



SOUTHERN CALIFORNIA
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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, March 29, 2023
10:00 a.m. – 12:00 p.m.

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

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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, March 29, 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 January 30, 2023, RTTAC Meeting</u> | 3 |
| 3.2 | <u>Regional Transit Operators Forum</u>
(Priscilla Freduah-Agyemang, SCAG) | 8 |
| 3.3 | <u>Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Notice of Funding Opportunity (NOFO)</u>
(Krista Yost, SCAG) | 10 |

4.0 INFORMATIONAL ITEMS

- | | | | |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|
| 4.1 | <u>Regional Transit Safety Target Setting Update</u>
(Jonathan Overman, Cambridge Systematics) | 20 | 11 |
| 4.2 | <u>Ventura County Transportation Commission (VCTC) Transit Integration and Efficiency Study (TIES)</u>
(Claire Grasty, Transit Director, VCTC) | 20 | 36 |
| 4.3 | <u>710 North Mobility Hubs Plan</u>
(Ryan Johnson, Alta Planning) | 20 | 57 |
| 4.4 | <u>Regional Early Action Plan (REAP) 2.0 Grant Updates</u>
(Nolan Borgman, Planning Supervisor, SCAG) | 15 | 81 |
| 4.5 | <u>Metrolink Transit Oriented Development (TOD) Study</u>
(Steve Fox, Senior Regional Planner, SCAG) | 20 | 96 |

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 29, 2023**

5.0 STAFF REPORT

- 5.1 **Connect SoCal 2024 Updates** 15 105
 (Priscilla Freduah-Agyemang, SCAG)

6.0 ADJOURNMENT

***The next Regional Transit Technical Advisory Committee meeting is tentatively
scheduled for Wednesday, May 31, 2023.***

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

January 30, 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:

Jennifer Nguyen (V. Chair)	Riverside Transit Agency
Diana Kotler	Anaheim Transportation Network
Geraldina Romo	Antelope Valley Transit Authority
Judy Vaccaro-Fry	Antelope Valley Transit Authority
Diana Chang	City of Culver City Transit
Dana Pynn	City of Gardena Transit
Kari Derderian	City of Los Angeles DOT
Jason Welday	City of Rancho Cucamonga
Diane Amaya	City of Redondo Beach/Beach Cities Transit
Randy Barragan	City of Riverside
Socorro Gomez	City of Riverside
Nick Echeverri	City of Santa Clarita Transit
Barbara Andres	City of Santa Monica Big Blue Bus
Ben Gonzales	City of Simi Valley
Joe Raquel	Foothill Transit
Roland Cordero	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Erlin Martinez	Long Beach Transit
Marisol Barajas	Long Beach Transit
Shirley Hsiao	Long Beach Transit
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
David Huang	Metrolink
Alfredo Machuca	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Wendy Taing	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System

Regional Transit Technical Advisory Committee (RTTAC) – January 30, 2023

Anna Jaiswal	Omnitrans
Jeremiah Bryant	Omnitrans
Charles Main	Orange County Transportation Authority
Greg Nord	Orange County Transportation Authority
Jorge Duran	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Kurt Brotcke	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Martha Masters	Riverside County Transportation Commission
Rebekah Soto	San Bernardino County Transportation Authority
Marcus Vasquez	SunLine Transit Agency
Dolores Lopez	Ventura County Transportation Commission
Erin Kenneally	Ventura County Transportation Commission
Aubrey Smith	Ventura County Transportation Commission
Craig Barnes	Victor Valley Transit
Kevin Kane	Victor Valley Transit
Sylvia Harris	Victor Valley Transit
Maurice Eaton	Caltrans District 11
Jonathan Overman	Cambridge Systematics
Gina Prohaska	Clever Devices

SCAG Staff:

Philip Law	David Salgado
Priscilla Freduah-Agyemang	Courtney Aguirre
Krista Yost	Alison Linder
Sergio Heredia-Melchor	Jeff Cranmer

1.0 CALL TO ORDER

Jennifer Nguyen, Riverside Transit Agency, called the meeting to order at 10:05 a.m. Attending agencies 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 Meeting, November 30, 2022 RTTAC
- 3.2 2023 Regional Transit Technical Advisory Committee Agenda Look Ahead
- 3.3 Regional Transit Operators Forum
- 3.4 Transit Ridership Update

- 3.5 Federal Transit Administration (FTA) Fiscal Year (FY) 2023 Triennial Reviews, Section 5307 Program Requirements
- 3.6 Mobile Source Air Pollution Reduction Review Committee (MSRC) Request for Proposals for Microtransit Services Program
- 3.7 Metro Visionary Seed Fund
- 3.8 Transit Operators' Final Draft Budget Letter to State Leaders

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 3.5 stating that staff will be available to assist agencies in understanding the requirements and process for the 2023 Triennial Review. Additionally, she noted item 3.8 and suggested attendees reviewed the letter.

4.0 INFORMATIONAL ITEMS

4.1 MAP-21 Regional Transit Safety Target Setting Update

Jonathan Overman, Cambridge Systematics, provided an update on MAP-21 Regional Transit Safety Target Setting. He noted the effort emerged from MAP-21 in 2012 which requires federal transit performance measures. In reviewing the progress, he reported that data from transit operators has been collected and compiled to develop the draft targets. In addition, interviews were conducted with peer MPOs. Mr. Overman reported that primary analysis began in fall 2022 and regional target development will take place winter 2022/2023. Stakeholder engagement and initial targets will be completed spring 2023. Mr. Overman reviewed the specific assets categories for TAM including rolling stock, infrastructure, facility, and equipment, and reviewed the 2022 Draft TAM targets for each asset category. He next reviewed safety target categories including fatalities, injuries, safety events, and system reliability, and the Draft transit safety targets.

TAM scenarios were reviewed which measures, for example, how much funding would be needed to maintain assets at a particular level. Safety target scenarios were examined. Next steps include soliciting feedback on this approach, getting further information from county transportation commissions, and developing future targets in advance of the next RTTAC meeting.

4.2 Hydrogen Fuel Cell Bus Deployment – Foothill Transit

Roland Cordero, Foothill Transit, reported on their hydrogen fuel cell bus deployment effort. He noted Foothill Transit serves Eastern Los Angeles County with a 327 square mile service area and 1.5 million service population. Foothill Transit includes thirty (30) local and six (6) express routes utilizing 337 CNG buses and 33 electric busses. This effort began in 2010 with three (3) 35-ft buses. Fast charging stations were added as needed. The program included the installation of two high power fast-charge stations at the Pomona Transit Center with overhead chargers. To date the system has performed 200,000 charge cycles and 2.1 million electric bus miles travelled. In addition, two overhead fast chargers were installed in route. The system also uses in-depot overhead chargers. It was noted the buses have a limited range with demanding charging requirements. Bus performance

along the route needs to be monitored to insure they are operating efficiently and maintain a sufficient charge. Also, in-route chargers are costly at \$350,000 per unit and the total cost to electrify the fleet is in excess of \$100 million. He reported on their effort with hydrogen fuel cell busses and their cost implications.

Kevin Kane, Victor Valley Transit, asked about maintenance cost for hydrogen busses. Mr. Cordero responded that according to industry information maintenance cost is 28% less than GNC busses. Since their busses are new the life cycle maintenance costs are not yet known.

Eric Dehate, RCTC, asked about a mixed fleet versus a single technology approach. Mr. Cordero responded that a single technology provides a simpler approach when it comes to training, maintenance and daily agency functions.

4.3 Connect SoCal 2024 Updates

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Connect SoCal 2024. She reported the overriding goal for the plan is to bring forth a healthy, accessible, and connected region for a more resilient and equitable future. The plan development was reviewed and it was noted data collection and policy development was conducted in 2022 including collecting information through SCAG's local data exchange and gathering project lists from the CTCs. Outreach and analysis will be conducted in 2023 including incorporating recommendations from the three subcommittees recently concluded, public outreach, plan modeling and a release of a draft plan in fall 2023.

She noted Mobility Hubs will be part of the strategic approach. Mobility Hubs are locations with a range of transportation options that also interact with each other. This may include public transit, active transportation, shared vehicles and infrastructure which connect to online applications for accessing modes such as public transit and ebikes. These hubs support safe and convenient transfer between modes, provide real-time travel information as well as multiple options. The hubs encourage mode shift and access particularly to those from disadvantaged communities. Other Connect SoCal strategies included in the mobility hubs strategy include carshare, bikeshare and microtransit.

4.4 Regional Dedicated Transit Lanes Study Final Report

Priscilla Freduah-Agyemang, provided an update on the Regional Dedicated Transit Lanes Study. She noted that improving the speed and reliability of transit service is a goal of Connect SoCal 2020. The purpose of transit priority treatment was reviewed as well as the methodology used to identify viable areas. Next, the regional map of the priority transit network was reviewed showing which areas have the greatest opportunity to benefit from transit priority treatments.

4.5 SCAG Draft Clean Transportation Technology Policy

Alison Linder, SCAG staff, reported on SCAG’s Clean Transportation Technology Policy. The resolution will formalize a clean technology program at SCAG and outline strategic points for Connect SoCal. She noted the policy will be taken before the Emerging Technology Committee in February and the Regional Council in April. Clean Transportation Technology is defined as “zero and near zero-emission” vehicles, their supporting infrastructure and other facilitating products that reduce environmental impact over their life cycle. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies.

SCAG will support the region in deployment of Clean Transportation Technology through research, evaluation, stakeholder support, resource and tool provisions and coordination. She noted that SCAG’s role will be to gather information and conduct analysis, but the end user will decide on a course they find best suited to their needs. Additionally, SCAG will work to address equity impacts so that all, especially the under-resourced, can access and benefit from Clean Transportation Technologies. Ms. Linder asked the committee for their input on the proposed policy direction.

Kurt Brotcke, OCTA, asked if operational issues such as zero emission vehicle performance such as range and refueling time would be addressed in the effort. Ms. Linder responded that technology performance such as range and re-fueling time would be included in the analysis. The stakeholder would consider the information gathered and see where their specific needs would be met.

5.0 STAFF REPORT

None provided.

6.0 ADJOURNMENT

Jennifer Nguyen, Riverside Transit Agency, adjourned the meeting at 11:30 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
March 29, 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.

SharePoint



Regional Transit Operators Forum

- Home
- About
- Categories
- Discussions
 - Create Alerts
 - Manage Alerts
- Members
- RTTAC Agendas
- Contact Us
- FAQ


Welcome to the SCAG Regional Transit Operators Forum. This is a space for the transit providers in the SCAG region to exchange information, best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects and offer the opportunity to continue to engage in meaningful discussions and peer-learning experiences on variety of transit topics.

We want to hear from you. Ask a question, Share your thoughts, Get smarter and help others. [Learn More](#)

[+ new discussion](#)

Recent What's hot My discussions ...

Seeking Applicants for the FY21 round of the INFRA Grant Program

 The USDOT recently announced that it is seeking applicants for the FY21 r...

By Priscilla Freduah-Agyemang In [Grants/Funding](#) February 25

Community tools

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

What's happening

14 members

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.3
March 29, 2023

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Environmental Protection Agency (EPA) Diesel Emissions
Reduction Act (DERA) Notice of Funding Opportunity (NOFO)

SUMMARY:

From: <https://www.epa.gov/dera/national>

The EPA anticipates releasing the NOFO for the 2023 DERA National Grants in early 2023. Grant funds may be used for diesel emission reduction projects including EPA and California Air Resources Board verified technologies or certified engine configurations, verified idle-reduction technologies, verified aerodynamic technologies and low rolling resistance tires, and early engine, vehicle, or equipment replacements with certified engine configurations. Funds awarded under this program cannot be used to fund emission reductions mandated by federal law or equipment for testing emissions or fueling infrastructure. Eligible diesel vehicles, engines and equipment may include school buses, Class 5 – Class 8 heavy-duty highway vehicles, marine engines, locomotives and nonroad engines, equipment or vehicles such as those used in construction, handling of cargo, agriculture, mining or energy production. Eligible recipients for funding include regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality. Information on DERA grants awarded in previous years can be found at: <https://www.epa.gov/dera/national-dera-awarded-grants>.



Transit Performance Monitoring and Target Setting

Regional Transit Technical Advisory Committee

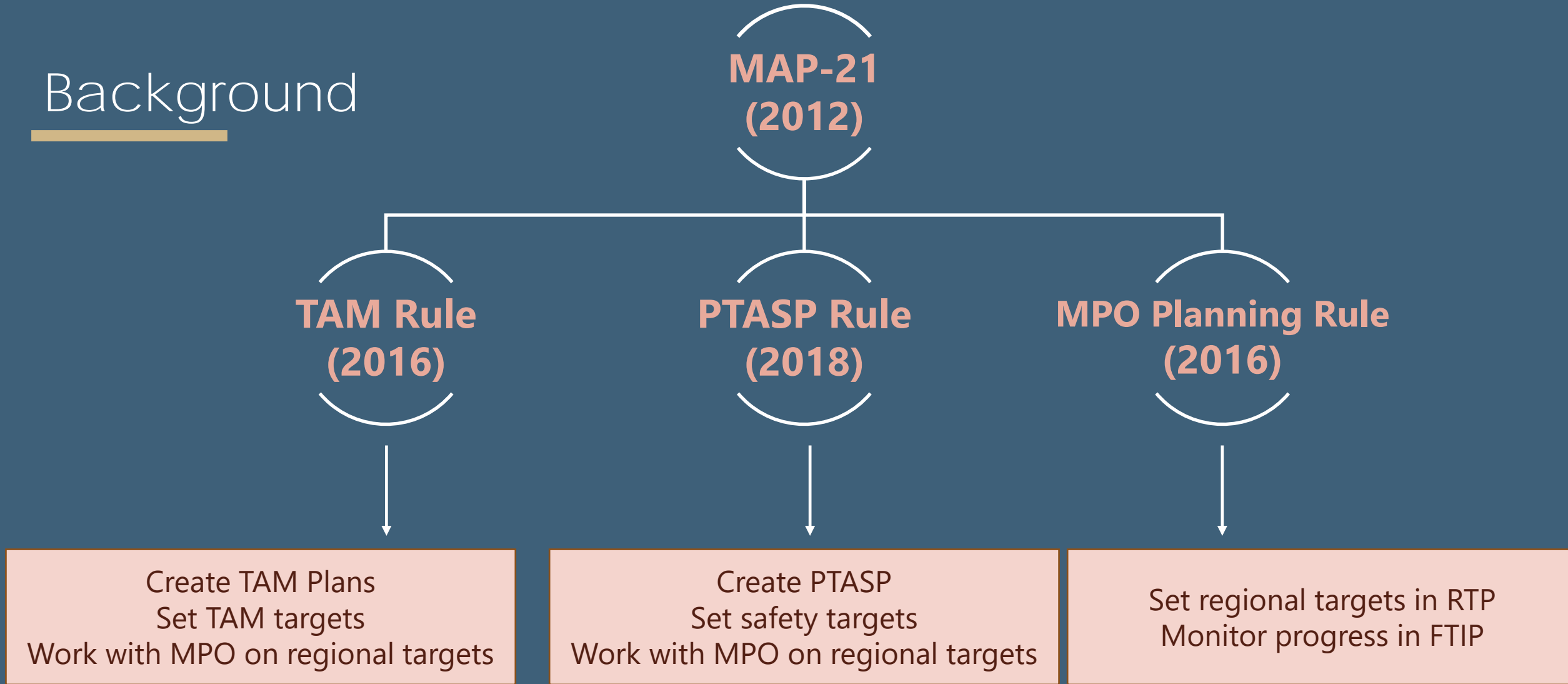
March 29, 2023

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Agenda

1. Background
2. Updated Draft 2022 Regional Targets
3. Future Target Scenario Results
4. Next Steps

Background



Project Timeline

Primary Analysis

Fall 2022

- Engage operators
- Collect TAM and Safety Data

Winter 22/23

- Develop Regional Targets

Spring 2023

- Engage Stakeholders
- Initial Targets Ready

Key Deadlines

April 2023 – Initial Targets

June 2023 – Draft Targets for Draft RTP/SCS

April 2024 – Final Targets for RTP/SCS

Federally Required TAM Targets

Category	Performance Target
Rolling Stock (Revenue Vehicles)	1) Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) <i>-One target for each vehicle type</i>
Infrastructure	2) Percentage of guideway track miles with performance restrictions by class <i>-One target for each rail mode</i>
Facility	3) Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale <i>-One target for each facility type (Maintenance/Administration, Passenger/Parking)</i>
Equipment (Service Vehicles)	4) Percentage of service vehicles that have met or exceeded their ULB <i>- One target for each vehicle type</i>

2022 Draft TAM Targets – Rolling Stock

Geography	2022 Draft Targets - Based on 3-Year Rolling Average (2020-2022)			
	Rolling Stock <i>(Pct of revenue vehicles > ULB)</i>	Equipment <i>(Pct of non-revenue vehicles > ULB)</i>	Facilities <i>(Pct of facilities < TERM scale 3)</i>	Infrastructure <i>(Pct of track segments with restrictions)</i>
Imperial	0.0%	N/A	n/a	n/a
Los Angeles	17.4%	35.5%	1.5%	2.11%
Orange	12.7%	18.4%	0.0%	n/a
Riverside	5.3%	19.8%	8.7%	n/a
San Bernardino	6.2%	19.7%	10.3%	n/a
Ventura	12.2%	21.3%	0.0%	n/a
Metrolink	0.4%	50.5%	20.0%	1.83%
SCAG Region	14.9%	34.1%	2.8%	1.89%

See extra slides for county by county 2020-2022 targets which have been updated since January RTTAC meeting

Federally Required Safety Targets

Category	Performance Target
Fatalities	1) Total fatalities 2) Fatality rate by mode (per vehicle revenue mile (VRM))
Injuries	3) Total injuries 4) Injury rate by mode (per VRM)
Safety Events	5) Total safety events 6) Safety event rate by mode (per VRM)
System Reliability	7) Major mechanical failure rate by mode (per VRM)

2022 Draft Safety Targets – SCAG Regional Targets

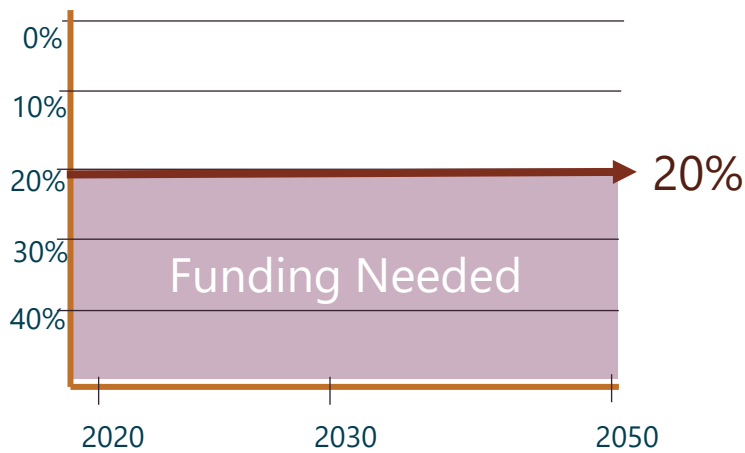
Regional Targets Weighted Based on the Operator Targets and Vehicle Revenue Miles (VRM)

Mode	Fatalities Target	Fatality Rate (per 100k VRM)	Injuries Target	Injuries Rate (per 100k VRM)	Safety Events Target	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	657	0.5	733	0.37	12,868
Demand Response	0	0	52	0.1	89	0.16	43,066
Rail	0	0	92	0.5	33	0.16	50,624

See extra slides for county by county targets which have been updated since January RTTAC meeting

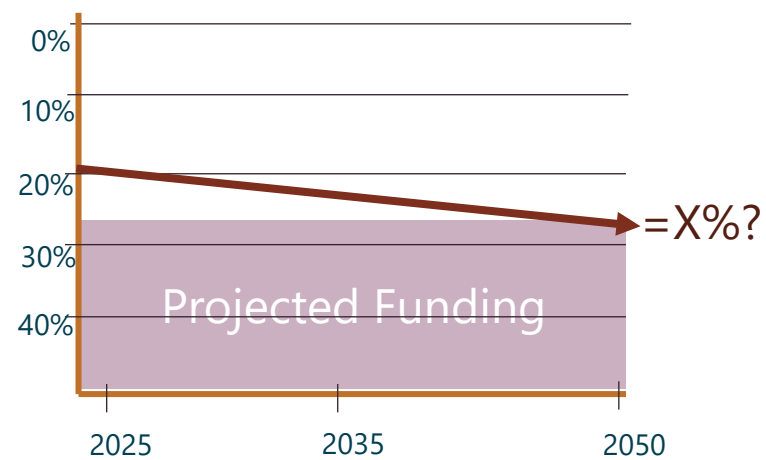
Future TAM Scenarios

Baseline Scenario



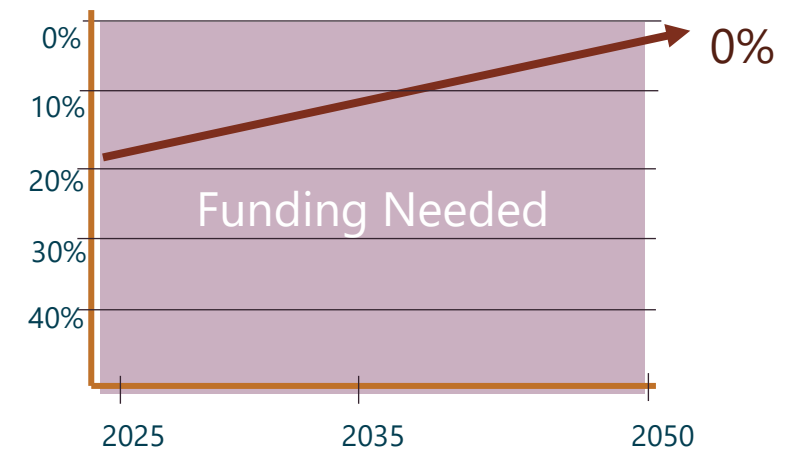
To maintain current target, how much **funding** is needed?

Constrained Scenario



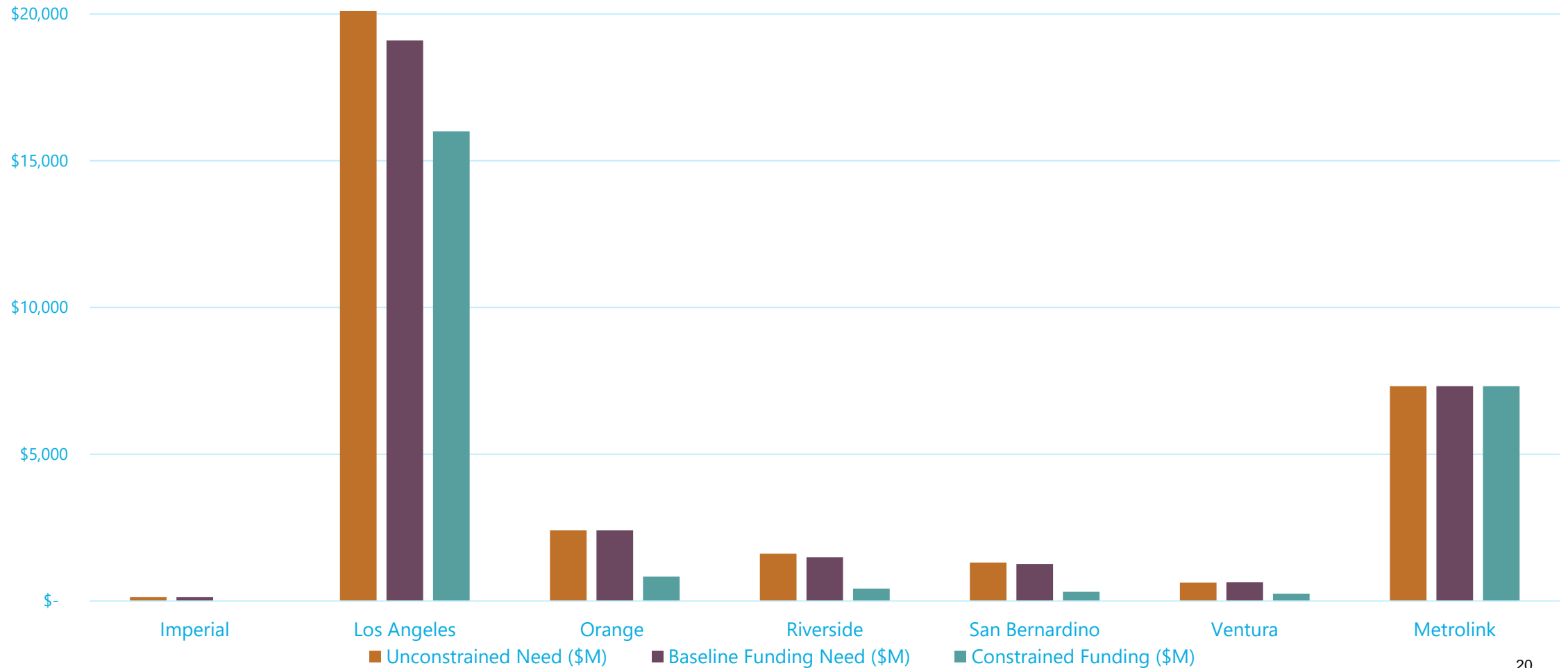
Based on anticipated funding, what **target** can we achieve?

Unconstrained Scenario



What is the total **funding** needed to replace all assets past their useful life?

Scenario Results – Unconstrained and Baseline Funding Needs



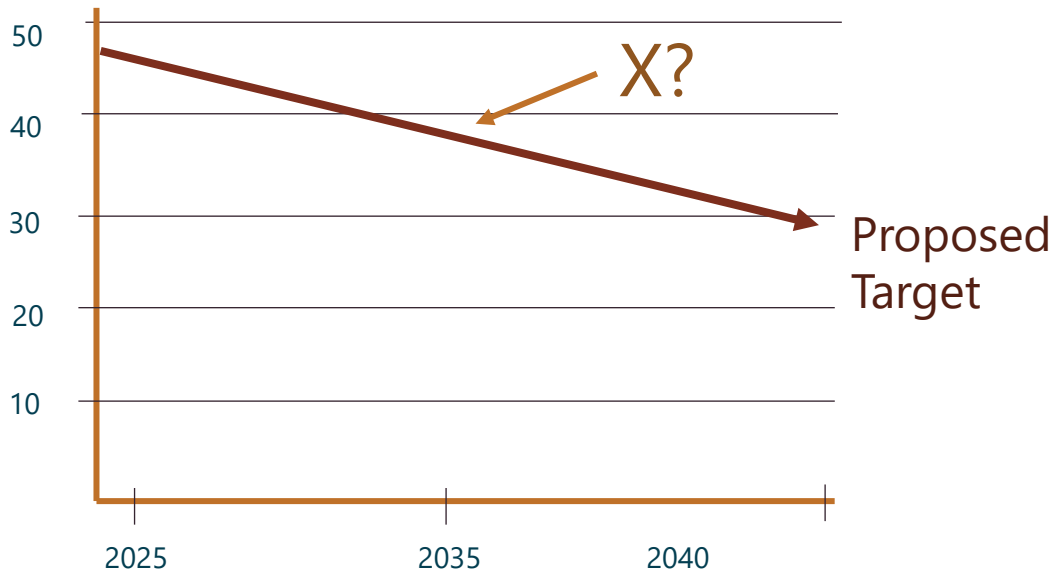
Preliminary results – subject to change

TAM Scenarios

- For Connect SoCal 2020, SCAG adopted the 2019 targets as future targets with the goal of maintaining those targets
 - Unconstrained and baseline scenarios were used understand the total unmet TAM needs
- For Connect SoCal 2024, SCAG will refine the scenarios and gather additional feedback on the proposed targets before the Draft plan release in the Fall

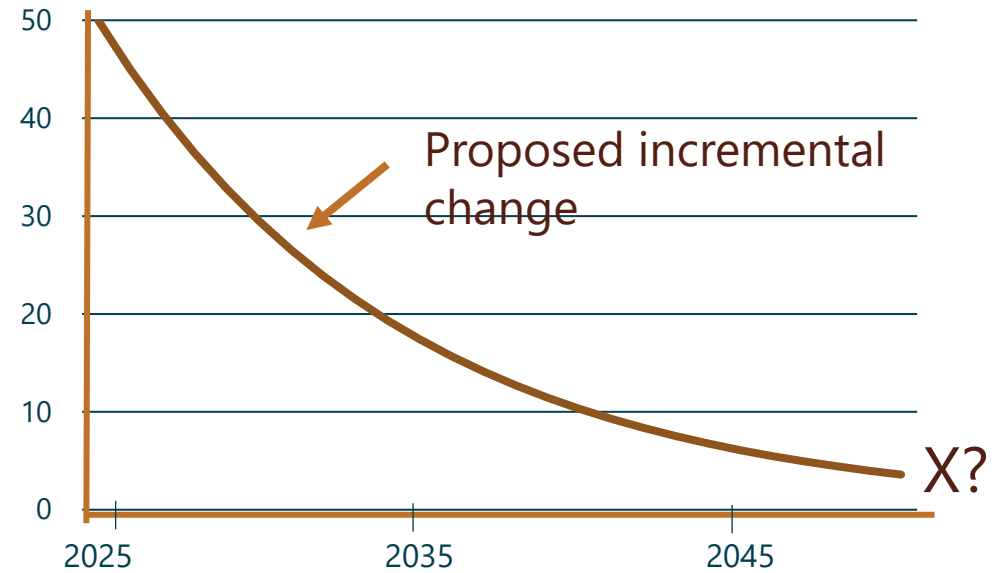
Potential Safety Target Scenarios

Aspirational Target



What **change per year** is necessary to hit proposed aspirational target?

Incremental Change



What **future target** would result from a consistent, incremental change?

Potential Safety Target Scenarios Example: Fixed Route

Looking at just the Fixed Route Bus Injuries Target for SCAG Region

ASPIRATIONAL APPROACH

Current 2022 Target: 657	
<i>In order to hit percent reduction in target by 2050, reduce target every year by...</i>	Annual reduction (injuries)
10% (Target = 591)	2.6
25% (Target = 493)	5.9
50% (Target = 329)	11.7
100% (Target = 0)	23.5

INCREMENTAL APPROACH

Current 2022 Target: 657		
<i>If reduced by same percent every year, future target would be...</i>	Target in 2050	Total % change
1%	497	-24%
2%	377	-43%
3%	287	-56%
4%	219	-67%
5%	168	-74%

*Annual reduction relative to 2022 target, not compounding

Potential Safety Target Scenarios Example – 2030, 2040, & 2050

Looking at just the Fixed Route Bus Injuries Target for SCAG Region

ASPIRATIONAL APPROACH

Current 2022 Target: 657			
<i>In order to hit percent reduction in target by year, reduce target every year by...</i>	2030	2040	2050
10% (Target = 591)	8.2	3.7	2.6
25% (Target = 493)	20.5	9.1	5.9
50% (Target = 329)	41.1	18.3	11.7
100% (Target = 0)	82.1	36.5	23.5

INCREMENTAL APPROACH

Current 2022 Target: 657			
<i>If reduced by same percent every year, future target would be...</i>	2030	2040	2050
1%	607	549	497
2%	561	460	377
3%	519	386	287
4%	480	324	219
5%	445	273	168

Safety Scenarios

- For Connect SoCal 2020, no safety targets were included in the RTP
- For Connect SoCal 2024, SCAG will collect additional feedback on the aspirational and incremental approaches from the operators and CTCs to determine future targets

Next Steps

- Internal SCAG coordination to finalize targets and scenarios
- Additional feedback from operators and CTCs
- Finalize targets and scenarios for inclusion in Draft Connect SoCal 2024 (RTP/SCS) before Fall release
- Seek approval from SCAG Transportation Committee



THANK YOU!

Jon Overman

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Priscilla Freduah-Agyemang

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agyemang@scag.ca.gov



APPENDIX SLIDES

2022 Targets - Detail

2022 Draft TAM Targets – Rolling Stock

Regional Targets Weighted Based on the Operator Targets and Number of Assets

County	2019	2020	2021	2022	3-Yr Average
Imperial	0.0%	0.0%	0.0%	0.0%	0.0%
Los Angeles	16.0%	17.0%	25.3%	9.6%	17.4%
Orange	11.7%	16.1%	10.6%	10.7%	12.7%
Riverside	3.8%	2.1%	2.4%	11.4%	5.3%
San Bernardino	22.2%	6.5%	4.8%	7.5%	6.2%
Ventura	6.3%	6.3%	15.2%	15.1%	12.2%
Metrolink	10.0%	0.5%	0.4%	0.4%	0.4%
SCAG Region	14.8%	14.6%	20.2%	9.5%	14.9%

Percent of vehicles past useful life

2022 Draft TAM Targets – Service Vehicles

Regional Targets Weighted Based on the Operator Targets and Number of Assets

County	2019	2020	2021	2022	3-Yr Average
Imperial	n/a	n/a	n/a	n/a	n/a
Los Angeles	27.7%	34.4%	33.3%	38.9%	35.5%
Orange	18.6%	18.7%	18.5%	17.9%	18.4%
Riverside	17.9%	16.5%	29.3%	13.6%	19.8%
San Bernardino	27.7%	11.4%	14.9%	33.4%	19.7%
Ventura	25.0%	22.6%	23.8%	17.1%	21.3%
Metrolink	22.7%	59.7%	48.7%	42.8%	50.5%
SCAG Region	26.1%	33.3%	32.5%	36.5%	34.1%

Percent of vehicles past useful life

2022 Draft TAM Targets – Facilities

Regional Targets Weighted Based on the Operator Targets and Number of Assets

County	2019	2020	2021	2022	3-Yr Average
Imperial	n/a	n/a	n/a	n/a	n/a
Los Angeles	6.4%	2.0%	1.5%	0.9%	1.5%
Orange	0.0%	0.0%	0.0%	0.0%	0.0%
Riverside	22.1%	11.2%	15.7%	0.0%	8.7%
San Bernardino	26.3%	6.4%	0.0%	23.1%	10.3%
Ventura	0.0%	0.0%	0.0%	0.0%	0.0%
Metrolink	33.3%	20.0%	20.0%	20.0%	20.0%
SCAG Region	10.3%	3.1%	2.9%	2.3%	2.8%

Percent of facilities rated <3 on TERM scale

2022 Draft TAM Targets – Infrastructure

Regional Targets Weighted Based on the Operator Targets and Miles of Track

County	2019	2020	2021	2022	3-Yr Average
Los Angeles	1.52%	1.89%	2.03%	2.39%	2.11%
Metrolink	15.0%	2.00%	2.00%	1.50%	1.83%
SCAG Region	11.5%	1.98%	2.01%	1.69%	1.89%

Percent of track segments with speed restrictions

2022 Draft Safety Targets – Fixed Route Bus

Regional Targets Weighted Based on the Operator Targets and Vehicle Revenue Miles

County	Fatalities Target	Fatality Rate (per 100k VRM)	Injuries Target	Injuries Rate (per 100k VRM)	Safety Events Target	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
Imperial	0	0	14.0	0.0	28.0	0.24	102,868
Los Angeles	0	0	509.6	0.6	492.5	0.34	10,843
Orange	0	0	84	0.6	136	1.02	14,912
Riverside	0	0	22	0.2	31	0.23	16,255
San Bernardino	0	0	27.5	0.1	28.3	0.10	17,070
Ventura	0	0	6	0.2	16.7	0.17	24,045
SCAG	0	0	657.1	0.5	732.5	0.37	12,868

2022 Draft Safety Targets – Demand Response

Regional Targets Weighted Based on the Operator Targets and Vehicle Revenue Miles

County	Fatalities Target	Fatality Rate (per 100k VRM)	Injuries Target	Injuries Rate (per 100k VRM)	Safety Events Target	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
Imperial	0	0	7.0	0.0	10.0	0.20	36,595
Los Angeles	0	0	27.5	0.1	56.8	0.22	48,920
Orange	0	0	0.0	0.0	0.0	0.00	14,000
Riverside	0	0	7.3	0.1	9.0	0.19	16,205
San Bernardino	0	0	5.1	0.1	4.9	0.09	62,837
Ventura	0	0	5.0	0.3	8.7	0.23	41,899
SCAG	0	0	51.9	0.1	89.4	0.16	43,066

2022 Draft Safety Targets – Rail

County	Fatalities Target	Fatality Rate (per 100k VRM)	Injuries Target	Injuries Rate (per 100k VRM)	Safety Events Target	Safety Events Rate (per 100k VRM)	System Reliability (VRM/ failures)
Los Angeles	0	0	92.0	0.5	33.0	0.16	50,624

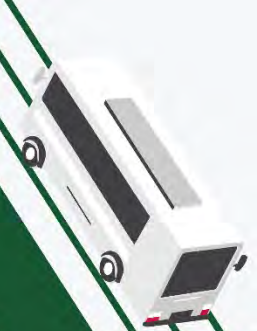
Currently there is only one rail operator with safety targets for FTA. Metrolink falls under different safety regulations with the FRA

VENTURA COUNTY

Transit Integration and Efficiency Study (TIES)

Update on Draft Study

FEHR & PEERS



Why Study Transit Integration?

- TIES was initiated by Commission discussion in summer 2020
 - Impacts of COVID-19 pandemic on transit ridership and finance
 - Underscored race and equity issues nationwide, and challenges for **'essential workers' and general public to access jobs and services** without a car
 - Ridership nationally has been falling despite growing population and strong economy
- Challenges facing transit have only increased
 - Inflation and escalating costs, fewer contractor bids
 - Increased congestion and more competition with transit

TIES Background

- Similar study previously in 2010-2012
- Some changes followed, including formation of GCTD and ECTA
- Current study began in 2021
 - Examined data about every transit service in Ventura County
 - **Held six “operator working group” sessions**
 - Interviewed Commissioners
 - Interviewed staff and city managers
 - **Collaborated with “Coordinated Services Plan”**
 - Focus group outreach for critical rider groups

Can Integration Improve Transit Service and Rider Experience in Ventura County?

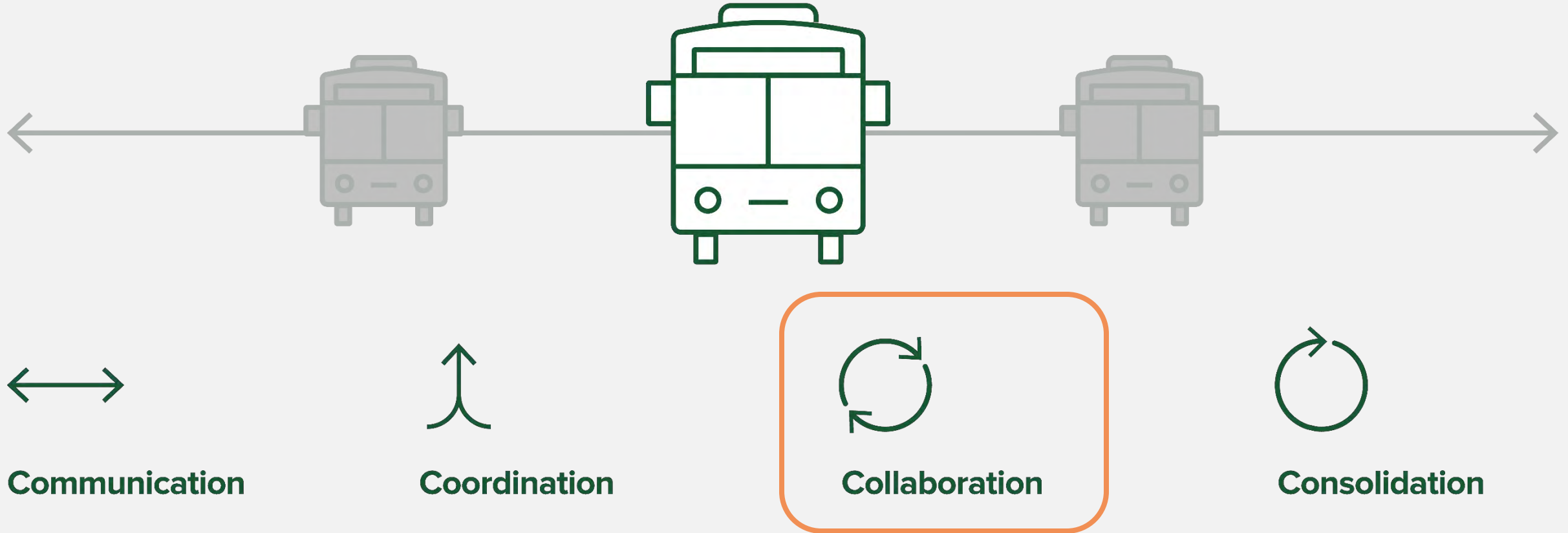
What are the Issues?

- 9 different operators that do not form a strong regional network
- Highly local focus on service delivery limits interest in improving regional connectivity, barriers to providing interagency service
- **“Behind the scenes” issues**
 - Increased expenses
 - Less competitive contracts
 - Driver retention and employer competition
 - Changing local priorities

What are the Issues?

- Wide variation between communities in
 - Rider policies
 - Fares and passes
 - Program eligibility
 - Quality of published information
 - Online presence
- **Variation can reflect “local community” but can also hamper interoperability and connectivity**

Approaches to Integration



Adapted and modified from North Carolina Department of Transportation (NCDOT) Statewide Regionalization Study Final Report, 2012.

Recommended Actions/Strategies

- Improve financial resilience by coordinating administrative functions
- Centralize demand-response call-taking and scheduling
- Align rider policies, fares, and eligibility
- Standardize surveying, marketing, and online presence

Alternatives Summary

Integrating recommended actions and strategies into delivery

Approach to Alternatives

- Created three scenarios ranging from
 - Mostly collaborative
 - Partial consolidation along functional boundaries
 - Full consolidation to a county-level agency
- Other variations and alternatives are possible
- Alternatives provide framework for stakeholders to respond to and adapt moving forward

Alternative 1

- Subregional consolidation of demand-response service
- Increased and formalized interagency coordination
 - Fixed-route service planning
 - Group procurements and operating contracts, where possible
 - Standardize rider policies
 - Regional marketing, surveying, institutional partnerships

Alternative 2

- Creation of a countywide demand-response agency
 - Includes all paratransit and dial-a-ride programs
 - Probably housed within another agency initially
- Subregional consolidation of fixed-route service into two agencies
 - Gold Coast Transit + Ojai, Valley Express, VCTC (bus)
 - Thousand Oaks + Kanan Shuttle, Moorpark, Simi Valley, Camarillo
- Three agencies simplifies coordination, focuses all staff on **“transit” and subregional responsiveness**
- VCTC remains as RTPA, transfers all bus operations to Gold Coast

Alternative 3

- All public transit services integrated into Gold Coast Transit District
- Board structure of GCTD changes to accommodate a more regional makeup
- Most operating bases (Thousand Oaks, Simi Valley, Ojai, Valley Express) would remain as operating divisions
- VCTC remains as RTPA, transfers all bus operations and transit planning to Gold Coast

Alternatives Comparison

- Alt 1 requires an action plan and voluntary commitment to develop improvements
- Alt 2 balances risk by relying on existing partnerships, creates subregional platform for change
- Alt 3 is ambitious with the greatest ability for the resulting agency to enact regional change, but the most difficult to execute

	Alt 1	Alt 2	Alt 3
How it improves passenger experience	1	3	4
How it reduces operating and capital costs	1	3	4
How it integrates existing operating systems	1	3	4
How it enhances regional service coverage	1	2	4
How it provides more community-responsive and equitable transit service	0	2	3
Risks and challenges of this approach	3	1	0
Implementation Complexity	4	2	0

Alternatives Comparison

- Alt 1 likely has least benefit for cost efficiency, protects city revenues for transit and roads
- Alt 2 could be more expensive than existing initially due to creation of 1-2 new agencies, will likely take some time to realize cost efficiencies
- Alt 3 has greatest potential for administrative cost efficiency and increases revenue to transit through TDA, but has negative effect for some city budgets

Roadmap for the Future

- TIES defined the issues and practical strategies to improve
- Alternatives provide a roadmap for how to implement strategies
- Alternative 1 codifies actions mostly agreed-on already, sets the stage for future integration

Stakeholder Concerns

Key Concerns and Issues

Funding

- Partial or full consolidation should result in cost efficiency
- Significant loss of road maintenance funds for certain cities
- Increased TDA to a countywide agency benefits riders
- Uncertainty about outcomes, assumption that TIES will result in greater expense

Responding to Community Needs

A regional agency will be less able or unwilling to maintain local/specialized service

- Camarillo Dial-a-Ride
- Ojai Trolley
- Moorpark Microtransit
- Most regional agencies operate specialized local services

Key Concerns and Issues

Service could be reduced

Consolidation will result in reduction or elimination of **“underperforming”** service in smaller communities

- **“Do no harm” sentiment**
- Not recommending major service changes linked to TIES – service analysis would need to be completed before any changes made
- Regional agencies must balance different definitions of success for urban and suburban/rural areas
- Resulting agency would continually monitor all local and regional needs

Next Steps

- Solicit public input
- Present to agencies
- VCTC to conduct regional Short Range Transit Plan, which will include TIES strategies

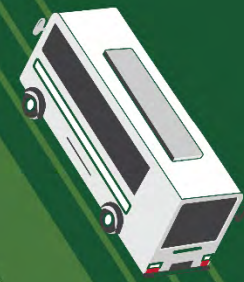
Future Steps

- Collaborate with represented groups
- **Staff begin implementing “low-hanging fruit” actions**
- Stakeholders develop working groups (finance, operations, etc.) and legal counsel to proceed based on adopted alternative

Thank You

Questions?

FEHR & PEERS



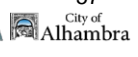


710 North

Mobility Hubs

SCAG Regional Transit Technical Advisory Committee

March 29, 2023





Today's Topics

Project background, vision & goals

What is a Mobility Hub?

Existing conditions & needs analysis

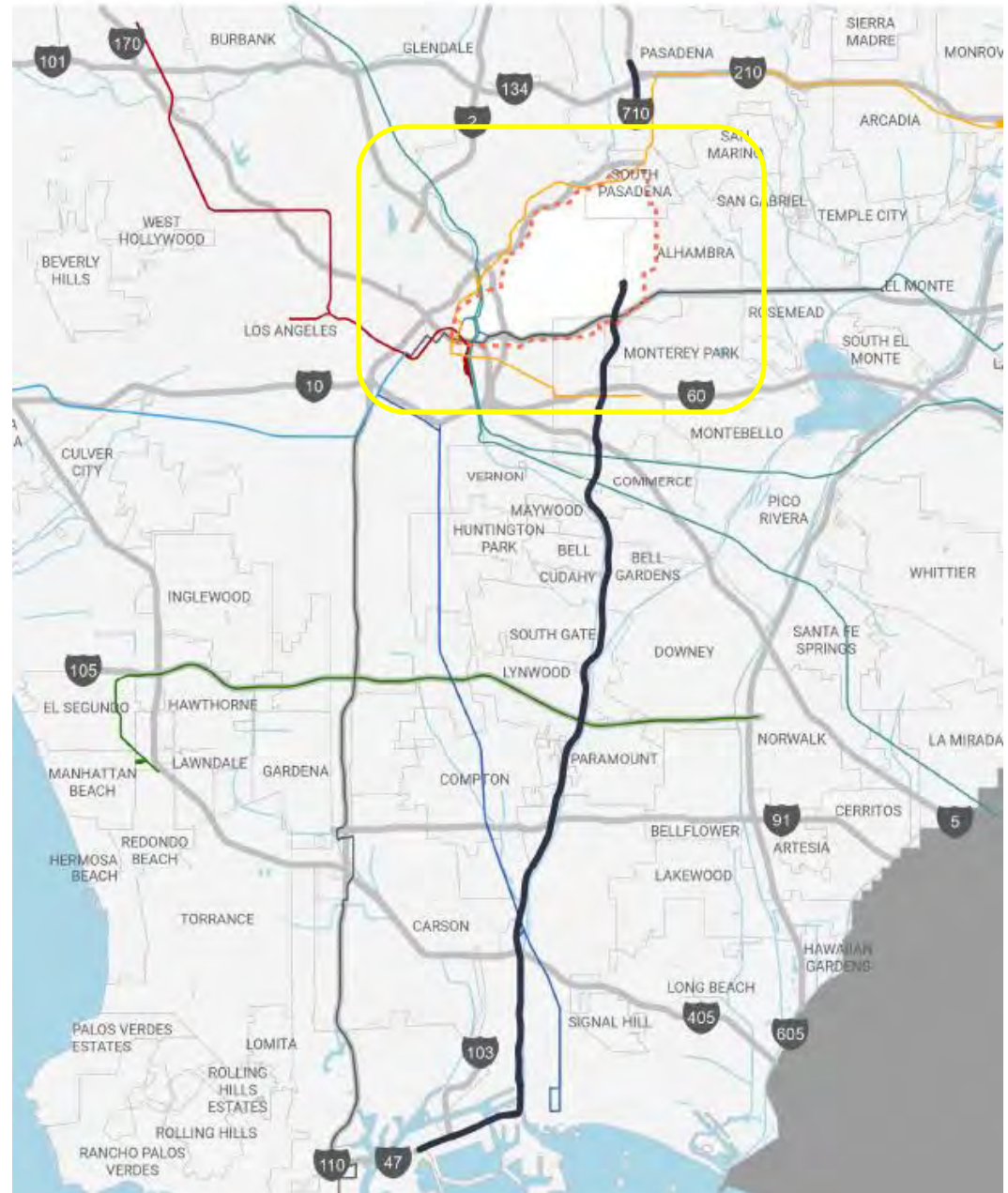
Community engagement

Priority hub concepts & first/last
mile

Next steps

Project Background

- In May 2017, the Metro board voted to withdraw its support and \$3.2 billion in funding for completing the gap between the I-210 and I-710 freeways.
- The board voted instead to reallocate the more than \$900 million set-aside for the highway to local mobility projects.
- This decision prompted the 710 Working Group to seek a Caltrans Strategic Partnerships grant for Mobility Hubs planning.



Project Partners

- SCAG
- LA County Department of Public Works
- Los Angeles Department of Transportation (LADOT)
- Cal State LA
- SGV Council of Governments (SGVCOG)
- Metro
- City of Alhambra
- City of South Pasadena
- Active San Gabriel Valley
- Asian and Pacific Islander Forward Movement (APIFM)
- Here LA
- Transportation Management & Design (TMD)
- And more!





Project Area

Key Destinations

- Union Station
- South Pasadena L (Gold) Line Station
- Chinatown L (Gold) Line Station
- LA County Public Works HQ in Alhambra
- Cal State LA
- LAC+USC Medical Center Campus
- Ernest E. Debs Regional Park

Project Vision & Goals

Vision

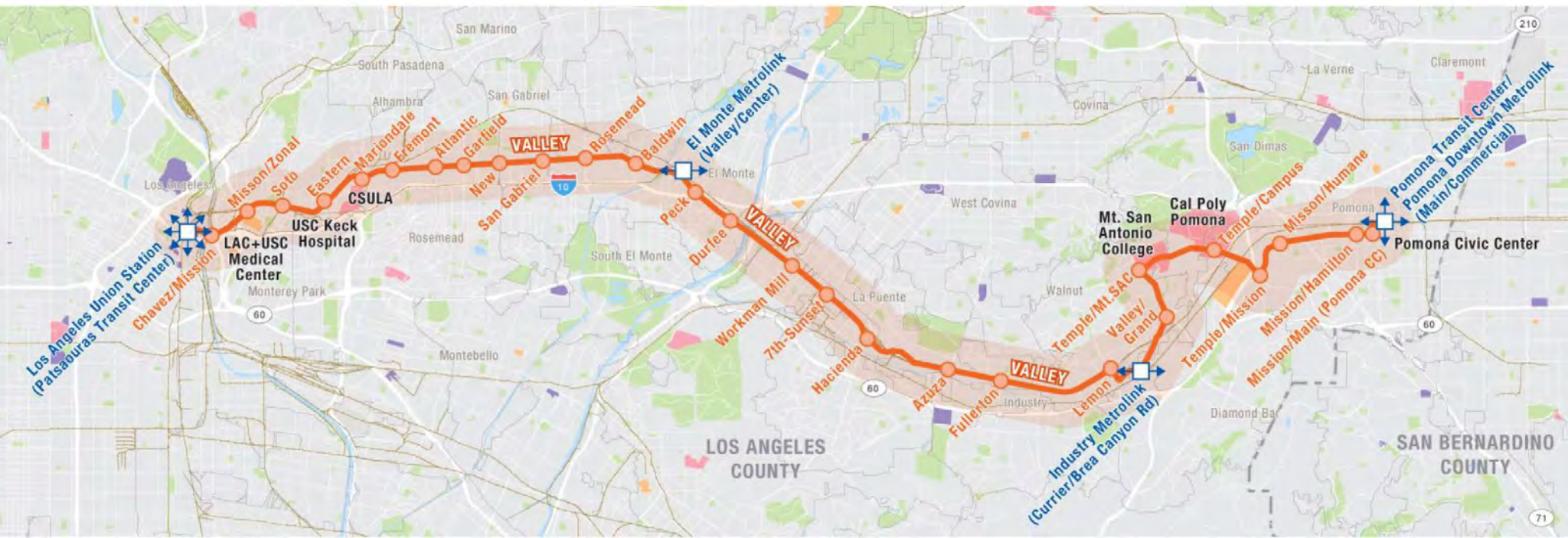
Create mobility hubs that are attractive, accessible, and connected within the area surrounding the northern end of the 710 Freeway to provide residents, commuters, and employees with sustainable, affordable, and future-ready transportation options.

Goals

- **Accessibility:** Identify mobility hub locations that connect to the greater multimodal transportation network and are accessible to people using all modes.
- **Mode Shift:** Develop solutions that encourage residents, commuters, and employees to use sustainable and flexible modes of transportation, reducing vehicle miles traveled (VMT).
- **Equity:** Center the concerns and experiences of historically underserved communities within the planning process and co-create solutions that improve real, everyday transportation challenges.
- **Collaboration:** Collaborate with community members and agency partners to ensure proposed improvements are supported by all stakeholders.
- **Feasibility:** Develop solutions that are cost-effective and feasible to implement.

Related Projects

- 710 North Mobility Improvement Projects (City of LA)
- Advancing Alhambra
- Walk, Bike, Move Alhambra!
- **San Gabriel Valley Transit Feasibility Study (SGVCOG)**



Community Engagement

- Website, Survey & Web Map (in-person and virtual)
- 10 pop-ups in Round 1
- 5 workshops in Round 2
- Intercepts at the 10 mobility hub locations in Round 3
- Social Media Challenge
- Online survey for the draft concept plans
- Paid collaboration with local nonprofit (APIFM)



What is a Mobility Hub?

Definition

- A place where two or more travel options (e.g., walking, biking, transit, and shared mobility) come together

Key Elements

- Curbside management
- Parking for desired modes
- Wayfinding & user information
- Shared vehicles & micromobility devices
- Bicycle self-repair stations
- Placemaking opportunities



Types of Mobility Hubs

1

Bus Stop Mobility Hub

2

Rail Station Mobility Hub

(includes all amenities from the bus stop mobility hub plus...)

3

Campus Mobility Hub

(includes all amenities from the rail station mobility hub plus...)

Types of Mobility Hubs

1

Bus Stop Mobility Hub



Bike share



Short-term bike parking



Seating



Wayfinding



Micro-mobility parking



Free wi-fi



Pedestrian-scaled lighting



Shade and shelter

Amenities will depend on the specific location (e.g., not all Type 1 Hubs will have the same amenities).

Types of Mobility Hubs

2

Rail Station Mobility Hub

(includes all amenities from the bus stop mobility hub plus...)



Car share parking



Bike repair station



Information kiosk



Real-time arrival signs



Electric vehicle charging



Passenger pick up and drop off



Public art installation



Long-term bike parking

Types of Mobility Hubs

3

Campus Mobility Hub

(includes all amenities from the rail station mobility hub plus...)



Convenience store



Convenience store



Delivery locker



Exercise playground



Work station



Work station



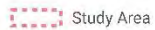
Work station



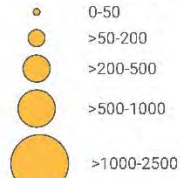
Campus kiosk

Transit Ridership

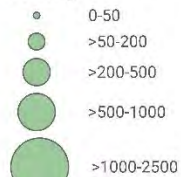
I-710 MOBILITY HUBS BUS RIDERSHIP

 Study Area

LA Metro Bus Boardings



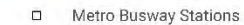
Municipal Transit Agency Boardings




 Foothill Transit Routes

 DASH Routes

 Metro Local Routes

 Metro Busway Stations

Metro Busway Lines

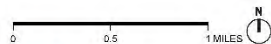
 J (Silver)

 Metrolink Stations

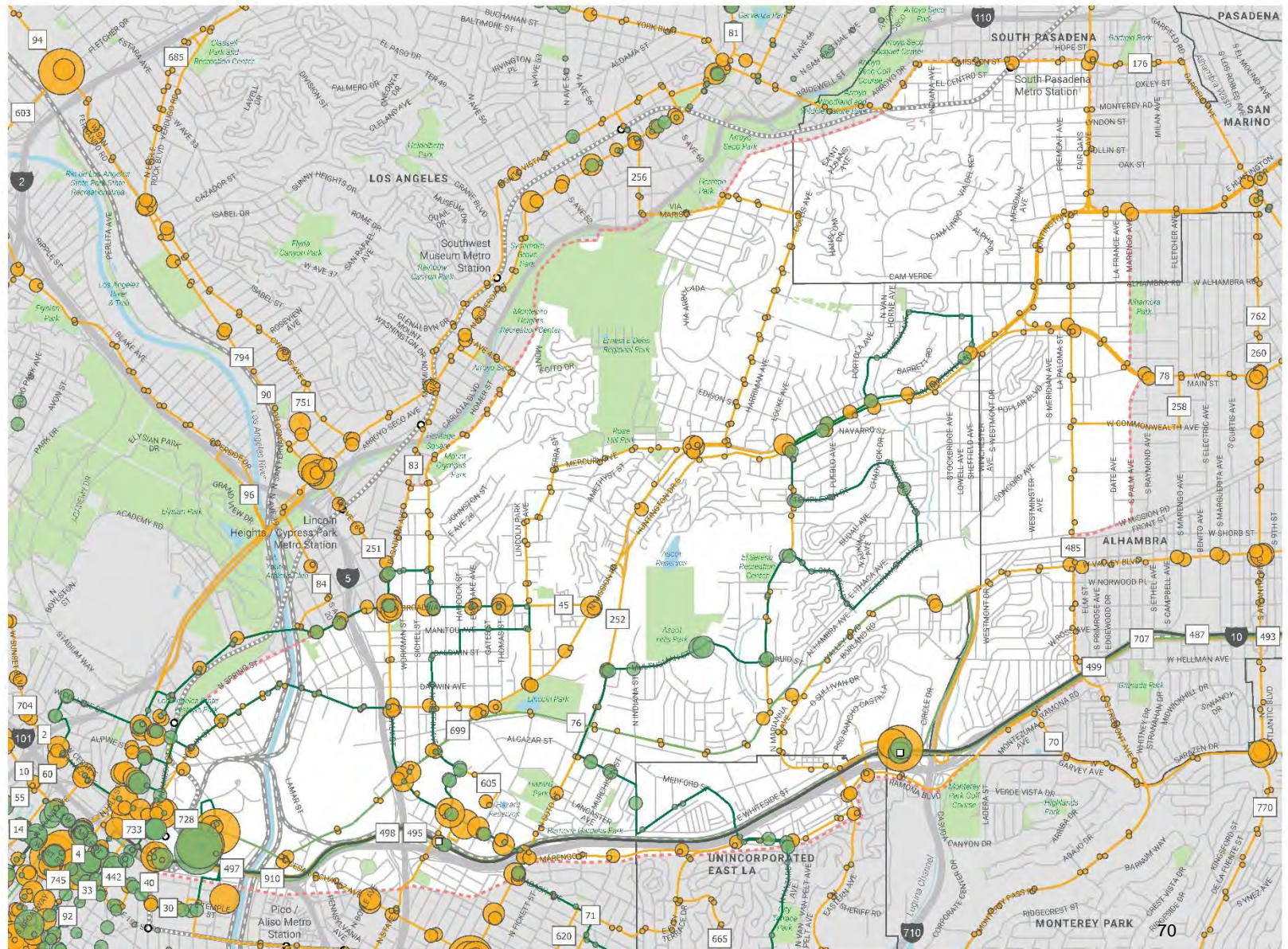
 Metrolink Lines

 Metro Rail Stations

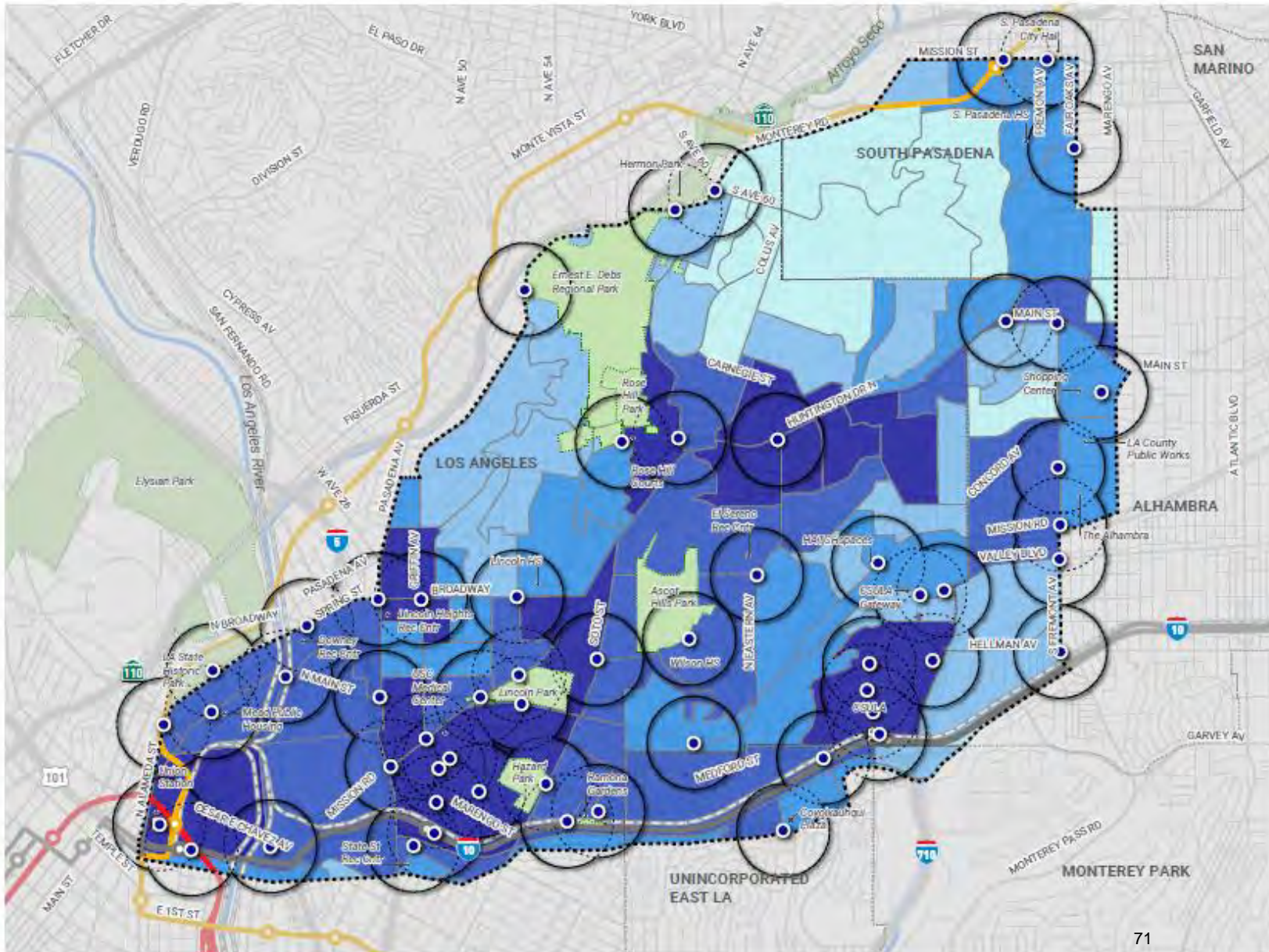
 Metro Rail Lines



alta



Areas of High Need



Note: Lower scores indicate less need for mobility hubs, from an equity perspective.



Priority Mobility Hub Locations

Selected Mobility Hub

-  Typology 1: Bus Stop Mobility Hub
-  Typology 2: Rail Station Mobility Hub
-  Typology 3: Campus Mobility Hub

General Legend

Key Destinations

-  Parks
-  Recreation Centers, Higher Education, High Schools, Civic Centers, Medical Centers, Development Projects, & Public Housing Projects

Study Area

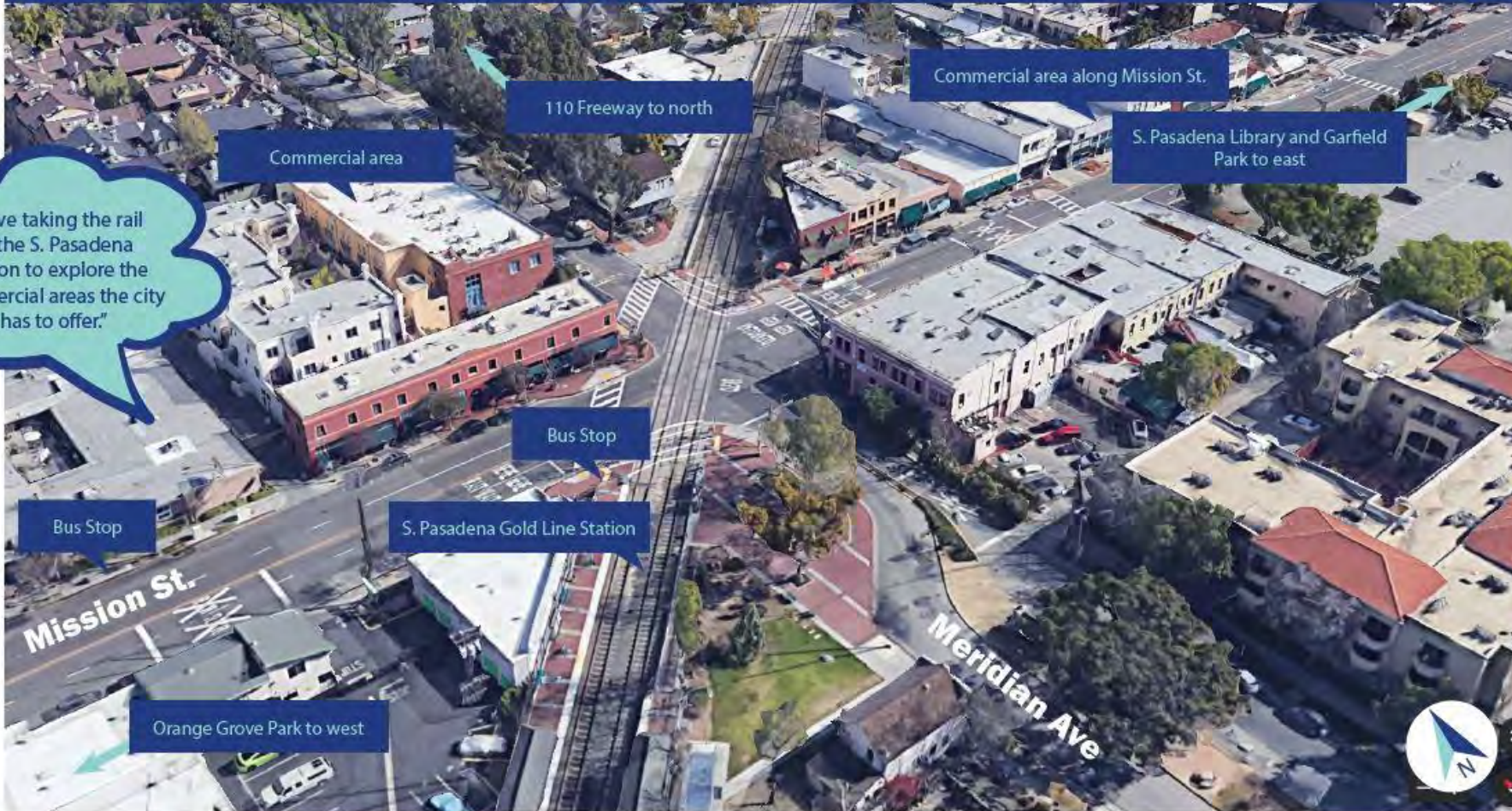
City Boundaries

-  Metro B Line (Red)/ D Line (Purple)
-  Metro L Line (Gold)
-  Metro J Line (Silver)
-  Metrolink



8

Mission / Meridian



Key Characteristics

- Major commercial street (Mission)
- High ridership bus stops at intersection
- Metro L Line (Gold) at intersection
- Short blocks and high pedestrian activity
- Major freeway to north (110)
- Community parks to east and west

Mobility Hub Concepts

MISSION/MERIDIAN RAIL STATION MOBILITY HUB

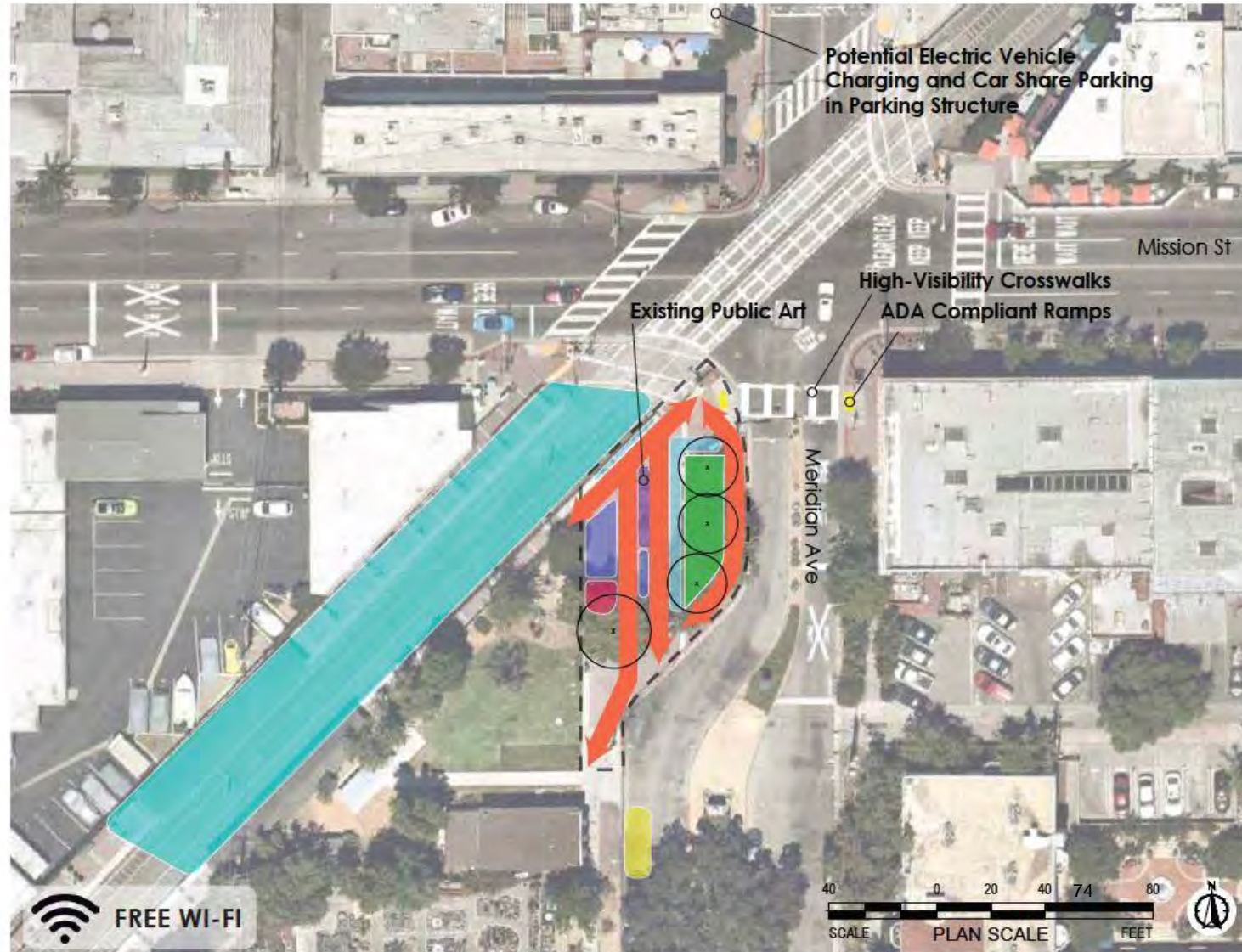
- Transit**
 - 1. Metro Station
- Bicycle / Micro-mobility**
 - 1. Short-term bike parking
 - 2. Bike share
 - 3. Bicycle repair station
 - 4. Micro-mobility parking
- Vehicle**
 - 1. Passenger pick up/drop off zone
- Information / Wayfinding**
 - 1. Wayfinding signs
 - 2. Free public Wi-Fi
 - 3. Information kiosk
 - 4. Real-Time arrival signs
- Waiting Areas**
 - 1. Seating
 - 2. Trash receptacles
 - 3. Drought tolerant landscape
 - 4. Public art
 - 5. Hydration station

Served by Metro Rail L Line (Gold) (Metro Rail A Line (Blue) expected 2023) and Metro Bus Line 258

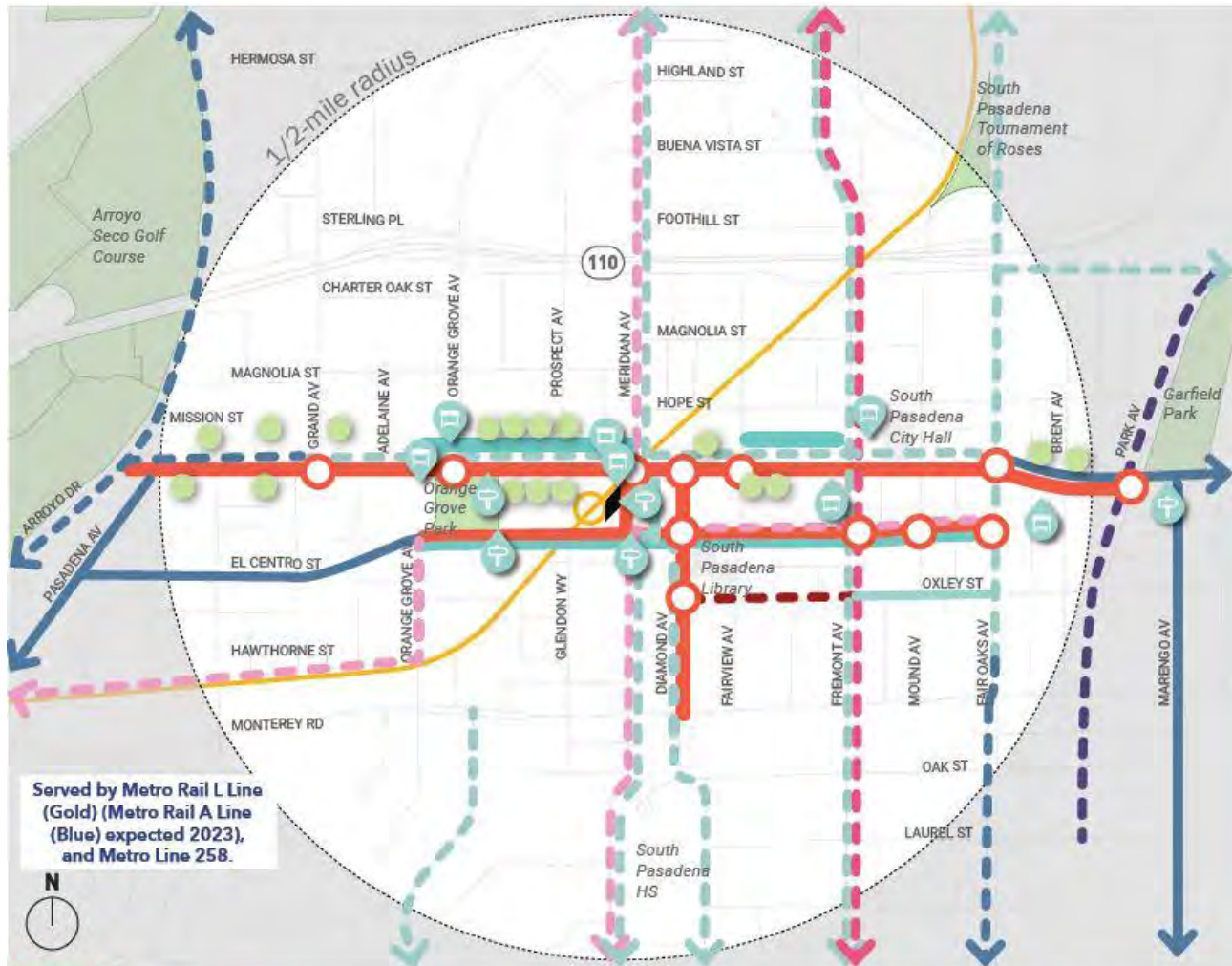


Circulation

Existing Element



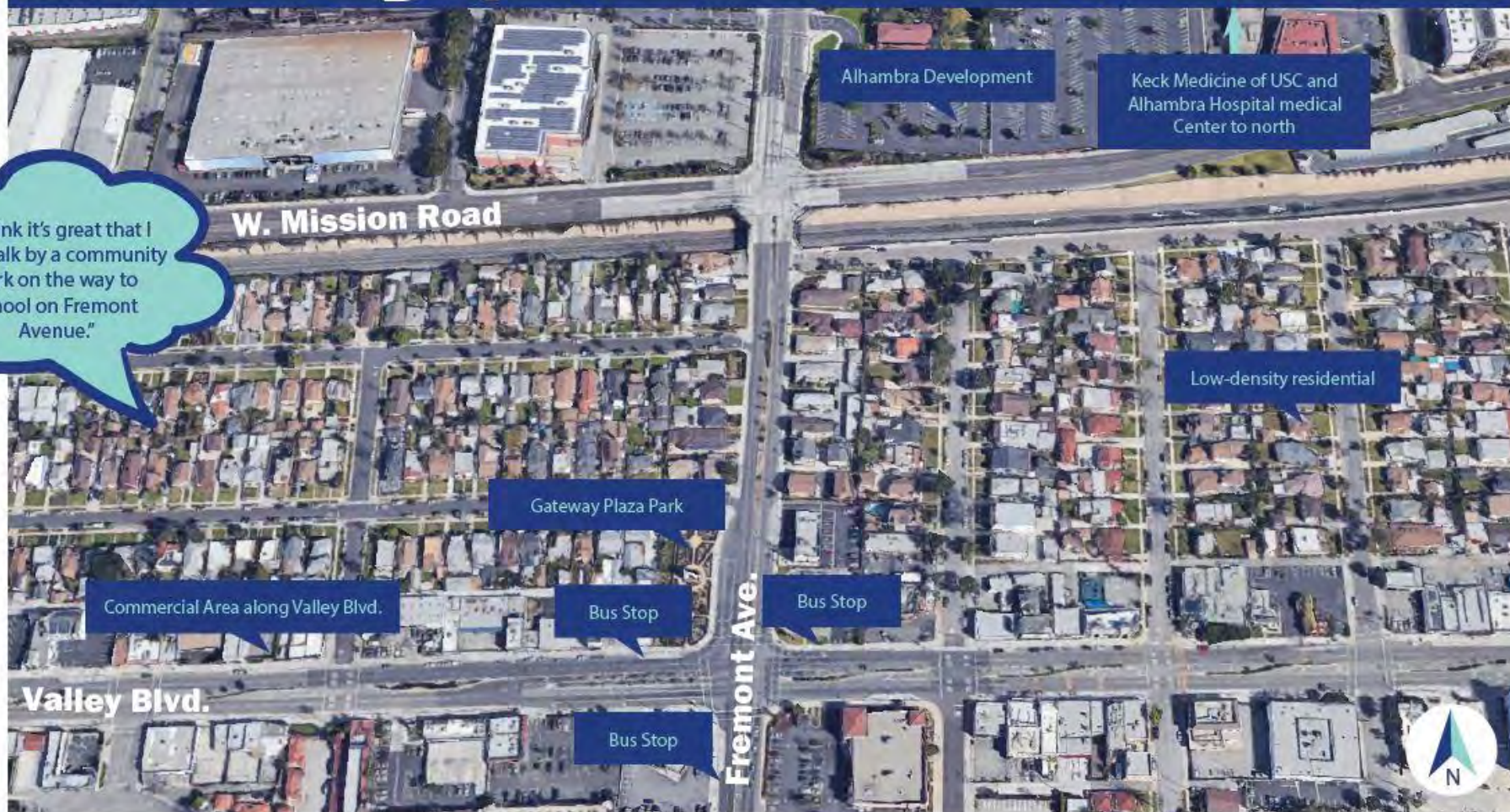
First-Last Mile Connections



- Legend**
- Mobility hub
 - Priority corridor
 - Metro station
 - Add pedestrian lighting
 - Add street trees
 - Add/improve crosswalk
 - Improve bus stop
 - Add wayfinding
 - Add traffic calming
 - Existing bike route (Class III)
 - Existing bike lane (Class II)
 - City-proposed greenway (Class III)
 - City-proposed bike lane (Class II)
 - City-proposed bike path (Class I)
 - 710 Mobility Hub Project proposed greenway (Class III)
 - 710 Mobility Hub Project proposed bike lane (Class II)
 - 710 Mobility Hub Project separated bikeway (Class IV)

10

Valley / Fremont



Key Characteristics

- Commercial street (Valley)
- Community park at intersection
- Low-density residential to north and south
- High ridership bus stops at intersection
- Hospitals to north

Mobility Hub Concepts

VALLEY/FREMONT BUS STOP MOBILITY HUB

Bicycle / Micro-mobility

1. Short-term bike parking
2. Bike share
3. Bicycle repair station
4. Electric bike charging
5. Micro-mobility parking

Information / Wayfinding

1. Wayfinding signs
2. Free public Wi-Fi
3. Information kiosk
4. Real-Time arrival signs

Waiting Areas

1. Shade structure / Bus shelter
2. Seating
3. Lighting
4. Trash receptacles
5. Shade trees
6. Drought tolerant landscape / green streets
7. Hydration station
8. Charging station for devices



Served by Metro Lines 76 & 258
and Alhambra Community
Transit (ACT) Green & Blue Lines



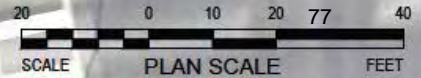
Circulation



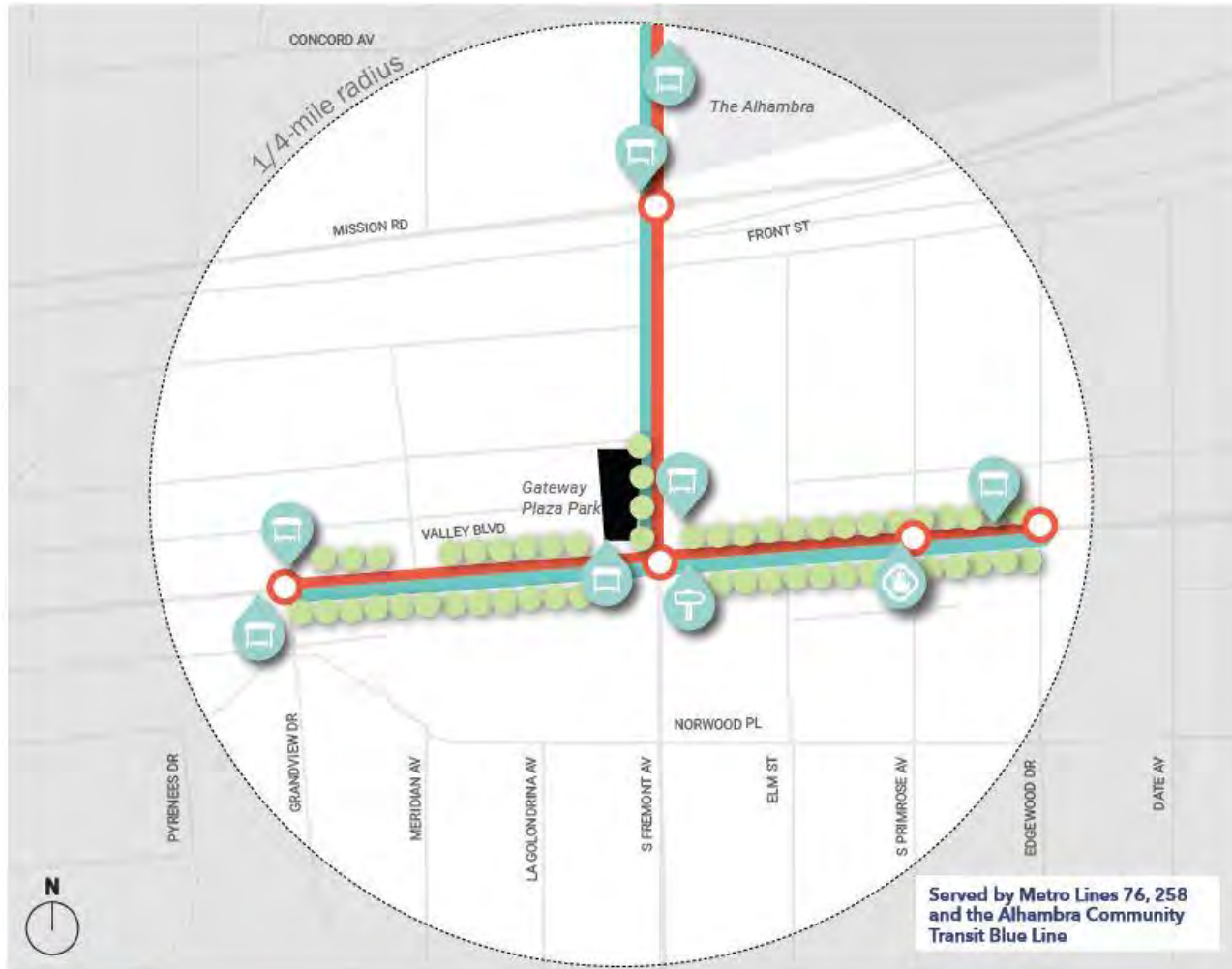
Existing Element



FREE WI-FI



First-Last Mile Connections



Legend

- Mobility hub
- Add pedestrian lighting
- Add street trees
- Priority corridor
- Add/improve crosswalk
- Improve bus stop
- Add wayfinding
- Add traffic calming

The City of Alhambra is in the process of preparing a Citywide Bicycle and Pedestrian Plan. All future bicycle plans in Alhambra will be formulated as part of that plan.

Next Steps

- **Present to other groups in the region (Cal State LA, American Planning Association)**
- **Consider demonstrations/pilots at a selection of priority mobility hubs (possibly with SCAG funding assistance)**
- **Identify funding sources for permanent mobility hub implementation**
 - **Caltrans Clean California (due April 28, 2023)**
 - **Metro ExpressLanes Net Toll Revenue Reinvestment (possibly Summer 2023)**
 - **California Active Transportation Program (Cycle 7 in 2024)**



710mobilityhubs.com

Thank you!

Questions?

Contact

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REAP 2.0 Transportation Update

RTTAC

March 2023

WWW.SCAG.CA.GOV

AGENDA

REAP 2.0

Transportation Partnerships Program

- CTC Partnership Program
- Regional Pilot Initiatives (RPI) Program

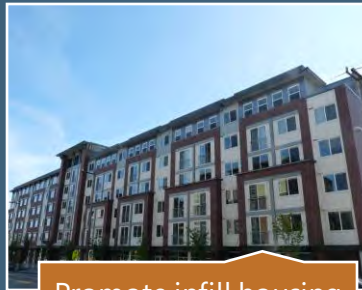
Big Data Platform



REGIONAL EARLY ACTION PLANNING (REAP) 2.0

“Transformative planning and implementation activities” which implement the regional Sustainable Communities Strategy (SCS)

REAP 2.0 Objectives



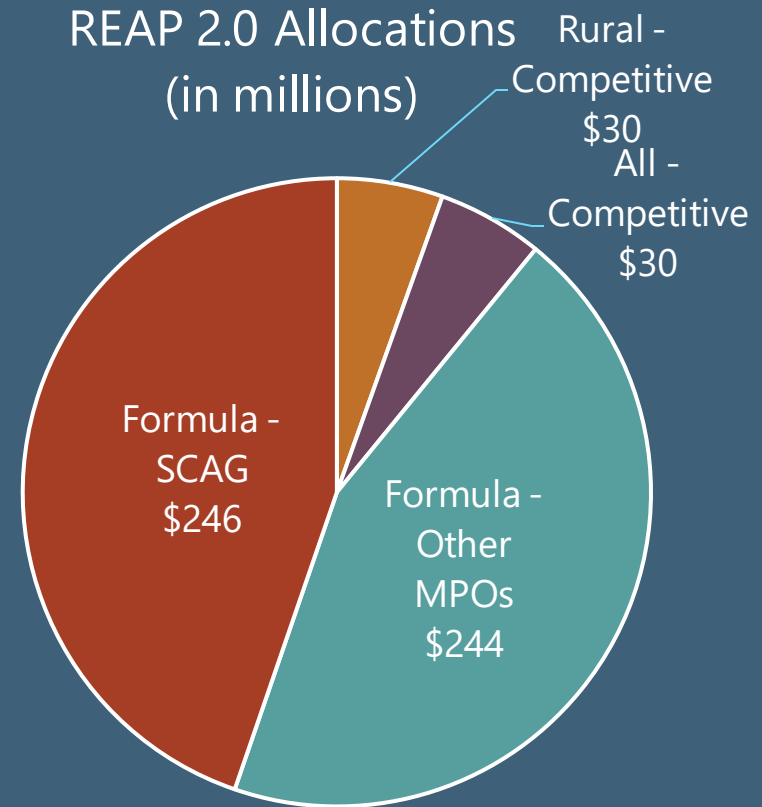
Promote infill housing development



Reduce Vehicle Miles Travelled



Affirmatively Further Fair Housing



SCAG'S REAP 2.0 PROGRAM PORTFOLIO

Key Dates

Dec 2022

- Final Application Due to State

June 2024

- All REAP 2.0 Funds Obligated

June 2026

- All REAP 2.0 Funds Expended

Early Program Initiatives—Connect SoCal Implementation Strategy

Subregional Partnership Program 2.0

Decision-Making Tools and Technical Assistance

Sustainable Communities Program Technical Assistance

Transportation Partnership Programs

Regional Pilot Initiatives (RPI) Program

County Transportation Commission (CTC) Partnership Program

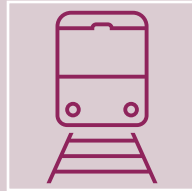
Programs to Accelerate Transformational Housing (PATH)

NOFA – Funding for Last Affordability

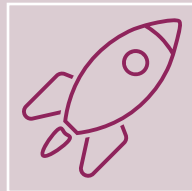
Regional Utilities Supporting Housing (RUSH)

Housing Infill on Public and Private Lands (HIPP)

TRANSPORTATION PARTNERSHIP PROGRAMS



CTC Partnership Program: Fund a \$80m competitive call for projects with the CTCs to advance high-impact and transformative concepts consistent with Key Connection strategies in Connect SoCal.



Regional Pilot Initiatives (RPI) Program: Launch a \$15m transformative regional transportation program to implement innovative pilot projects and programs region-wide.

ELIGIBLE TRANSPORTATION PROJECTS



Plans, Policies and Implementation: Vision-Zero, Safety, Active Transportation, TOD Zoning, Mixed-Use Zoning, Bike and Ped, Multimodal Access, Parking Ordinances



Pilot Projects/Programs: Road Pricing, Seamless Regional Transit, MaaS, Mobility Wallets



Studies: Multimodal Corridor, Seamless Regional Transit, Road Pricing, VMT Impact Fees/Mitigation Banks

SCAG'S PROGRAM PRIORITIES



Transit Recovery – examples include capital improvements to increase bus speed and reliability and improve customer experience



Mobility Integration & Incentives – examples include mobility wallets, pricing, universal basic mobility, and fare integration.



Shared Mobility & Mobility Hubs – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.



VMT Bank & Exchange Programs - examples include studies, pilot programs, and plans

CTC PARTNERSHIP PROGRAM

Fund Transformative Projects Throughout the Region



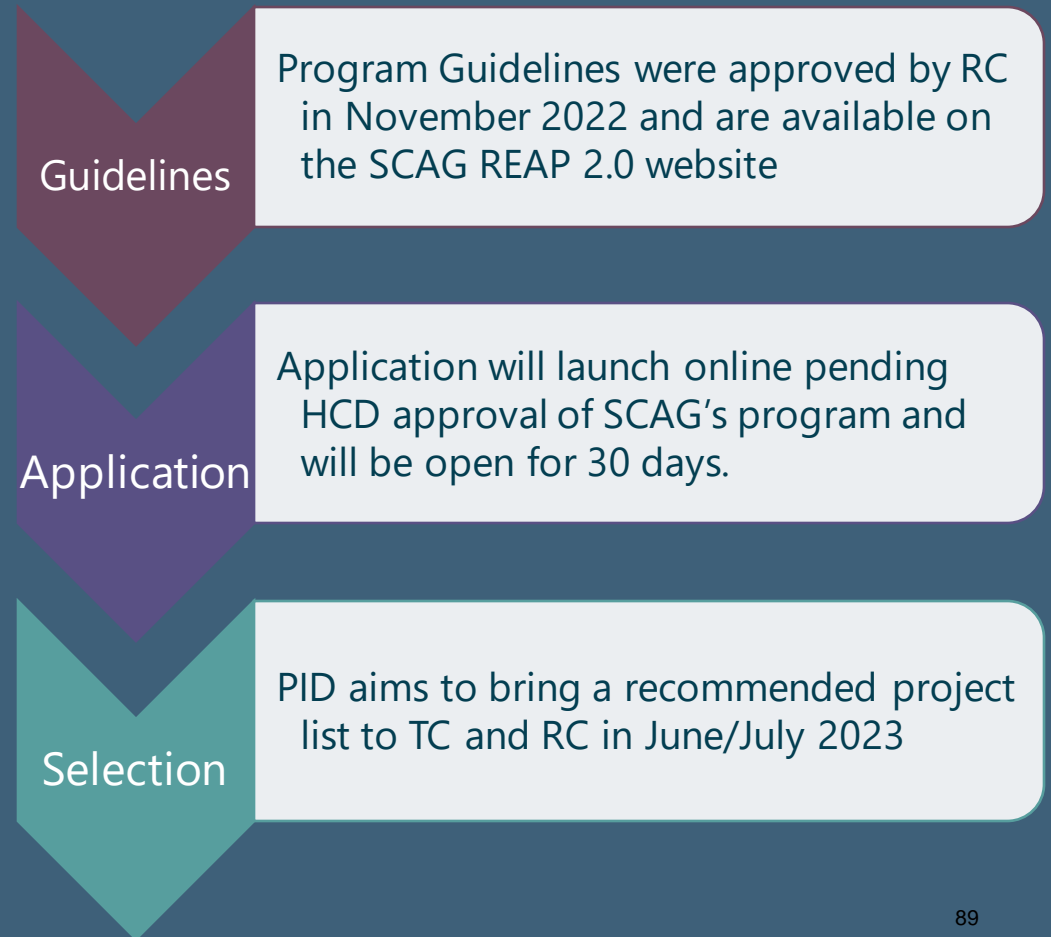
CTC PARTNERSHIP PROGRAM

KEY FACTS

Launch Call for Projects pending HCD approval of SCAG's final application

CTCs are the only eligible entities, stakeholder engagement is highly encouraged

Competitive process will allow SCAG to select projects with the strongest outcomes towards REAP 2.0 objectives



RPI PROGRAM

Implement Scalable, Transformative Projects



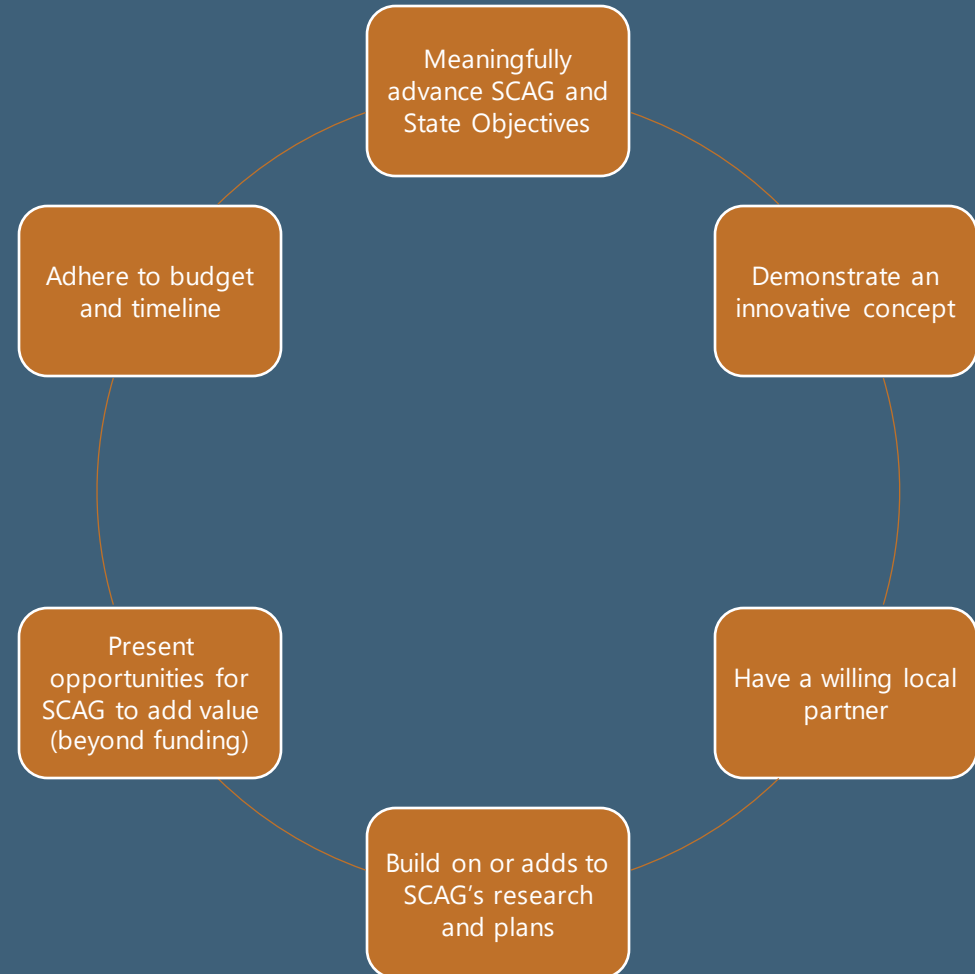
RPI PROGRAM

KEY FACTS

SCAG will work with a Cambridge Systematics to build a program framework in the first half of 2023

Public Private Partnerships will bring SCAG's research and feasibility studies into real world applications

Projects will study applications and scalability of innovative technologies across the region



PROGRAM DEVELOPMENT

Fact Finding Interviews



Review of Literature



Research & Framework



INITIAL PROJECT IDEAS

Mobility
Wallet/UBM

Mobility Hub
Strategic Plan &
Pilot
Implementation

Call for Research:
Applications of Big
Data Platform

Regional VMT
Mitigation Bank

E-Bike
Deployments

All at once builds
of bike and ped
infrastructure

V2i to improve
transit speed,
safety, and
reliability

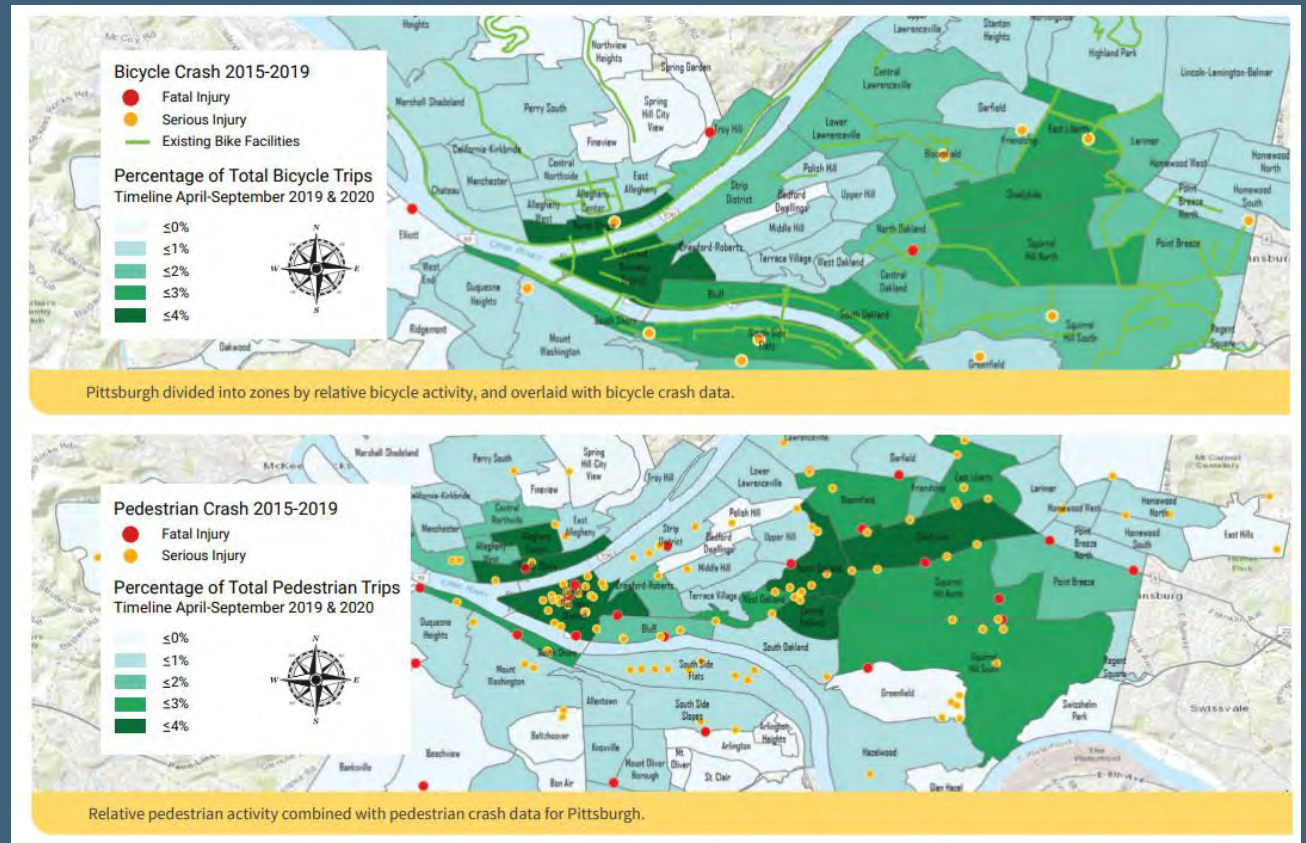
Microtransit / TNC
partnerships to
expand access

Curb Management

TDM / Vanpool

BIG DATA PLATFORM

- \$5mn, 4 yr contract with StreetLight
 - 30 Licenses for SCAG
 - 60 for CTCs; 120 General
 - Training and Tech Support
- O+D, Volume, Mode, VMT, Safety, Demographic, Trip Type, etc.





THANK YOU!

For more information, please visit:
www.scag.ca.gov/reap2021



SCAG/Metrolink Station Area Analysis

RTTAC - March 29, 2023

Project Managers: Grieg Asher and Steve Fox

Consultant Team: BAE Urban Economics and PlaceWorks

WWW.SCAG.CA.GOV

Project Background

- Funded through SCAG's Regional Early Action Planning (REAP) grant program
- Partner **only** with cities enthusiastic about participating
- Three phases:
 - 1: System-wide Station Area Scan
 - 2: Detailed Exploration of 16 Station Areas with high TOD potential
 - 3: Direct collaboration with up to 8 jurisdictions



Project Goals

- Identify Metrolink station areas that are best suited for transit-oriented development (TOD) via data-driven analysis
- Leverage newly-adopted 6th Cycle Housing Elements in SCAG jurisdictions that reflect the most recent Regional Housing Needs Assessment (RHNA)
- Accelerate housing production and help meet the region's goal of producing 1.3 million new housing units by 2029
- Help fully realize Metrolink's system network potential and capitalize on Metrolink's \$10 billion Southern California Optimized Rail Expansion (SCORE) Program
- Ensure equity by prioritizing TOD opportunities in "High" and "Highest" California Tax Credit Allocation Committee (CTCAC) Opportunity Areas
- Help implement Connect SoCal

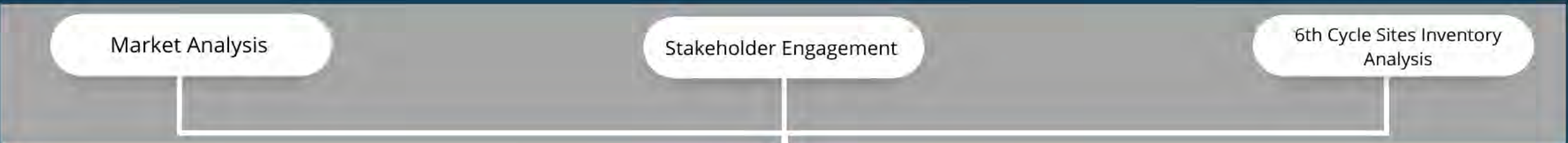
61 Station Areas



32 Station Areas



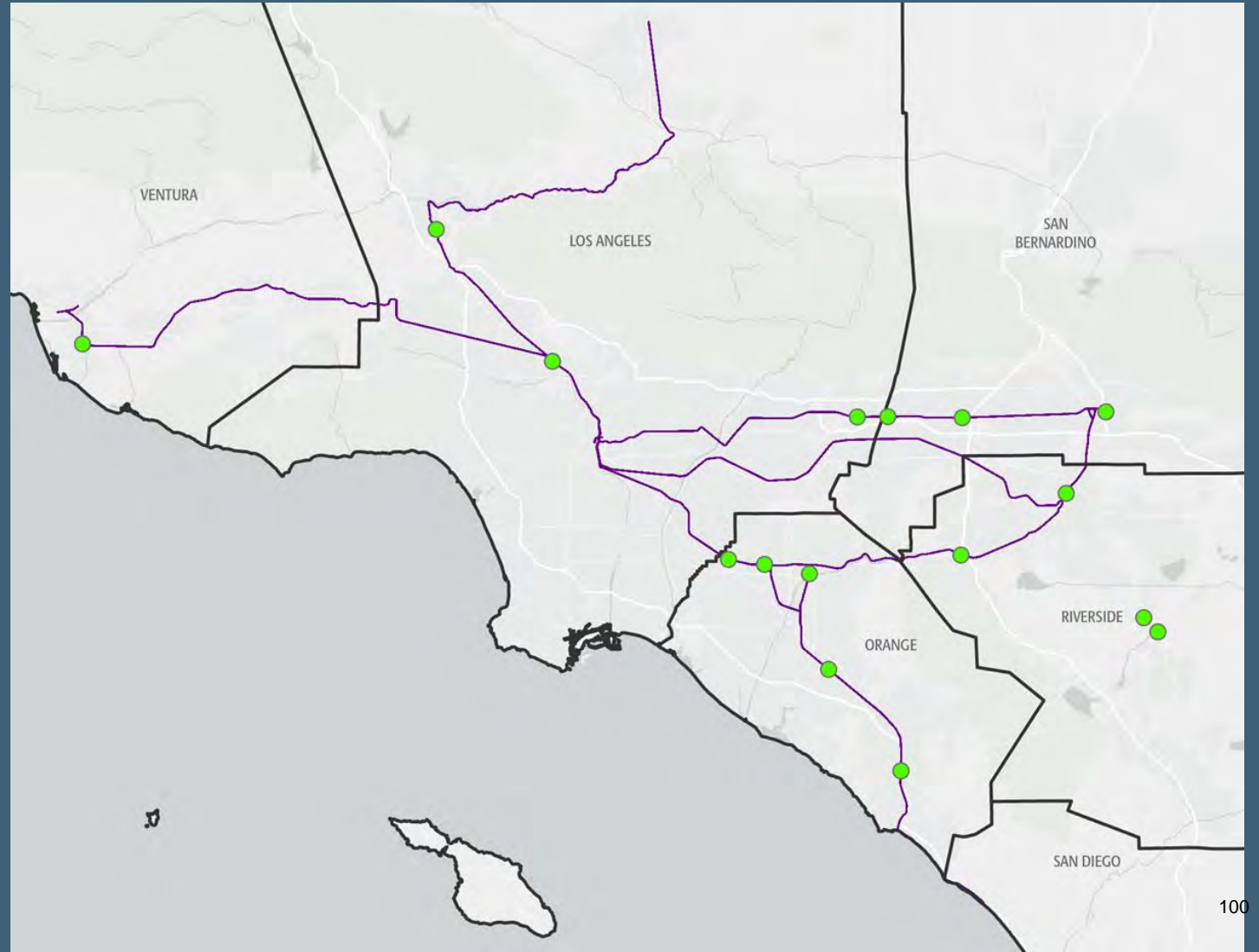
16 Station Areas



Final 8 Station Areas

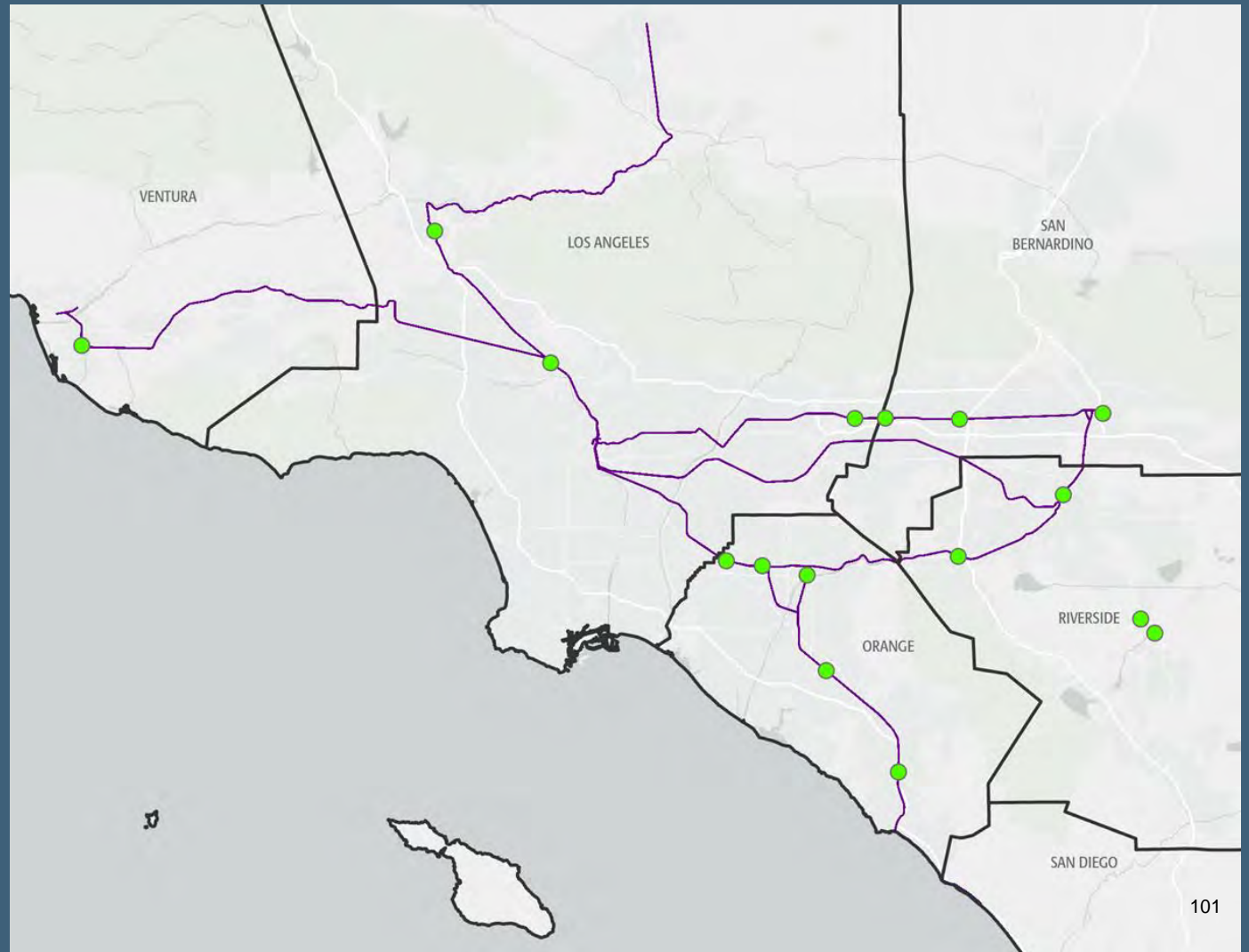
Phase 1 - Station Area Scan Results

- 1 Tustin
- 2 Montclair
- 3 Newhall
- 4 Laguna Niguel/Mission Viejo
- 5 Burbank–Downtown
- 6 Corona–North Main
- 7 Rancho Cucamonga
- 8 Riverside–Downtown
- 9 San Bernardino - Downtown
- 10 Pomona - North
- 11 Perris - South
- 12 Perris - Downtown
- 13 Fullerton
- 14 Buena Park
- 15 Oxnard
- 16 Anaheim Canyon



Current Status of Eight (8) Station Finalists

- 1 Tustin - **Pending**
- 2 Montclair - **Pending**
- 3 Newhall - **No**
- 4 Laguna Niguel/Mission Viejo - **Yes**
- 5 Burbank–Downtown - **No**
- 6 Corona–North Main - **Yes**
- 7 Rancho Cucamonga - **Yes**
- 8 Riverside–Downtown - **Pending**
- 9 San Bernardino – Downtown - **Yes**
- 10 Pomona – North - **Yes**
- 11 Perris – South – **Pending**
- 12 Perris – Downtown – **Pending**
- 13 Fullerton - **Yes**
- 14 Buena Park - **Yes**
- 15 Oxnard - **Yes**
- 16 Anaheim Canyon - **No**



Final Stations – Task 4 – Implementation Strategies

- Task 4.1 – Develop Market Studies
- Task 4.2 – Develop Land Use Studies
- Task 4.3 – Develop Finance and Infrastructure Strategies
- Task 4.4 – Develop Targeted Performance Metrics
- Task 4.5 – Develop Station Area Visualizations
- Task 4.6 – Task Report for Station Area Analysis (8 Stations)
- Task 5 – Final Report

Project Next Steps

- Finalize 8 finalists
 - Welcome Package
 - Stakeholder Engagement Plan
- Update Metrolink Member Agency Advisory Committee (MAAC) and Subregional Directors
 - Others?
- Contract Extension
 - December 31, 2023



Project Schedule (To be adjusted to 12/31/23.)



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



Priscilla Freduah-Agyemang

Senior Regional Planner

March 29, 2023

Development Update

FOUNDATIONS
AND
FRAMEWORKS

2021

DATA
COLLECTION
AND POLICY
DEVELOPMENT

2022

OUTREACH
AND
ANALYSIS

2023

DRAFT
PLAN AND
ADOPTION

2024

COMPLETED MILESTONES

- ✓ Draft Goals & Vision
- ✓ Draft Performance Measures
- ✓ Local Data Exchange
- ✓ Project List

MILESTONES FOR 2023

- Public Outreach & Engagement
- Plan Modeling, Analysis, Writing
- Draft Release in Fall 2023

Policy Development Framework for Connect SoCal 2024: Update

Policy Development Framework

- 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 subcommittees



NEXT: July 2023 Update with **Regional Planning Policies** and **Implementation Strategies**

MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Financing the System

COMMUNITIES

- 15 Minute Communities *
- Housing the Region *
- Priority Development Areas
- Priority Equity Areas *

**New policy area for Connect SoCal 2024*

ENVIRONMENT

- Sustainable Development
- Air Quality & Clean Technology
- Natural & Working Lands Preservation
- Nature-based Solutions*
- Addressing Climate Hazards
- Water Resilience *

ECONOMY

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

Outreach & Engagement

Upcoming Opportunities

HOW TO PROVIDE FEEDBACK?

- Completing the **survey** and sharing it out
- Attending a **public open-house workshop** starting next month: Join us in Long Beach on April 11
- Stopping by our booths at **pop-up events** like the LA County Fair, 626 Golden Streets and more!

Learn more about these outreach efforts by visiting our website:

[ConnectSoCal.org](https://www.connectso-cal.org)

Questions? Comments?

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

