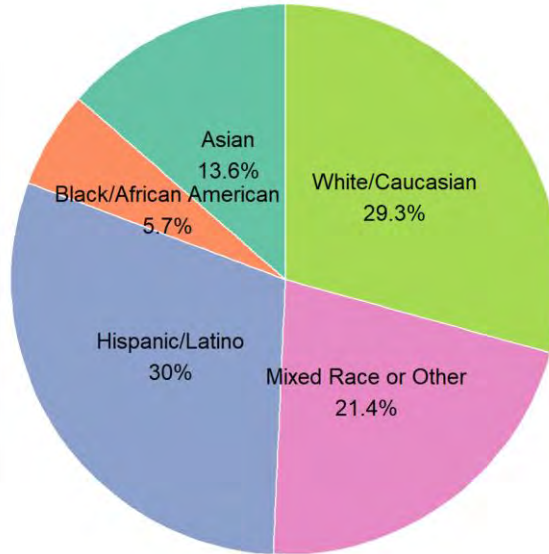


Evacuee Demographics

Gender



Race/ethnicity



- 29% of households with children (<18)
- 20% of households with older adults (>65)
- 50% of households with pets

Household Vehicle Access Among Evacuees

Cars available	% of respondents
0	40%
1	31%
2	19%
3+	10%

- 40% of evacuees did not own a household vehicle
- Can further look at car access by household size
- 10 evacuated households reported having lost a vehicle to the wildfire

Evacuation Mode and Duration

People **with and without cars** relied on rides from others. Car-less households relied relatively more on **‘Walking’** and **‘Train’** to evacuate. And **more than half of them took longer than 1 hour** to evacuate, while 50% of car-owning households took less than hour

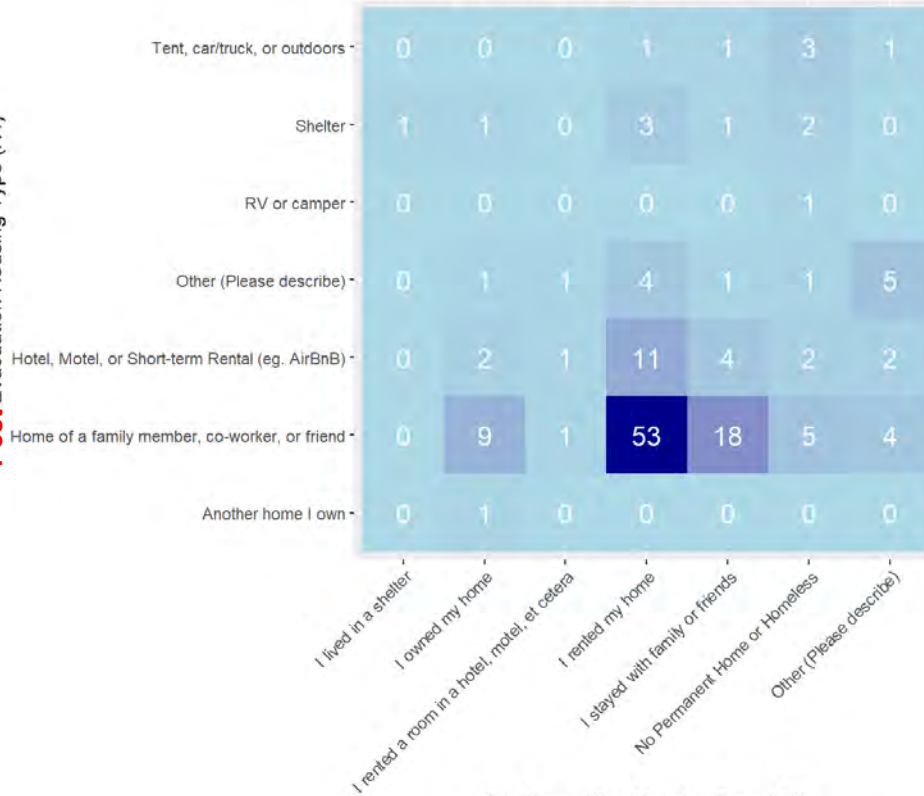
	Car-Owning	Car-Less
Own Personal Vehicle	26%	1%
Rides from Friends etc	27%	24%
Rental Car or Car Share	1%	1%
Taxi or Ridehail	9%	14%
Bus	12%	13%
Train for Subway	6%	11%
Walk	15%	21%
Bike	2%	2%
Paratransit	0%	1%
Others/Please Describe	4%	9%

	Car-Owning	Car-Less
0-30 minutes	22%	16%
31 minutes- 1 hour	38%	29%
Between 1 hour and 1.5 hours	19%	25%
Between 1.5 and 2 hours	12%	12%
More than 2 hours	9%	18%

Evacuee Housing Transition

Post-Evacuation Housing Type (H4)

Housing Evacuation Transition Matrix



Pre-Evacuation Housing Type (H2)

Three most prevalent temporary housing transition following evacuation

- 1) Renters → **Family/Friend Home (n=53)**
- 1) Family/Friend Home → **Other Family/Friend Home (n=18)**
- 1) Renters → **Hotel/Airbnb/Motel (n=11)**

Self-Reported Health Status Before and After by Race

BEFORE

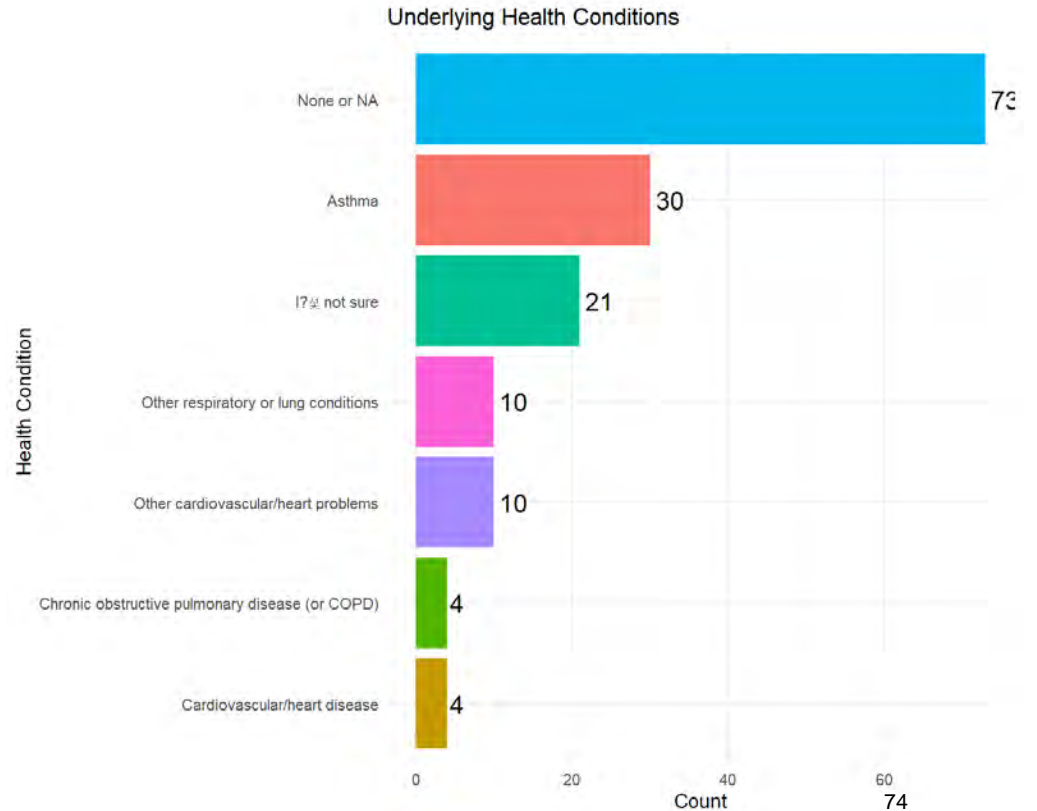
D1 <chr>	Excellent <int>	Very Good <int>	Good <int>	Fair <int>	Poor <int>
1 Asian	5	6	6	3	0
2 Black/African American	1	5	2	1	0
3 Hispanic/Latino	13	17	5	7	0
4 Mixed Race or Other	7	8	12	3	0
5 White/Caucasian	4	17	14	5	1

AFTER

D1 <chr>	Excellent <int>	Very Good <int>	Good <int>	Fair <int>	Poor <int>
1 Asian	4	5	7	2	2
2 Black/African American	1	3	4	1	0
3 Hispanic/Latino	4	6	15	13	4
4 Mixed Race or Other	2	6	6	9	7
5 White/Caucasian	2	11	10	14	4

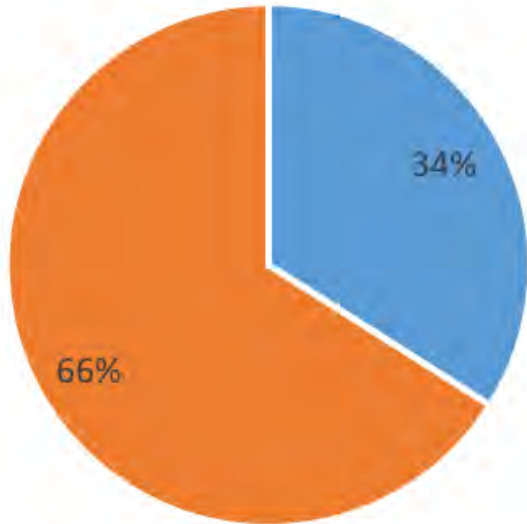
Health conditions and experiences while using transit during and after

- Asthma was common among evacuees
- Asked who experienced symptoms of their conditions while waiting for transit, during or after
- Latino and Black respondents were slightly over-represented in experiencing symptoms

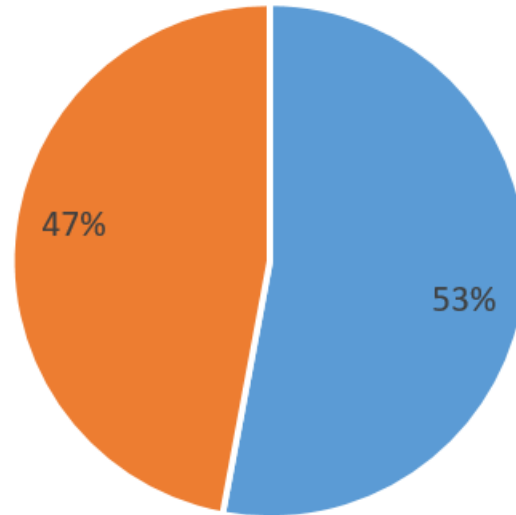


Prevalence of taking health protective measures by transit riders and transit concerns

Car-Owning



Car-Less



■ Yes ■ No

“Debris on the road and rough winds along with thick smoke...”

“Catching connections to 2nd buses. ...Big blue **bus passed me by on 2 separate occasions**”

“Going to the bus stop there was too much traffic so I walked as far as I could to another **bus stop**”

“The **busses being rerouted**”



75

Lot of complaints about bus...

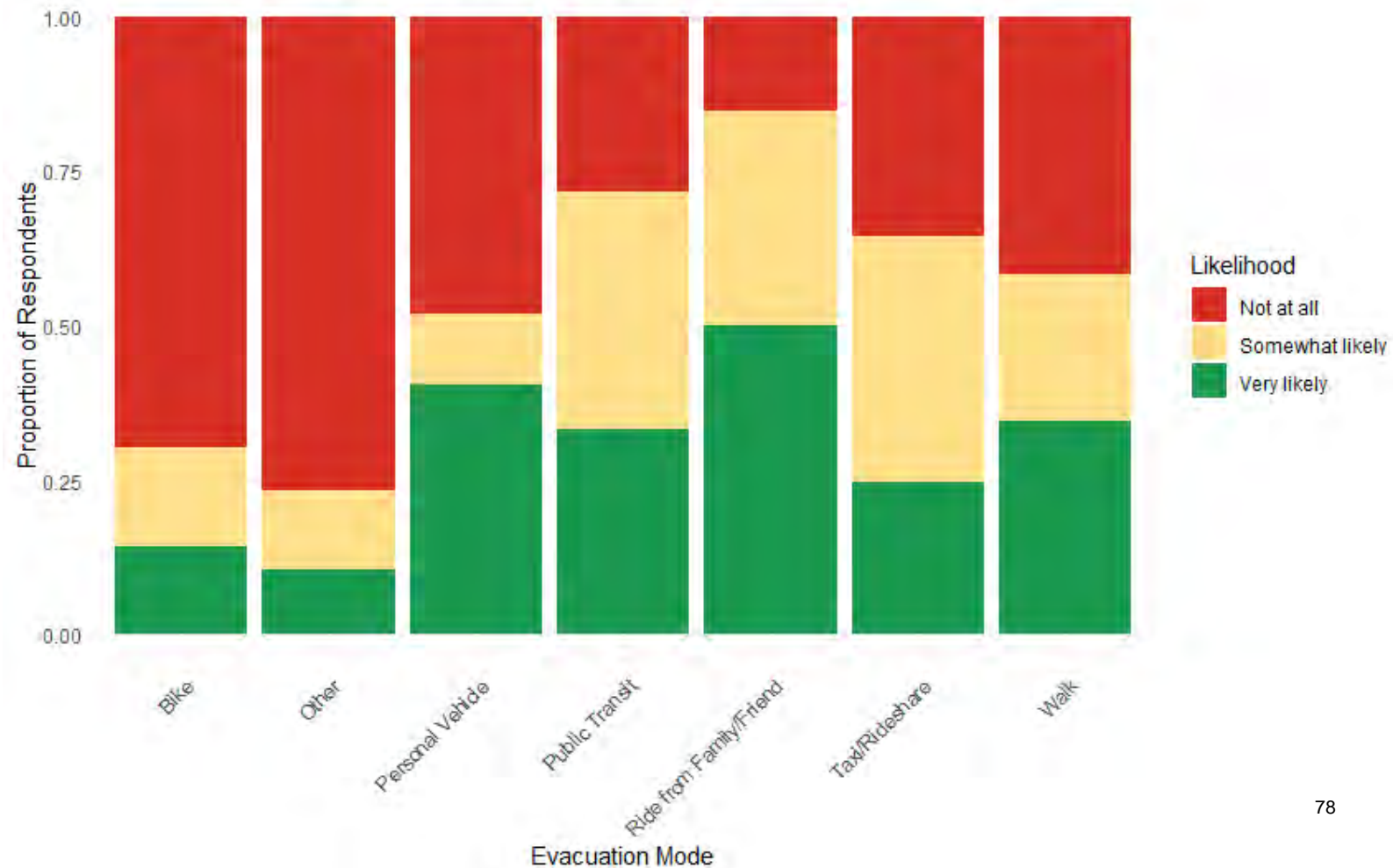
Feelings about bus service during and after

	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
I felt informed about service disruptions	16%	27%	21%	20%	11%
The buses were less reliable than usual	14%	24%	27%	20%	10%
It was harder than usual to get where I needed to go	20%	25%	22%	16%	10%

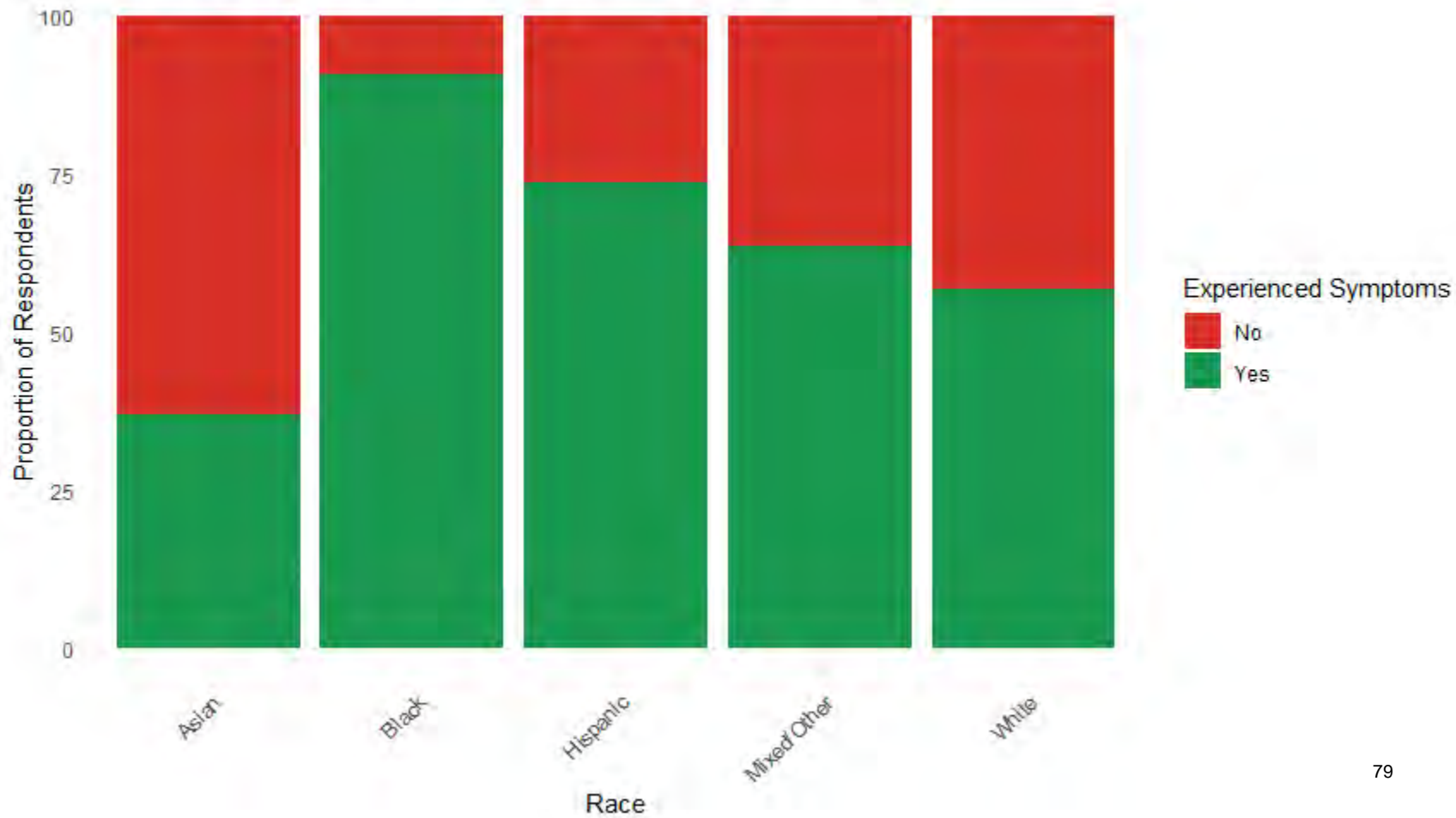
Using bus to travel around was more cumbersome than usual, but I₇₆ generally felt informed about it.

Preliminary findings non-evacuees

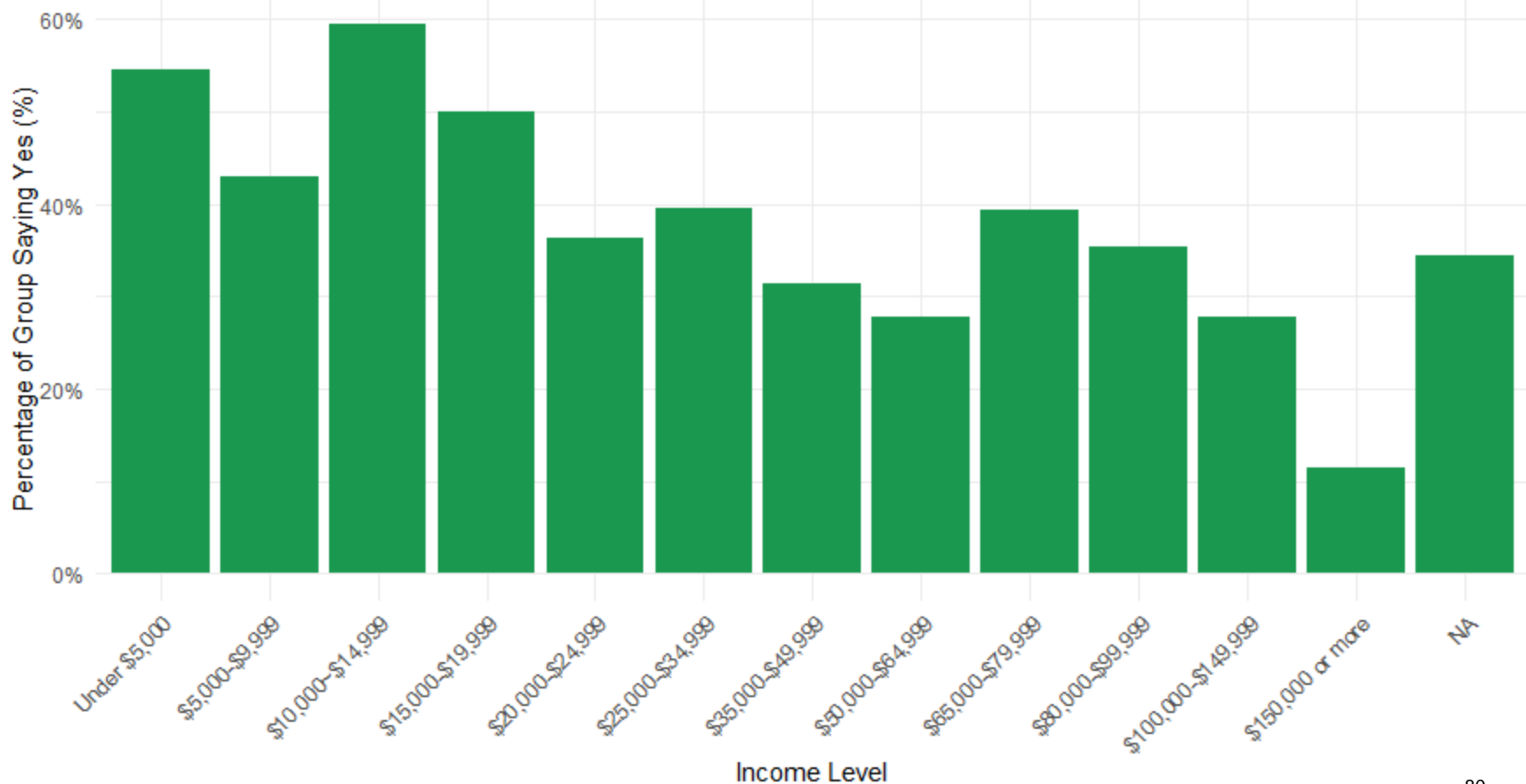
Likelihood of Using Different Evacuation Modes



Symptoms Experienced While Waiting for a Bus by Race



Percentage 'Yes' riding more due to fare suspension



Next Steps

- Refined data analysis - look at responses for non-evacuees, statistical analysis (Ongoing)
- Modeling ridership demand responses to air pollution and wildfires (Ongoing)
- Measuring changes in observed transit accessibility during fires (Ongoing)
- Interviews with evacuees (April/May 2025)
- Convening of practitioners (June or July 2025)

Thank you!

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Sang-O Kim sangokim@ucla.edu



Transit Transformation Task Force Update

Regional Transit Technical Advisory
Committee (RTTAC)


March 26, 2025

WWW.SCAG.CA.GOV

TTTF Schedule Overview

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

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



Task Force Meetings #7-9 Debrief

1. New options for revenue sources to fund transit operations and capital projects to meet necessary future of transit systems
2. TDA reform for transit operations, funding, unmet needs process, performance measures
3. Strategies and recommendations to achieve fleet and asset management goals and needs
4. Identification of appropriate State department/agency to be responsible for transit system oversight and reporting
5. Strategies to provide first- and last-mile access to transit
6. Discussion of accessible transportation, including paratransit, dial-a-ride, and transit needs of seniors and people with disabilities
7. Reforms needed to reduce capital construction costs and timelines
8. Final report outline for October 2025 legislature



PROPOSED ROADMAP AND INITIAL TTF REPORT CONCEPTS

DISCUSSION TO SOLICIT RTTAC FEEDBACK

Initial Report Concepts/Outline

1. Executive Summary
2. Background: SB 125 and the Transit Transformation Task Force
3. Recent California Transit Trends and Challenges
 - Transformational funding, services, and outcomes
 - Accelerating progress on CalSTA's Core Future Priorities
4. Guiding Principles to Transform Transit in California



Initial Report Concepts/Outline

5. High-Level Summary of Principles, SB125 Topic Areas, Strategies and Recommendations
6. Enablers for Implementation
 - Appendix A: Detailed Analysis requested under SB125 1.E
 - Appendix B: Table of all strategies and recommendations
 - Appendix C: Existing adopted policy
 - Appendix D: Aspects outside of the scope of this report that could also need to change to achieve the vision



April 25 Meeting @ Bay Area Metro Center

- Transit Transformation Task Force Meeting #10:
 - April 25, 2025, 10:00 a.m. to 4:00 p.m.
Bay Area Metro Center
(375 Beale Street, Board Room – 1st Floor
San Francisco, CA 94105)
 - Virtual Option will be available (visit <https://calsta.ca.gov/subject-areas/sb125-transit-program>)
 - Meeting materials are available on the CalSTA website





THANK YOU!

For more information, please visit:

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



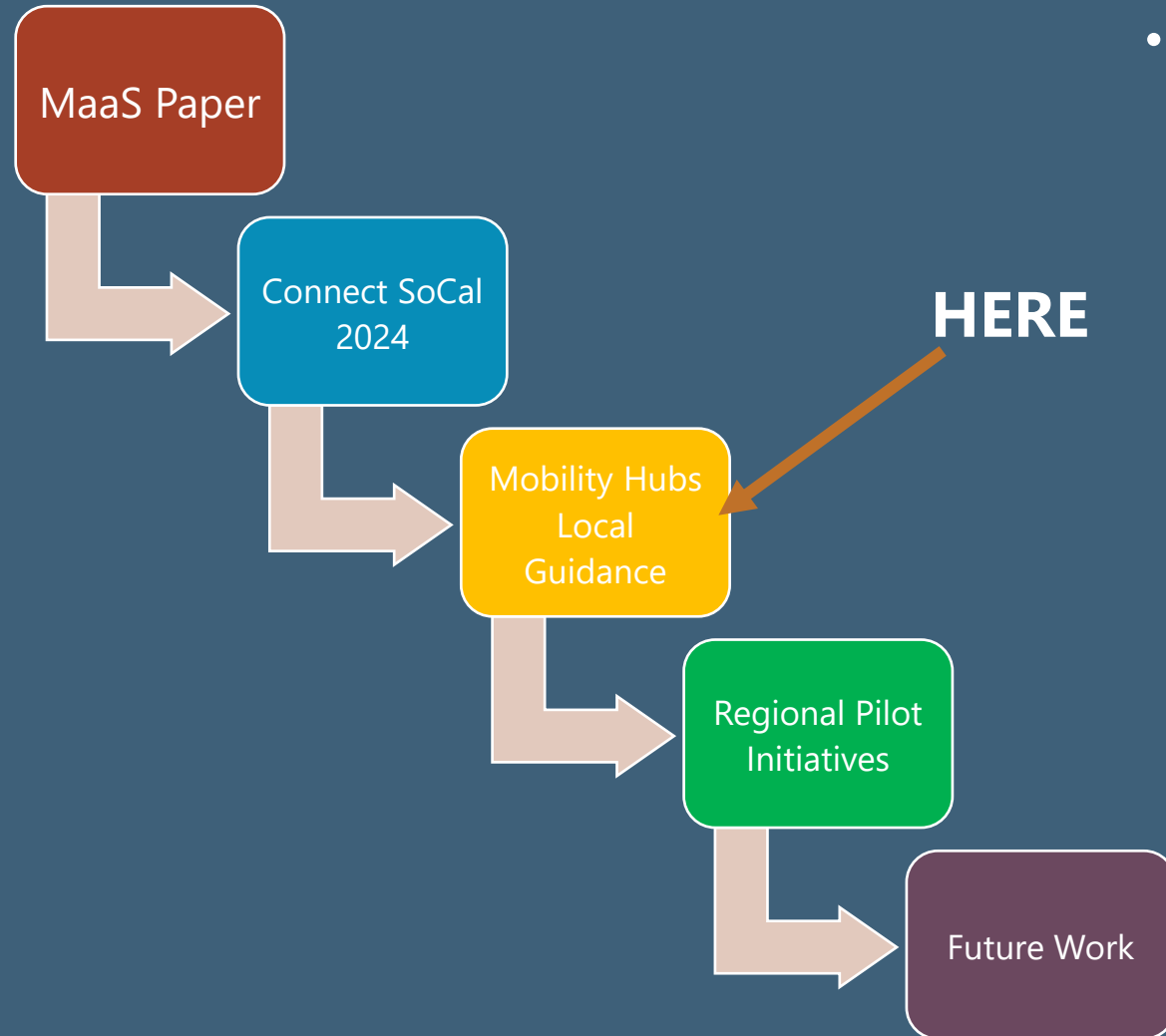
Mobility Hubs Update

Regional Transit Technical Advisory
Committee (RTTAC)

October 30, 2024

WWW.SCAG.CA.GOV

SCAG's Regional Mobility Hub Strategy



- Develop Design & Implementation Guide and provide training/support - **Complete**

RECAP: Regional Mobility Hubs Strategy (Phase 1)

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



Mobility Hubs Typologies



Downtown Hubs



Urban Hubs



Emerging Urban Hubs



Suburban and Rural Hubs



Equity Hubs



Institutional Hubs

Phase 2: Mobility Hub Design and Implementation Guide

- Organized into three parts:
 - Plan Your Mobility Hub Network
 - Design the Hub
 - Implement the Hub
 - Funding Resources
- Priority Project Conceptual Designs
- List of SCAG's Mobility Hub priority sites
- Case Studies throughout guide
- Available at scag.ca.gov/mobility-hubs



Section 1. Plan Your Mobility Hub Network

Define what a mobility hub means for your community

Develop mobility hub typologies appropriate for your community

Identify mobility hub locations in your jurisdiction

Consider existing transportation conditions (e.g., bike and pedestrian infrastructure, transit ridership, transportation parking, etc.)

Develop conceptual designs and conduct community engagement

Develop an implementation strategy and program recommendations

Section 2. Design the Mobility Hub



Key Strategies

- Create a Sense of Place
- Ensure User Safety and Comfort
- Incorporate Tech and Electrification
- Provide resources for seamless transfers and destination-finding

Mobility Hub Elements

- User-Oriented Design
- Community-Centered / Community-Responsive Design
- Equity-Centered Design
- Innovation and Asset Management Design
- Cohesive Network Design

Design Considerations

- Access Hierarchy
- Access Considerations
- On-Site Safety to Minimize Conflicts
- Crime Prevention
- Renewable Energy
- Backup Power

Kit of Parts

- Transit
- Access
- Technology
- Placemaking

Conceptual Designs

- Designs illustrate how desired amenities can fit together cohesively

Kit of Parts

The Guide includes a **Kit of Parts Table**, which summarizes specific amenities for each of SCAG's six mobility hub types.

It includes a list of elements that are either highly recommended, recommended, or not applicable for that hub.

Category	Element	Downtown Hub	Urban Hub	Emerging Urban Hub	Suburban & Rural Hub	Equity Hub	Institutional Hub
Transit and Active Transportation Facilities	Train/rail	●	●	●	●	○	●
	Bus stop/station	●	●	●	○	●	●
	Carshare	●	●	●	▶	▶	▶
	EV parking	●	●	▶	▶	▶	●
	Shared micromobility zone	●	●	●	▶	▶	▶
	Pick-up and drop-off zone	●	●	●	●	●	●
	Bike facilities	●	●	●	▶	●	●
Access Facilities and Services	Covered bus shelters	●	●	▶	▶	●	▶
	Street furniture	●	●	▶	○	○	○
	Bathrooms	●	●	●	●	●	●
	Package delivery lockers	●	●	▶	▶	▶	●
	Water re-filling stations	●	●	▶	▶	●	●
Technology, Information, Wayfinding	Real-time travel information	●	●	●	▶	○	●
	Wayfinding signage	●	▶	▶	▶	▶	●
	Hub area maps, facilities info	●	●	▶	▶	▶	●
	Closed-circuit television cameras	●	●	●	●	●	●
	Public wi-fi and phone charging ports	●	●	▶	○	▶	▶
	Emergency telephone	●	●	●	●	●	●
Placemaking	Community art themes	●	●	●	●	●	●
	Lighting	●	●	●	●	●	●
	Landscaping	●	●	●	●	●	●

Footnotes:
1-Mobility Hub owners offering carshare with EVs should anticipate providing EV charging infrastructure as well
2-Amenities can include bike racks, bike lockers, and bike repair stations
3- See the case study on Throne Labs on page X for an example of a public-private

- Highly Recommend
- ▶ Recommended
- Not Applicable

Section 3. Implement the Hub



Paths to Implementation

- Pop-Ups
- Quick Build
- Full build-out
- New Development
- External Site Improvements



Ongoing Adjustments

- Managing Data at the Curb
- Performance Metrics



Operations & Maintenance

- Operations Control
- Monitoring
- Active Management



Funding Resources

- Regional
- State
- Federal



Public-Private Partnerships

- Operations and Maintenance (ie JCDecaux)
- Design-Build
- Design-Build-Operate-Maintain
- Design-Build-Finance-Operate or Maintain

Stakeholder Engagement

- Activities included:
 - Outreach to public partners to share the vision, solicit feedback on the implementation guide, and secure long-term support for implementing mobility hubs.
 - Hosted mobility hub workshop attended by over 50+ people.



Next Steps

- Promote Mobility Hub Guide
- Coordinate with stakeholders to identify and evaluate partnership and funding opportunities.
 - 1-2 designs to implementation through RPI
 - Continue relationship building with LA28 Games Mobility Executives- Mobility Hub Subcommittee partners
- Position locals for success in competing for grant funding.
- Continue to refine baseline network of mobility hubs.

