



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, March 31, 2021
10:00 a.m. – 12:00 p.m.

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

VIDEOCONFERENCE AVAILABLE

*****Zoom Meeting and Teleconference Only*****

TELECONFERENCE IS AVAILABLE

TO JOIN THE MEETING: <https://scag.zoom.us/j/220315897>
CONFERENCE NUMBER: +1 669 900 6833 US Toll (West Coast)
Meeting ID: 220 315 897

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

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

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 31, 2021**

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 27, 2021 RTTAC Meeting</u> | 3 | |
| 3.2 | <u>TCRP Research Report 226 – An update on Public Transportation’s Impacts on Greenhouse Gas Emissions</u>
(Philip Law, Manager, Mobility Planning & Management, SCAG) | 7 | |
| 3.3 | <u>Regional Transit Operators Forum</u>
(Priscilla Freduah-Agyemang, SCAG) | 8 | |

4.0 INFORMATIONAL ITEMS

- | | | | |
|-----|--|----|----|
| 4.1 | <u>Connect2Transit</u>
(Cody Lowe, Marin Transit) | 20 | 10 |
| 4.2 | <u>Advanced and Clean Fuel Initiatives</u>
(Lauren Skiver, CEO, SunLine Transit) | 20 | 23 |
| 4.3 | <u>Zero Emission Bus (ZEB) Rollout Plan</u>
(Connie Raya, Omnitrans) | 20 | 41 |
| 4.4 | <u>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSA) Funding Update</u>
(Mariana Pulido, Senior Regional Planner, SCAG) | 20 | 52 |

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 31, 2021**

4.5	<u>Sustainable Communities Program (SCP)</u> <u>Call 3 – Smart Cities and Mobility Innovations</u> (Marisa Laderach, Senior Regional Planner, SCAG)	15	63
4.6	<u>SCAG Racial Equity Action Plan</u> (Dorothy Le Suchkova, Senior Regional Planner, SCAG)	10	73
4.7	<u>MAP 21 Regional Transit Safety Target</u> <u>Setting (PTASP) update</u> (Priscilla Freduah-Agyemang, SCAG)	20	81
5.0	<u>STAFF REPORT</u>		
5.1	<u>SCAG General Assembly Update</u> (Priscilla Freduah-Agyemang, SCAG)	5	
6.0	<u>ADJOURNMENT</u>		

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, June 30, 2021.

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

January 27, 2021

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, Joyce Rooney, Beach Cities Transit.

Members Participating:

Joyce Rooney (Chair)	City of Redondo Beach/Beach Cities Transit
Kristin Warsinski (V. Chair)	Riverside Transit Agency
Gary Hewitt (Past Chair)	Transportation Management & Design
Martin Tompkins	Antelope Valley Transportation Authority
Jane Chan	City of Culver City
Josh Landis	Foothill Transit
Joe Raquel	Foothill Transit
Lori Huddleston	LA Metro
Teresa Wong	LA Metro
Dana Pynn	GTrans
Nora Chin	LADOT
Shirley Hsiao	Long Beach Transit
Christopher MacKechnie	Long Beach Transit
Austin Phung	Long Beach Transit
Diane Amaya	City of Redondo Beach
David Ortega	Anaheim Transit Network
Stephanie Sirls	Riverside Transit Agency
Ariel Alcon Tapia	Riverside County Transportation Commission
Martha Masters	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Monica Morales	Riverside County Transportation Commission
Kevin Kane	Victor Valley Transit
Nancy Strickert	San Bernardino County Transportation Authority
Matt Miller	Gold Coast Transit District
Vanessa Rauschenberger	Gold Coast Transit District
Ben Gonzales	City of Simi Valley
Claire Grasty	Ventura County Transportation Commission
Erin Kenneally	Ventura County Transportation Commission

John Hipp
Laura O’Neill

UCI
Cambridge Systematics, Inc.

SCAG Staff:

Philip Law
Priscilla Freduah-Agyemang
David Salgado
Joseph Cryer

Stephen Fox
Jonathan Hughes
John Cho
Mariana Pulido

1.0 CALL TO ORDER

Joyce Rooney, City of Redondo Beach, order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECOGNITION OF PAST CHAIR AND INTRODUCTION OF NEW VICE CHAIR

Gary Hewitt, Transportation Management & Design, was recognized for his years of service as committee Chair. Joyce Rooney, Beach Cities Transit, was introduced as the new Chair and Kristin Warsinski, Riverside Transit Agency, as Vice Chair.

4.0 RECEIVE AND FILE

- 4.1 Minutes of the September 30, 2020 RTTAC Meeting
- 4.2 2021 Regional Transit Technical Advisory Committee Agenda Look Ahead
- 4.3 TransAM Webinar

5.0 INFORMATION ITEMS

5.1 The Effects of Crime on Commuting Patterns in Southern California

John Hipp, University of California, Irvine, reported on the effects of crime on transit ridership in Southern California. Mr. Hipp stated that the 18-month effort began with collecting data on crime and transit use from 2006 to 2015. He reviewed demographic information noting that black residents are 200 percent more likely to use public transportation, 250 percent more likely to ride the bus and 100 percent more likely to ride trains. Latino residents are 130 percent more likely to ride the bus and 35 percent more likely to ride rails. Next, he looked at the age of housing associated with transit riders as well as public transportation use by census tract for each county.

Mr. Hipp stated crime statistics were collected for areas within one-quarter and one-half mile of transit stops and the amount of ridership at those stops. He noted that there was no increase in crime around the Los Angeles train system and that fear of crime did not discourage ridership. He reviewed crime near bus stops which showed the same trend. Next, he reviewed statistics for Latino neighborhoods which showed a continued pattern

where high violent and property crime does not reduce ridership in those neighborhoods. Mr. Hipp concluded that the study did not show evidence that crime reduces transit ridership. He noted one potential reason for this is because there is less crime in the mornings when transit ridership is higher due to commuting activities.

Joyce Rooney, Beach Cities Transit, asked if crime against bus or train drivers was measured. Mr. Hipp responded that specific data relating to crime against transit vehicle drivers was not obtained as the focus was on crime's effect on transit riders.

Shirley Hsiao, Long Beach Transit, asked if crime and bus ridership data was correlated by time of day. Mr. Hipp responded that next steps in the study would compare that data for further understanding.

Monica Morales, Riverside County Transportation Commission, asked if the study considered that transit riders may not have other transportation options and therefore tolerate crime as a consequence of riding. Mr. Hipp noted, that is part of the future analysis, but it is also a difficult thing to measure. It would involve individual perceptions and choices which are not easily measured.

5.2 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSA) Funding Update

Mariana Pulido, SCAG staff, reported on the Coronavirus Response and Relief Supplemental Appropriations ACT (CRRSSA). Ms. Pulido noted in December 2020 CRRSSA was approved and includes approximately \$14 billion for transit agencies. The funds are to be apportioned under the formulas for FTA's Section 5307 formula grant program and Section 5337 State of Good Repair Program. It was noted that no urbanized area may receive more than 75 percent of the UZA's 2018 operating cost. Ms. Pulido noted that the Los Angeles-Long Beach-Anaheim UZA is apportioned \$954 million, the Indio-Cathedral City area approximately \$5 million and the Santa Clarita UZA received \$224,351.

Kevin Kane, Victor Valley Transit, stated the 75 percent rule negatively impacted smaller agencies and if there is future funding, that it ought to be apportioned under 5307 only.

5.3 MAP 21 Regional Transit Safety Target Setting (PTASP) update

Priscilla Freduah-Agyemang, provided an update on MAP 21 Regional Transit Safety target setting. Ms. Freduah-Agyemang stated that a template was made available to operators although it is their option whether to use it. She reviewed the agency submissions to date noting that 18 of the 32 agencies have submitted certified targets, and 14 have not yet submitted. Next, a methodology update was provided highlighting the weighted county averages as the preferred option, which would be used to develop the initial regional safety targets. The coordination timeline was reviewed, and it was noted though FTA has extended the PTASP compliance deadline to July 2021, SCAG will continue to work on developing the initial regional safety targets by June 2021. Ms. Freduah-

Agyemang reviewed the next steps in the process including applying the methodology to the targets, developing initial regional safety targets, discussing the initial targets with each of the transit operator committees in the region, and the county transportation commissions. She mentioned staff will seek recommendation of the SCAG Transportation Committee (TC) to approve the initial regional safety targets in April pending final approval from the SCAG Regional Council in June.

Joyce Rooney, Beach Cities Transit, asked if operators ought to separate fixed route data from dial-a-ride information. Ms. Freduah-Agyemang responded that the Final rule specifically states the targets needs to be determined by mode.

5.4 SCAG Regional Transit Operators Forum

Priscilla Freduah-Agyemang, SCAG staff, provided an update on the Regional Transit Operators Forum. Ms. Freduah-Agyemang stated the forum resulted from the need for discussion space for transit providers in the region to dialogue, exchange information and share best practices on service issues, future projects as well as peer learning. She noted the forum is ready to be used and introduced the membership guidelines and procedures. Next, she demonstrated the forum web site and provided details for users. She reviewed next steps and mentioned all the RTTAC members will be added to the community site after the meeting and each member should receive an email from SCAG to access the site.

6.0 STAFF REPORTS

6.1 Alternative and Advanced Fuel Tours

Steve Fox, SCAG staff, reported on alternative and advanced fuel tours. Mr. Fox stated that two tours have been completed including a visit to SunLine Transit the previous week. Further, a tour will take place in the next week at Foothill Transit.

7.0 ADJOURNMENT

Joyce Rooney, Beach Cities Transit, adjourned the meeting at 11:37 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
March 31, 2021

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Philip Law, Manager of Mobility Planning & Management,
213-236-1841, law@scag.ca.gov

Subject: TCRP Research Report 226 – An Update on Public
Transportation’s Impacts on Greenhouse Gas Emissions

DISCUSSION:

From <http://www.trb.org/main/blurbs/181941.aspx>:

Transportation is a major source of the greenhouse gas (GHG) emissions that are causing climate change. As communities work to cut emissions and become more resilient, they are including public transportation advances as a significant part of their climate action strategies.

The TRB Transit Cooperative Research Board's pre-publication draft of *TCRP Research Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions* provides updated national analysis of public transportation’s role as a climate solution by documenting its 2018 GHG impacts.

Supplemental materials to the report include:

- three factsheets ([Fact Sheet 1](#), [Fact Sheet 2](#), and [Fact Sheet 3](#));
- various key findings regarding transit as a climate solution;
- a [PowerPoint presentation](#) summarizing the findings and research and a **template for transit agencies** to add their own data for climate communications; and
- a [simple spreadsheet tool](#) that **provides this study’s 2018 GHG impact findings by transit agency** and allows the user to apply several of the future scenarios to see how their transit agency’s GHG impacts change with electrification, clean power, and ridership increases.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.3
March 31, 2021

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:

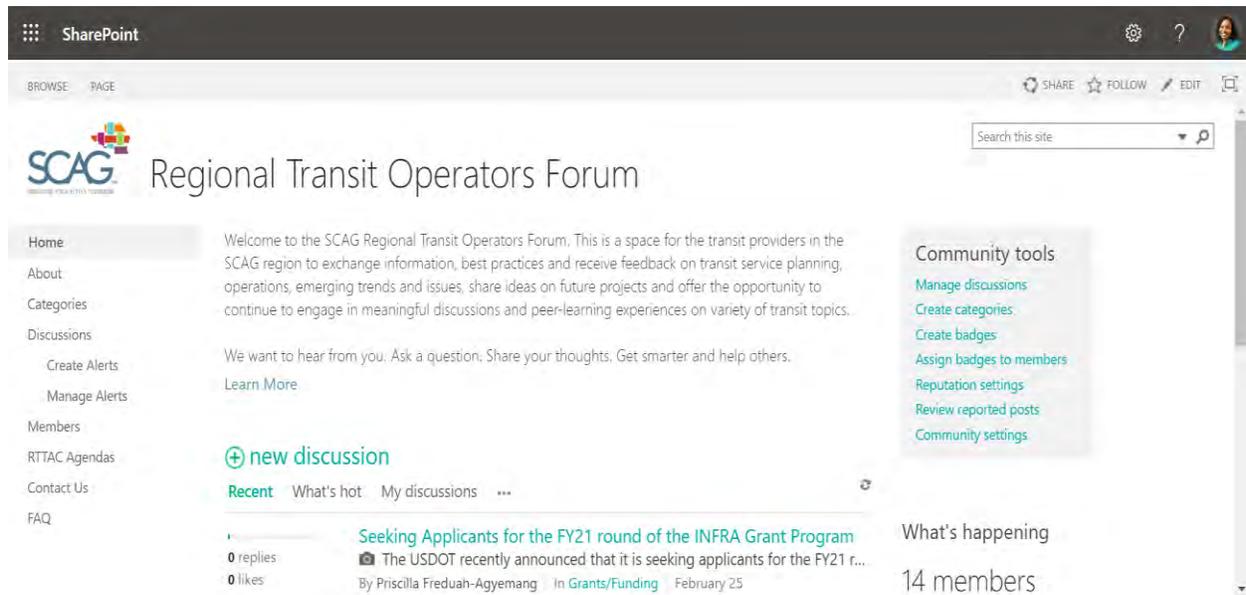
This is to remind the RTTAC members of the SCAG regional transit operators' forum, which was introduced and launched at the January 27 meeting. The community forum is a platform for operators to discuss relevant topics related to transit in the region.

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

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

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

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



The screenshot shows a SharePoint page for the 'Regional Transit Operators Forum'. At the top, there is a dark navigation bar with the 'SharePoint' logo and user profile icons. Below this is a light grey header with 'BROWSE' and 'PAGE' options, and a search bar on the right. The main content area features the SCAG logo and the title 'Regional Transit Operators Forum'. A left-hand navigation menu includes links for Home, About, Categories, Discussions, Create Alerts, Manage Alerts, Members, RTTAC Agendas, Contact Us, and FAQ. The main text area contains a welcome message, a prompt to ask questions, and a 'new discussion' button. Below this is a 'Recent' discussion titled 'Seeking Applicants for the FY21 round of the INFRA Grant Program' by Priscilla Freduah-Agyemang, dated February 25. On the right, there is a 'Community tools' sidebar with links for Manage discussions, Create categories, Create badges, Assign badges to members, Reputation settings, Review reported posts, and Community settings. At the bottom right, it says 'What's happening 14 members'.



Southern California Association of Governments

March 31, 2021

- Located just **north of San Francisco** over the Golden Gate Bridge
- **Population: 259,000**
- **85% of land protected** open space/parks/agriculture
- **3 transit operators:** bus/rail/ferry



- **What is TAM?**

- Marin County's local transportation sales tax authority
- Funds & implements transportation projects & programs countywide
- Launched GETSMART first last-mile, shared-ride discount program in 2017 with Lyft



- **TAM's GETSMART (Lyft)**

Context: First/last mile opportunity for new commuter rail line (SMART)

Goals:

- Support employer/employee transportation demand management
- Expand access to SMART through shared mobility options
- Reduce congestion and pollution
- Support transit access for all



- **What is Marin Transit?**



- Marin County's local transit district
- Provides local bus service and suite of senior/ADA mobility services (Marin Access) including paratransit, dial-a-ride, microtransit, subsidized taxi rides & volunteer driver programs
- Launched Connect microtransit pilot in 2018 with Via

- **Marin Transit Connect (Via)**

Context: Lack of accessible TNC & taxi service

Goals:

- Provide same-day accessible service to older adults and riders with disabilities
- Increase first-last mile connectivity to fixed route transit and major employment sites
- Test how riders respond to a new transit + technology service



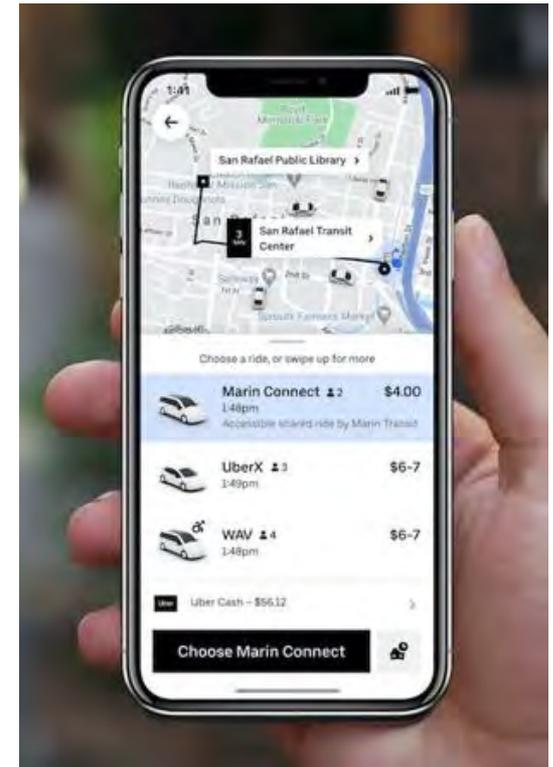
- Share of WAV/ADA riders slightly increased
- Employer market remains stable
- Pricing changes reduced share of general public trips
- Small uptick in midday trips; AM/PM peak hours continue to represent roughly 80% of all activity
- Fare revenue is increasing - Connect still underperforms in productivity & cost effectiveness
- COVID-19 pandemic makes evaluation process difficult beyond first five weeks of program changes

- **Current service does not meet targets**
 - Increase ridership/utilization of service
 - Decrease technology costs
 - Reduce peak hour demands on service
- **Improved service quality attracts a different demographic of rider**
- **App-based services offer significant benefits for outreach, surveying, and communications to riders**
- **District-sponsored app limits the program's exposure**
- **Ridership increases are dependent on the significant expansion of service area**

What is Connect2Transit?

1. **Discounts on shared rides to and from major transit stations**
2. **On-demand Connect microtransit service**
3. **Real-time public transit departure information**

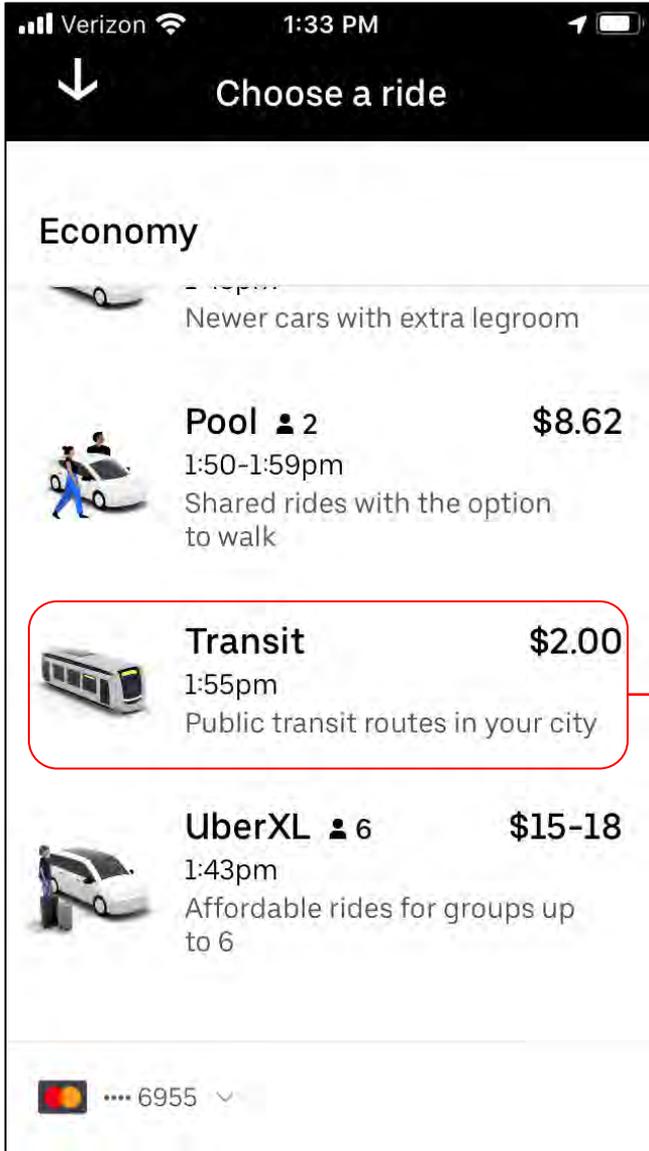
...all within the **Uber** app



connect **2** transit

Uber

Real-time Transit Information



Verizon 1:33 PM

Choose a ride

Economy

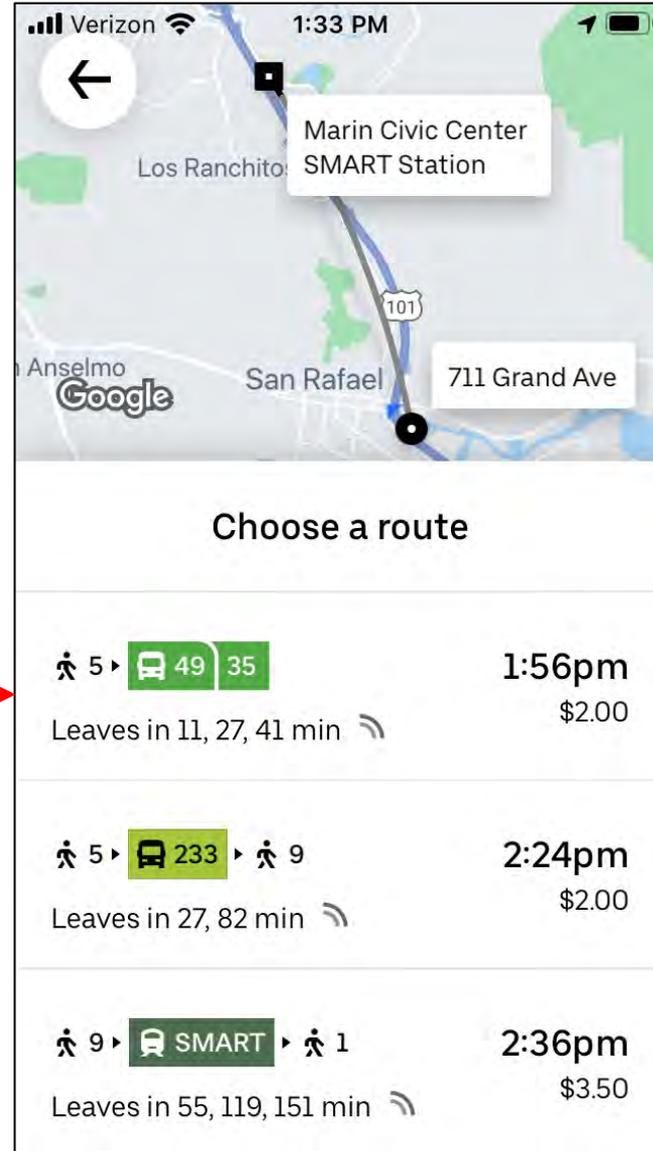
Newer cars with extra legroom

Pool 2 **\$8.62**
1:50-1:59pm
Shared rides with the option to walk

Transit **\$2.00**
1:55pm
Public transit routes in your city

UberXL 6 **\$15-18**
1:43pm
Affordable rides for groups up to 6

MasterCard 6955



Verizon 1:33 PM

Map showing route from Los Ranchitos to 711 Grand Ave via San Rafael.

Choose a route

Route	Time	Price
5 > 49 35	1:56pm	\$2.00
5 > 233 > 9	2:24pm	\$2.00
9 > SMART > 1	2:36pm	\$3.50

Leaves in 11, 27, 41 min

Leaves in 27, 82 min

Leaves in 55, 119, 151 min

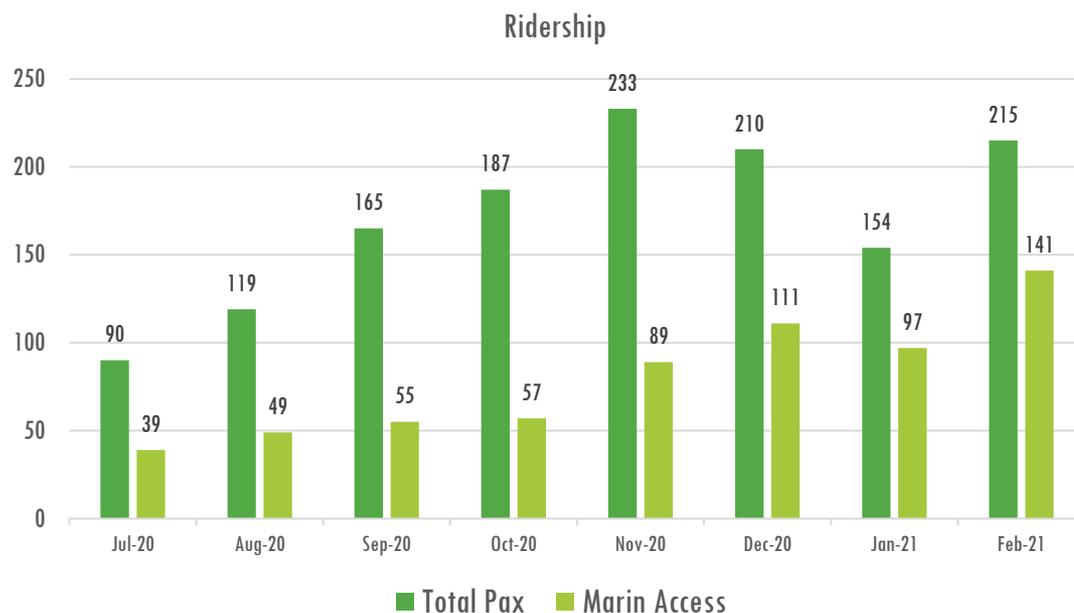
Program Comparison

	Former Programs	Connect2Transit
Ride Requests	Marin Transit Connect App + Lyft App + 2 call centers	Uber App + 1 call center
Real-Time Transit Info	Not available in Connect App, nor fully integrated in Lyft App	Uber App
Vehicles	4 accessible Connect vans + Lyft network + on demand accessible contractor vehicles	4 accessible Connect vans + integrated Uber network
Connect Service Area	Central San Rafael (~ 7 sq. mi.)	2.5 miles from SMART stations (~ 80 sq. mi.)
Employer Programs	Marin Transit Lead	TAM Lead



Fare Categories / Product	Original Cost	January 2020 Fare Changes	Connect2Transit (July 2020)
Regular Fare	\$4.00 + \$4 for second rider, \$3 for third rider, \$2 for fourth rider, \$1 for fifth rider	\$4.00 per mile (distance-based) + \$1 per additional rider	\$3.00 per mile (distance-based) + \$1 per additional rider
Marin Access Fare	\$2.00 + \$2 for second rider, \$1.50 for third rider, \$1 for fourth rider and \$0.50 for fifth rider	\$3.00 + \$1 per additional rider	\$3.00 + \$1 per additional rider
Transit Stop Discount	\$2.00 + \$2 for second rider, \$1.50 for third rider, \$1 for fourth rider and \$0.50 for fifth rider	No longer available	TAM discount applied
Monthly Pass	\$40 per month	\$80 per month +\$1 per additional rider, per trip	Not available
Marin Access Monthly Pass	\$20 per month	\$40 per month +\$1 per additional rider, per trip	Not available

- Pre-pandemic, Connect averaged roughly 1,300 passenger trips per month in FY19/20
 - Connect is averaging 172 monthly passengers in FY20/21
- Share of Marin Access-Senior/ADA trips has increased, averaging 46% in FY20/21 with 66% in February



- **Program integration** within one app
- **Connect service area expansion**
- **TAM discounts apply to major bus stops** in addition to SMART stations
- **Uber Central allows call-in riders to book without an Uber account to use Connect**
- **Easier to market and promote** service as Uber app is often already downloaded on many smartphones

Connect2Transit.com

Cody Lowe, Marin Transit

– info@marintransit.org





SunLine
Ret fueled
DRIVING THE FUTURE OF TRANSIT

MARCH 2021

SCAG REGIONAL
TRANSIT TECHNICAL ADVISORY COMMITTEE

Responding to Changing Rider Needs

Redesigning a Network in a Pandemic

We planned to redesign our system to...

1

Reduce Transfers/Speed Up System/Reduce Overlap

2

Eliminate and Reallocate Underperforming Routes

3

Explore Flexible Services

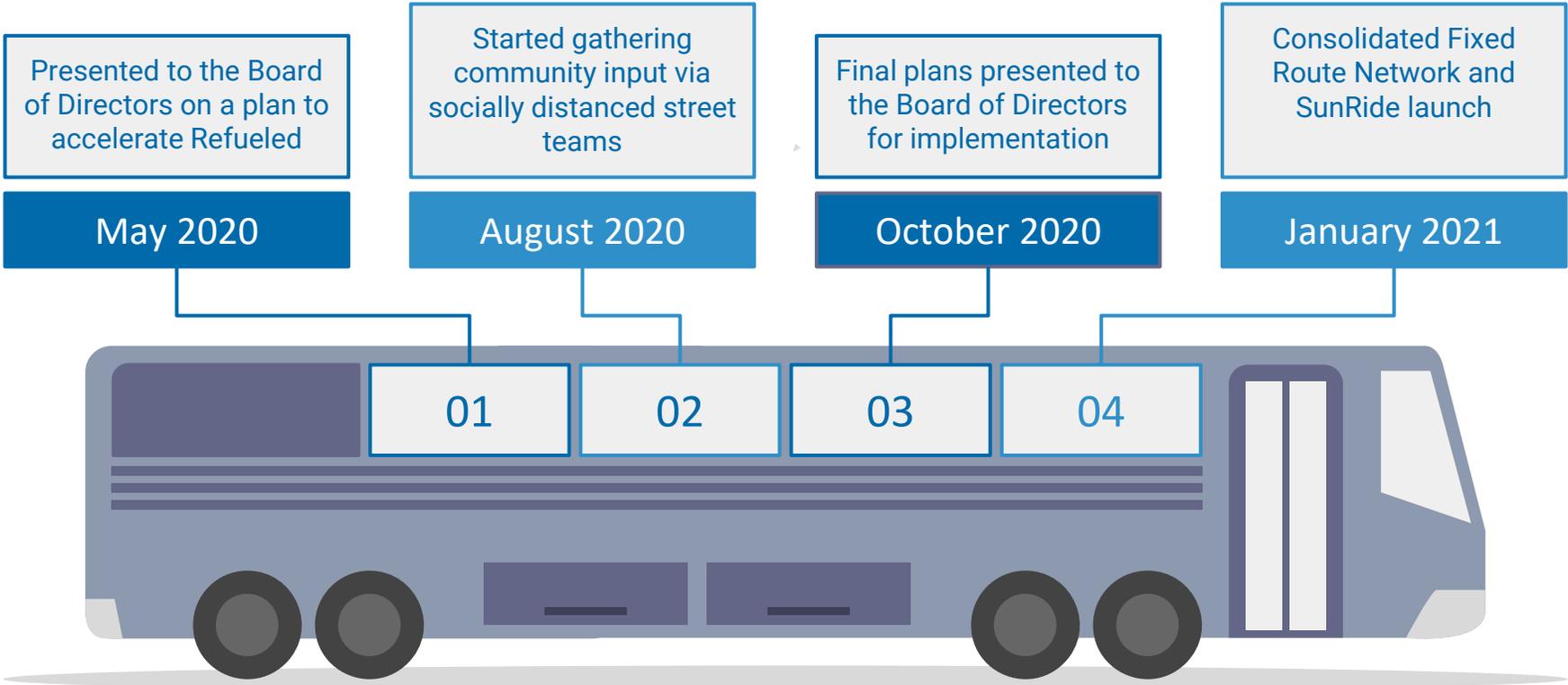
Redesigning a Network in a Pandemic

And accelerated our plans to launch....



DRIVING THE FUTURE OF TRANSIT

Creating a Transit System Transformation





**CONSOLIDATED FIXED
ROUTE NETWORK**

SUNRIDE

10 COMMUTER LINK

ROUTE 1X

LAUNCHED JANUARY 2021

PLANNED FOR 2021

SunLine
Refueled

DRIVING THE FUTURE OF TRANSIT

Vision of Refueled

9 local routes with
15 minutes or less frequency
with rideshare/flexible service
providing connections to riders to
fixed route network



Benefits to the Timing of Refueled



Provided staff an opportunity to think creatively outside of COVID-19



Forced us to reimagine how we connect with customers which created new tools like the mobile outreach vehicle



Minimized the disruption in travel pattern for customers since we were running a modified service

Refueled Long-Term Objectives

- Capture new riders
- Support the economy
- Support the implementation of approved frequency improvements in the future
- Support mixed-use neighborhoods



Expanding Access to Zero Emission

SunLine's Fueling Projects



**COMPLETED
COMMISSIONING
IN 2020**

NEW METHOD

ELECTROLYZER



**PROJECT
STARTING IN 2021
HYDROGEN PRODUCED
AT \$3 PER KILOGRAM**

MAJOR UTILITY: HYDROGEN FUELING
DEMONSTRATION PROJECT

STEAM REFORMER

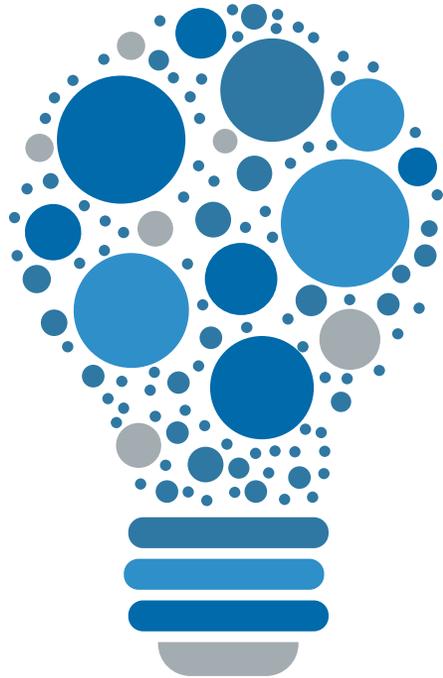


**PROJECT
AWARDED
IN 2021**

CEC: ZERO-EMISSION TRANSIT FLEET
INFRASTRUCTURE DEPLOYMENT

**LIQUID HYDROGEN
FUELING STATION**

What's Possible?



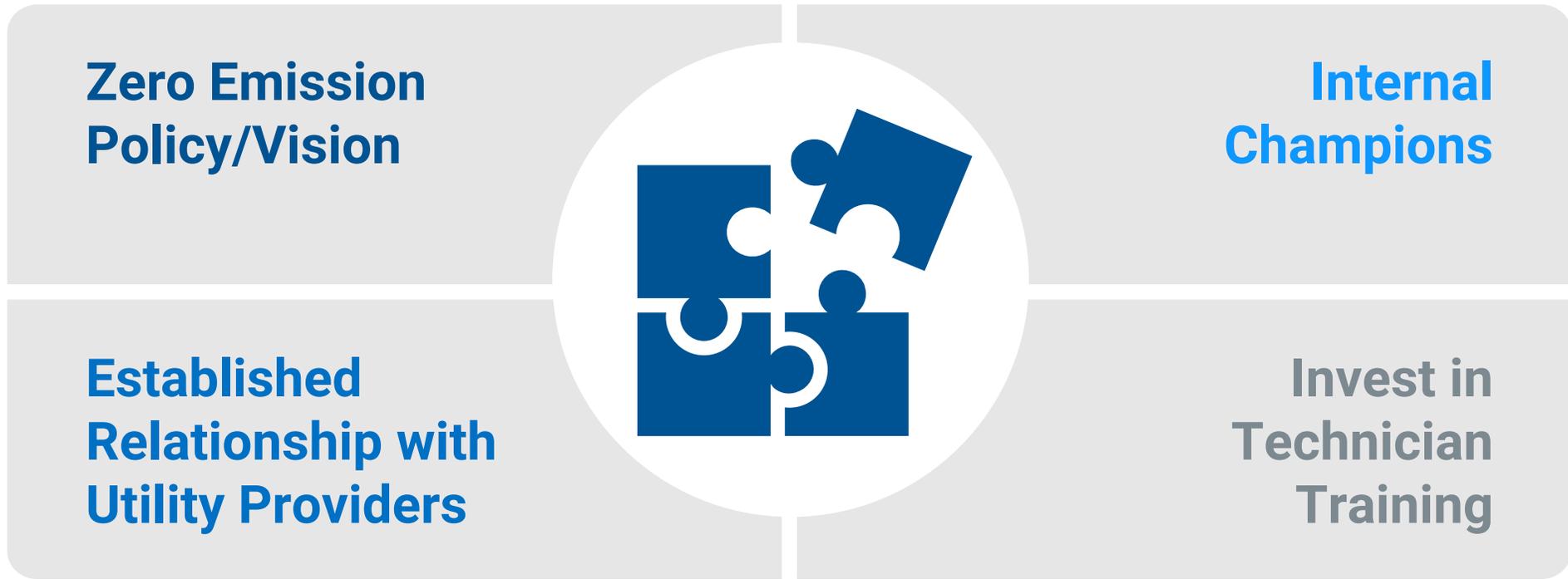
Low Carbon Fuel
Standards Credits
(LCFS)

Potential for Future
Renewable
Identification Numbers
Credits (RINS)

Fuel Sales Revenue

Expansion and New
Project Funding

Steps for Successful ZEB Deployment



Creating a Pathway for Technicians

West Coast Center of Excellence



funding

Building

- FTA (Low No) Funding
 - ✓ \$1.5 Million
- SunLine's Funding
 - ✓ \$1.5 Million

Training

- California Fuel Cell Partnership
 - ✓ \$8,000
- National Fuel Cell Bus Program
 - ✓ \$300,769

schedule

Design

- ✓ Summer 2020 – Fall 2021

Construction Estimated Start

- ✓ Winter 2021

Estimated Completion

- ✓ Fall 2022

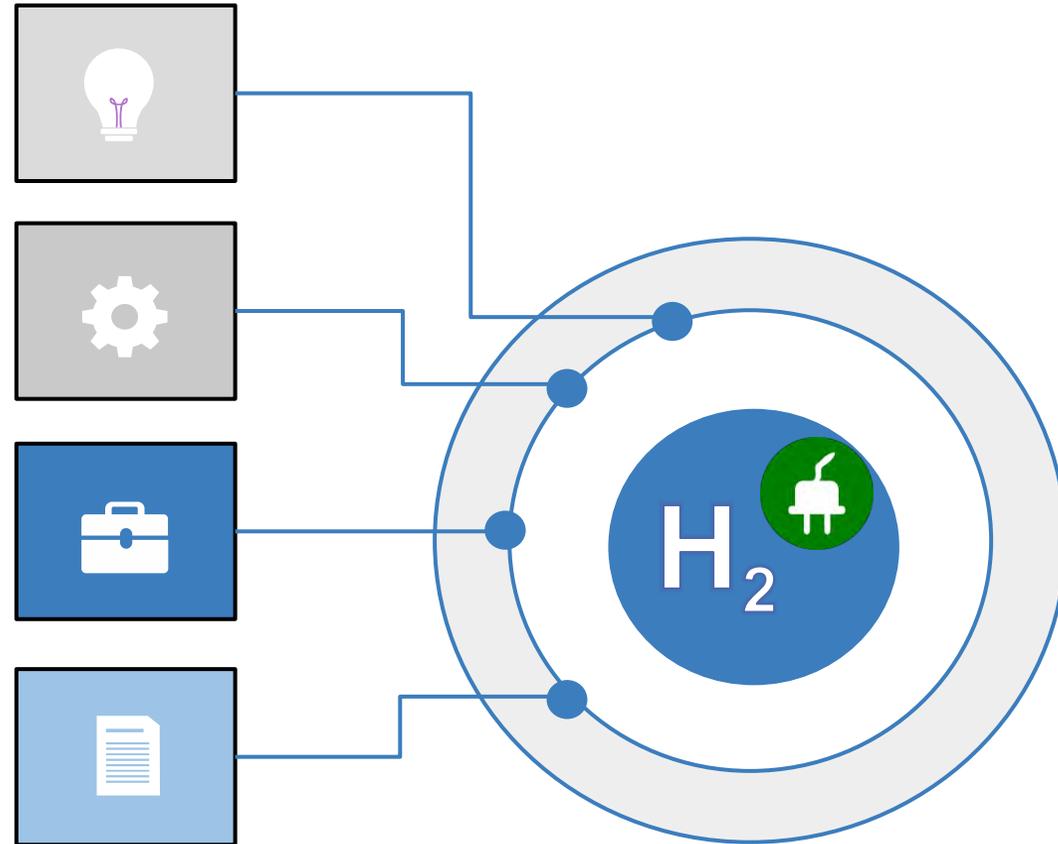
What Technicians Need For The Future

Basic building blocks that provide a clear understanding

Practical experience with key components and testing equipment

Portable and in-class options

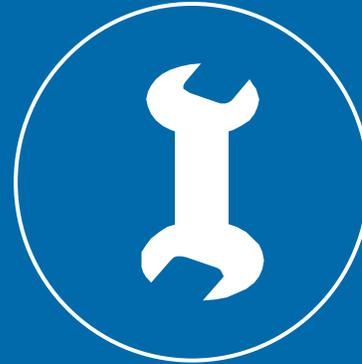
An electronic warehouse for information shared amongst operators



WCCOE As A Model



The structure and curriculum could be used for widespread deployment



We typically don't invest in training and skills for personnel – that needs to change

Thank You



Questions?

Visit SunLine.org

Email lskiver@sunline.org

Call [760-343-3456](tel:760-343-3456)





Zero-Emission Bus Roll-Out Plan

REGIONAL TRANSIT TAC MEETING
March 31, 2021



ZERO-EMISSION BUSES (ZEBs)

- Two types of ZEBs
 - Battery Electric Bus (BEB)
 - Multiple battery packs that power electric motor
 - Zero tailpipe emission
 - Fuel Cell Electric Bus (FCEB)
 - Uses Hydrogen and Oxygen to produce electricity through electrochemical reaction to power propulsion system
 - Water vapor emission
- Both technologies provide benefits
- Operational parameters and feasibility considerations

INNOVATIVE CLEAN TRANSPORTATION REGULATION

- Acquire a Minimum Number of ZEBs at the Time of Purchase
 - Jan 1, 2023 – 25% of new bus purchases must be ZE
 - Jan 1, 2026 – 50% of new bus purchases must be ZE
 - Jan 1, 2029 – 100% of new bus purchases must be ZE
 - Must be fully ZEB by 2040
- Schedule for Construction and Infrastructure
- Training Program for Mechanics and Operators
- Identification of Potential Funding Sources

ZEB PURCHASES

- In February 2020, Omnitrans purchased four BEBs that are expected to be operational in April 2021.
- **Omnitrans is actively engaged with Southern California Edison's (SCE) Charge Ready Transportation Program.**
 - SCE provides support on planning, design, installation, and funding of BEB-supporting infrastructure.
- Omnitrans future West Valley Connector, a planned bus rapid transit (BRT) project, is currently being developed in partnership with SBCTA.
- Omnitrans Construction and Purchase Schedule

PROCUREMENT SCHEDULE

Purchase Year	25%		50%			100%								
	2024	2025	2026	2027	2028	2029	2030	2032	2033	2036	2037	2038	2039	2040
CNG 40' Purchases		16	10		8									
ZEB 40' Purchases	18	6	10		8	15	13	28	23	18	8	14	21	21
CNG 60' Purchases			3	4										
ZEB 60' Purchases			4	3				1				4	3	7
Total Bus Purchases	18	22	27	7	16	15	13	29	23	18	8	18	24	28

INFRASTRUCTURE AT WEST VALLEY FACILITY



- The first two BEB will use plug-in 150 kW DC depot chargers
- One shop charger installed at each facility
- 2024 the next 18 buses will use over-head chargers utilizing a 150-kW DC charging cabinet
- The remaining construction will be phased-in over time

INFRASTRUCTURE AT EAST VALLEY FACILITY

- The first two BEB will use plug-in 150 kW DC depot chargers along east wall along with one shop charger to be completed in 2021
- Facility will house up to 60 overhead chargers and 120 dispensers
- Phasing will be done over time
- Transformers and switchgears to be installed with initial phase to avoid disruption



WORKFORCE TRAINING

Coach Operator Training

- First round of Train the Trainer in February
 - Driver Familiarization
 - Throttle Control
 - Regenerative Braking

Mechanic Training

- First round of training in February
 - High-Voltage Safety and Component Identification
 - Personal Protective Equipment (PPE)
 - Arc-Flash

Additional Training will be held in April

PRELIMINARY CAPITAL COSTS

- Full transition to BEBs and charging infrastructure will cost approximately \$223.1 million (in 2020 dollars)
- Assumes \$100K and \$50K for charging equipment (DC cabinets and dispensers)
- Includes support equipment (conduit, trenching, cabling)
- WVC infrastructure cost is approximately \$3 million

Does not factor in operating costs or utility costs

POTENTIAL FUNDING SOURCES

Federal

- United States Department of Transportation (USDOT)
- Federal Transportation Administration (FTA)
- Federal Highway Administration (FHWA)
- Environmental Protection Agency (EPA)
- Department of Energy (DOE)

State

- California Air Resources Board (CARB)
- California Transportation Commission (CTC)
- California Department of Transportation (Caltrans)

Local and Project Specific

- Air Quality Management District (AQMD)



THANK YOU

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.4
March 31, 2021

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Philip Law, Manager of Mobility Planning & Management,
213-236-1841, law@scag.ca.gov

Subject: Coronavirus Response and Relief Supplemental
Appropriations Act (CRRSSA) Funding Update

DISCUSSION:

Mariana Pulido, SCAG Senior Regional Planner, will provide an update on the CRRSAA funding. SCAG's Regional Council is scheduled to consider the CRRSAA allocations at its April 1, 2021 meeting. The item also will be discussed at the Executive Administration Committee and Transportation Committee. The meeting links and details are as follows.

[Executive Administration Committee](#) – Wed. March 31, 2021, 3pm-4pm

[Transportation Committee](#) – Thu. April 1, 2021, 9:30am-11:30am

[Regional Council](#) – Thu. April 1, 2021, 12:30pm-2:00pm

SCAG meeting agendas can be accessed online at <https://scag.ca.gov/current-agendas>.

ATTACHMENT:

Regional Council staff report: Proposed Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Recovery Plan Act (ARPA) Apportionments



Southern California Association of Governments
Remote Participation Only
April 1, 2021

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)

From: Naresh Amatya, Manager of Transportation Planning and Programming
(213) 236-1885, amatya@scag.ca.gov

Subject: Proposed Coronavirus Response and Relief Supplemental Appropriations
Act (CRRSAA) and American Recovery Plan Act (ARPA) Apportionments

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC AND TC:

Recommend to the Regional Council that it approve staff's recommendation to follow the FTA approach that uses 75% and 132% of the 2018 Operating Costs as reported for the urbanized area (UZA) in the 2018 national transit database (NTD) to allocate CRRSAA and ARPA funds, respectively, when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs.

RECOMMENDED ACTION FOR RC:

Approve staff's recommendation to follow the FTA approach that uses 75% and 132% of the 2018 Operating Costs as reported for the UZA in the 2018 NTD to allocate CRRSAA and ARPA funds, respectively, when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The Coronavirus pandemic continues to have a severe impact on our nation, state, and regions' transit systems. As the ridership on most of our transit assets, including bus, rapid bus, urban and commuter rail systems, continue to remain depressed, all of our transit operators, large and small, face financial hardships. In order to address this national crisis, the federal government approved a series of stimulus bills that provide direct assistance to the transit operators.

In total, and as a result of three separate stimulus bills, \$53 billion in funding has been authorized nationwide to be administered by the Federal Transit Administration (FTA) through the Section 5307 Urbanized Area Formula Grants program. The 5307 Program utilizes a formula-based

approach to apportion federal transit assistance to urbanized areas to each of the designated Urbanized Zone Areas or UZAs. The share of the funding allocated to UZAs within the SCAG region has varied across each of the bills, with two of the bills limiting resources based on operating costs to ensure funding is targeting transit operators with the greatest need.

SCAG is the designated recipient for several UZAs and is responsible for allocating the funds apportioned within the UZAs to each of the eligible county transportation commissions (CTCs) for UZAs that span across multiple counties. Historically, SCAG has utilized the same approach that FTA applies at the UZA level to further sub apportion to the eligible counties within each of the multi-county UZAs. SCAG staff utilized this approach in apportioning the funding allocated to the region through the first stimulus bill, the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), and is recommending to also sub apportion the funding from the other two bills, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Recovery Plan Act (ARPA), utilizing the same approach that FTA applies at the UZA level.

BACKGROUND:

The Coronavirus pandemic continues to have a severe impact on our nation, state, and regions' transit systems. As the ridership on most of our transit assets, including bus, rapid bus, urban and commuter rail systems, continue to remain depressed, all of our transit operators, large and small, are struggling to remain afloat. In order to address this national crisis, the federal government has championed a series of stimulus bills that provide direct assistance to the transit operators.

In April 2020, the FTA announced \$25 billion in funding as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Under the CARES Act, \$1.453 billion was apportioned to the six UZAs for which SCAG is the designated recipient (Los Angeles County - Los Angeles - Long Beach-Anaheim, Riverside – San Bernardino, Murrieta – Temecula – Menifee, Indio – Cathedral City, Lancaster - Palmdale and Santa Clarita) under the existing FTA Section 5307 Urbanized Area Formula Grants program. The funds were allocated using FTA's 5307 distribution formula (See Attachment 1, which relies on data sets that are released with the annual Federal Register including on factors such as rail/fixed guideway, bus incentive, basic bus capital, growing states, and low income. SCAG was responsible for distributing the CARES Act funds to the CTCs for two of the multi-county UZAs (Los Angeles – Long Beach – Anaheim UZA and the Riverside – San Bernardino UZA). The CARES apportionments were made through an administrative process, as is SCAG's procedure for distributing 5307 funds, which carry forward the federal formula for inter-county distribution. The CARES Act funds were released in April 2020 in accordance with FTA's formula distribution.

On December 27, 2020, CRRSAA was signed into law; the act allocates \$14 billion in Federal Transit Administration (FTA) relief funds with \$13.26 billion allocated to large and small UZAs to support the transit industry during the COVID-19 public health emergency. The CRRSAA funding received by

the SCAG region represents the second allocation of federal transit stimulus funding to the transit agencies to address the fiscal impacts of the COVID-19 pandemic.

Furthermore, on March 11, 2021, the American Recovery Plan Act (ARPA) was signed into law and provides for a third round of stimulus funding. Approximately \$1.8 billion is apportioned to the SCAG region. Unlike the CRRSAA, all of the designated UZAs are eligible to receive funds from ARPA because the cap is raised to 132% of the 2018 operating costs as reported by NTD when all three rounds of funding are combined.

As the designated recipient for the UZAs, SCAG is responsible for allocating the funds apportioned within the UZAs to each of the eligible CTCs for UZAs that span across multiple counties. Los Angeles – Long Beach – Anaheim and Riverside – San Bernardino are two major multi-county UZAs within the SCAG region. FTA utilizes a formula-based approach to apportion federal transit assistance to urbanized areas through a program called 5307 to each of the designated Urbanized Zone Areas or UZAs. Historically, SCAG has utilized same approach that FTA applies at the UZA level to further sub apportion to the eligible counties within each of the multi-county UZAs. SCAG staff is recommending that we do the same for apportioning CRRSAA and ARPA funds to the eligible counties in the two aforementioned UZAs.

CRRSAA APPORTIONMENT

The CRRSAA funding received by the SCAG region represents the second allocation of federal transit stimulus funding to the transit agencies to address the fiscal impacts of the COVID-19 pandemic. CRRSAA specifies that FTA Section 5307 funding for a given UZA, when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, **shall not exceed 75 percent of that UZA's 2018 NTD operating cost.**

“...That the amounts allocated to any urbanized area from amounts made available under this paragraph in this Act when combined with the amounts allocated to that urbanized area from funds appropriated under this heading in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) may not exceed 75 percent of that urbanized area’s 2018 operating costs based on data contained in the National Transit Database...”

For this reason, only three of the six UZA’s in the SCAG region received a share of CRRSAA apportionments. The other three UZA’s had already received CARES Act funding exceeding 75 percent of the UZA’s 2018 NTD operating cost and were therefore excluded from the apportionments due to the federal guidelines. Of the \$13.26 billion available under CRRSA, the following UZAs in the SCAG region received CRRSAA apportionments.

CRRSAA APPORTIONMENTS	
Urbanized Area	Funding Totals
Los Angeles-Long Beach-Anaheim, CA	\$954,900,781
Indio-Cathedral City, CA	\$5,011,454
Santa Clarita, CA	\$224,351

As the MPO and the designated recipient, SCAG is responsible for distributing the CRRSAA apportionments in the multi-county UZA, Los Angeles – Long Beach – Anaheim. CRRSAA provides SCAG with the discretion to carry forward the federal formula as the basis for inter-county apportionments or develop an alternative methodology for determining each county transportation commission’s apportionment. Staff is recommending the federal formula be carried forward for the inter-county distributions to mirror the federal process for apportioning CRRSAA funds to each UZA.

The following table shows SCAG’s inter-county distributions recommended through CRRSAA for the Los Angeles – Long Beach – Anaheim UZA pursuant to this proposed allocation methodology. The allocations for each county are as shown under “CRRSAA Final Allocation” (see fourth shaded row). In addition, the table reflects operating expenses in each county and the total resources apportioned to each county as a result of both federal transit stimulus relief:

CRRSAA Allocations Based on Federal Methodology						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
2018 Operating Expense	\$2,557,384,189	\$299,429,433	\$36,902,117	\$789,887	\$0	\$2,894,505,626
75% of 2018 NTD OE	\$1,918,038,142	\$224,572,075	\$27,676,588	\$592,415	\$0	\$2,170,879,220
CARES Act Allocation	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
CRRSAA Final Allocation	\$911,525,690	\$43,097,849	\$0	\$277,242	\$0	\$954,900,781
CARES + CRRSAA	\$1,910,792,762	\$224,229,506	\$35,266,741	\$590,212	\$0	\$2,170,879,221
% of OE	74.72%	74.89%	95.57%	74.72%	0.00%	

Based on this allocation, Los Angeles, Orange, and Riverside receive nearly 75% of their operating costs through a combination of the first (CARES Act) the second (CRRSAA) allocation of federal transit stimulus funding. San Bernardino County received about \$7.59 million more through the CARES Act compared to the equivalent of 75% of operating expenses reported by transit operators in the county for 2018. Therefore, San Bernardino County does not receive additional funds through CRRSAA using this allocation methodology.

Per the suggestion of the CTCs, SCAG also reviewed and considered proportionately distributing the CRRSAA funds based on the FTA Section 5307 formula which was used to apportion the CARES Act funds. This approach would result in distributions that exceed 75% of operating expenses in Orange and San Bernardino counties while falling below the 75% equivalent in Los Angeles and Riverside counties. Given the disparity in total funding that results from this allocation approach as

compared to the 2018 operating costs, staff does not recommend this approach. For reference, a summary result of this approach is provided in Table 1 of Attachment 2 to this report.

Staff’s recommendation for CRRSAA apportionments was placed on the agenda for SCAG’s Executive Administration Committee (EAC) and Regional Council (RC) meetings on March 3 and 4, 2021, respectively. However, partly at the request of several of the CTCs, the item was pulled from the agenda and deferred to the April board meeting for further action. At the same time, SCAG President Rex Richardson directed staff to move forward with distributing the “uncontested amount” of CRRSAA funds through issuance of a split letter to FTA as noted in the table below (Los Angeles County’s sub-allocation is pending board approval). Therefore, the table below represents the first round of CRRSAA funding that represents uncontested amounts, which is the smaller of the amounts for each county between the two approaches.

	Allocations Based on 75% Operating Cost	Allocations Proportionate to CARES Act	CRRSAA Round 1 Distribution - Unconstrained
Los Angeles	\$911,525,690	\$784,718,607	\$784,718,607
Orange	\$43,097,849	\$142,241,634	\$43,097,849
San Bernardino	\$0	\$27,694,766	\$0
Riverside	\$277,242	\$245,774	\$245,774
Ventura	\$0	\$0	\$0
Total:	\$954,900,781	\$954,900,781	\$828,062,230
		CRRSAA Apportionment:	\$954,900,781
		Remaining Balance - Round 2 Distribution:	\$126,838,551

Once approved, staff will work with the CTCs to finalize the split letter and issue Round 2 of the remaining CRRSAA funds.

ARPA APPORTIONMENTS

On March 11, 2021, the American Recovery Plan Act (ARPA) was signed into law and provides for a third round of stimulus funding. Approximately \$1.8 billion is apportioned to the SCAG region.

Language in the ARPA specifies that FTA Section 5307 funding for a given UZA, when combined with the CARES Act and CRRSAA allocations shall not exceed **132 percent of that UZA’s operating costs as reported in the 2018 NTD. Because of the increase in the cap to 132 percent, all of the UZAs in the SCAG region were eligible for funding under ARPA.** The following are six UZAs for which SCAG is the designated recipient that receive ARPA funding as specified in the table below.

ARPA APPORTIONMENTS	
Urbanized Area	Funding Totals
Indio-Cathedral City, CA	\$16,011,182
Lancaster-Palmdale, CA	\$1,665,574
Los Angeles-Long Beach-Anaheim, CA	\$1,649,868,207
Murrieta-Temecula-Meniffee, CA	\$900,366
Riverside-San Bernardino, CA	\$71,995,802
Santa Clarita, CA	\$16,028,364

ARPA funding shown above is tentative at this point pending release of final numbers in the Federal Register. Staff is providing this information based on preliminary data. Funding amounts are subject to change once the final FTA Section 5307 funding tables are published.

Similar to the CRRSAA apportionment, SCAG is recommending that the same methodology, applying 132% of the UZAs reported operating cost, be applied to the inter-county allocations for the Los Angeles – Long Beach – Anaheim UZA as well as Riverside – San Bernardino UZA.

ARPA Los Angeles – Long Beach - Anaheim UZA allocations

The following table reflects the inter-county allocations for the Los Angeles – Long Beach – Anaheim UZA using the 132% allocation methodology:

ARPA Allocations Based on Federal Methodology						
LOS ANGELES - LONG BEACH - ANAHEIM UZA						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
132% of 2018 NTD OE	\$3,375,747,129	\$395,246,852	\$48,710,794	\$1,042,651	\$0	\$3,820,747,426
CARES Act Apportionment Total	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
Staff Recommended CRRSAA	\$911,525,690	\$43,097,849	\$0	\$277,242	\$0	\$954,900,781
CARES + Staff Recom. CRRSAA	\$1,910,792,762	\$224,229,506	\$35,266,741	\$590,212	\$0	\$2,170,879,221
Balance (Potential ARPA Dist.)	\$1,464,954,368	\$171,017,346	\$13,444,054	\$452,440	\$0	\$1,649,868,207
CARES+CRRSAA+ARPA	\$3,375,747,129	\$395,246,852	\$48,710,794	\$1,042,651	\$0	\$3,820,747,426
% of 2018 OE	132.0%	132.0%	132.0%	132.0%		

By applying the 132% cap methodology, all counties receive an equal 132% share of their operating costs when combined with their CARES, CRRSAA and ARPA allocations, consistent with the intent of the ARPA.

Similar to CRRSAA apportionments, staff also analyzed the implications of apportioning the ARPA funds ignoring the 132% cap and simply relying on the proportions used for the CARES Act funds. This approach results in Orange and San Bernardino counties exceeding their 132% share significantly, while Los Angeles and Riverside counties’ distribution is below the 132% cap, which is not consistent with the intent of ARPA. Staff does not recommend following this allocation

approach because of the disparity it creates between the counties. For reference, a summary result of this approach is provided in Table 2 of Attachment 2 to this report.

RIVERSIDE – SAN BERNARDINO UZA ALLOCATIONS for ARPA

As previously mentioned, the Riverside – San Bernardino UZA did not receive a CRRSAA apportionment due to their CARES Act allocations exceeding the 75% threshold. As such, the allocations in the following tables under CRRSAA Apportionment are shown as \$0. The following table reflects the inter-county allocations for the Riverside – San Bernardino UZA from ARPA using the federal cost methodology which includes a 132% cap:

ARPA Allocations Based on Federal Methodology					
RIVERSIDE - SAN BERNARDINO UZA					
	Los Angeles	Orange	San Bernardino	Riverside	Total
132% of 2018 NTD OE	\$0	\$345,700	\$102,988,548	\$106,228,227	\$209,562,475
CARES Act Apport. Total	\$0	\$1,321,150	\$58,246,293	\$77,999,230	\$137,566,673
CRRSAA Apportionment	\$0	\$0	\$0	\$0	\$0
Balance (Potential ARPA Dist.)	\$0	(\$975,450)	\$44,742,255	\$28,228,997	\$71,995,803
Potential ARPA (zeroing out OC)	\$0	\$0	\$44,144,159	\$27,851,644	\$71,995,803
CARES+CRRSAA+ARPA	\$0	\$1,321,150	\$102,390,452	\$105,850,874	\$209,562,475
% of 2018 OE	0.0%	504.5%	131.2%	131.5%	

In the Riverside – San Bernardino UZA, San Bernardino and Riverside would receive slightly less than 132% of their operating costs through a combination of CARES Act and ARPA. Orange County received \$975,450 more in their CARES Act allocation compared to their 132% operating expenses reported in 2018 NTD and does not meet the threshold to receive ARPA funds based on the 132% cap.

Again, for comparison, staff analyzed the implications of apportioning this UZA ignoring the 132% cap and simply relying on the CARES Act proportions (Attachment 2 Table 3). This approach would result in Riverside County exceeding the 132% distribution. Orange County would receive a 768% of their 2018 operating costs between CARES Act and ARPA allocations, while San Bernardino County falls below the 132% cap. Staff does not recommend following this allocation approach because of the disparity it creates between the counties.

Conclusion

Given the intent of the program to address the fiscal impacts of COVID-19 pandemic, SCAG staff does not believe the approach that ignores the transit operators expense cap is as well aligned with the intent of the bill. Moreover, because the funding allocated to each UZA is based on operating expenses, it does not seem appropriate to then redistribute those resources through a formula that does not consider operating expense. Therefore, staff recommends following the federal formula that caps the UZA level allocations to 75% and 132% of their 2018 operating costs for CRRSAA and



ARPA, respectively, when combined with the preceding rounds of apportionments for inter-county distributions as well. SCAG staff believes this approach is more transparent, fair, consistent with the intent of the emergency appropriations and consistent with SCAG's past practices of applying the same approach that is used to allocate to the UZA down to each of the eligible counties.

Next Steps

Upon approval, SCAG staff will work with the CTCs to finalize the split letter and distribute Round 2 of the remaining CRRSAA funds as well as the ARPA funds.

FISCAL IMPACT:

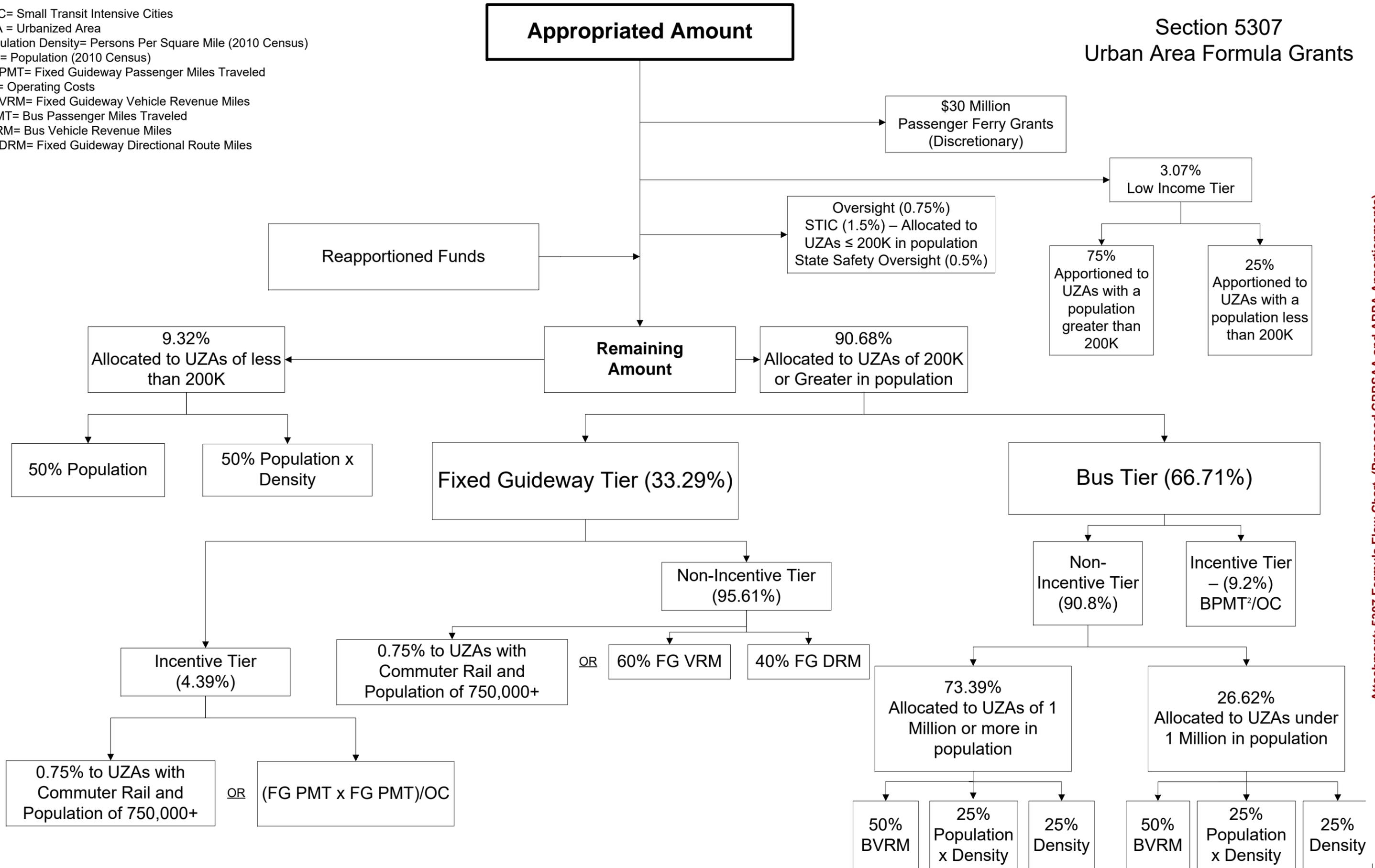
None. Work associated with this item is included in the current FY 20-21 Overall Work Program (030.00146A.02: Federal Transportation Improvement Program and 010.SCG0170.01: RTP Support, Development, and Implementation)

ATTACHMENT(S):

1. 5307 Formula Flow Chart
2. CARES Act Proportionate Allocations (Alternative Allocation Approach)

STIC= Small Transit Intensive Cities
 UZA = Urbanized Area
 Population Density= Persons Per Square Mile (2010 Census)
 Pop= Population (2010 Census)
 FG PMT= Fixed Guideway Passenger Miles Traveled
 OC= Operating Costs
 FG VRM= Fixed Guideway Vehicle Revenue Miles
 BPMT= Bus Passenger Miles Traveled
 BVRM= Bus Vehicle Revenue Miles
 FG DRM= Fixed Guideway Directional Route Miles

Section 5307 Urban Area Formula Grants



Attachment: 5307 Formula Flow Chart (Proposed CRRSAA and ARPA Apportionments)

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CRRSAA Allocations Proportionate to CARES Act Distribution						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
2018 Operating Expense	\$2,557,384,189	\$299,429,433	\$36,902,117	\$789,887	\$0	\$2,894,505,626
75% of 2018 NTD OE	\$1,918,038,142	\$224,572,075	\$27,676,588	\$592,415	\$0	\$2,170,879,220
CARES Act Allocation	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
% of CARES Act Allocation	82.18%	14.90%	2.90%	0.03%	0.00%	100.00%
Ignoring 75%	\$784,718,607	\$142,241,634	\$27,694,766	\$245,774	\$0	\$954,900,781
CARES + CRRSAA	\$1,783,985,679	\$323,373,291	\$62,961,507	\$558,744	\$0	\$2,170,879,221
% of OE	69.76%	108.00%	170.62%	70.74%	0.00%	

Table 2

ARPA Allocations Proportionate to CARES Act Distribution LOS ANGELES - LONG BEACH - ANAHEIM UZA						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
RES Act Apportionment Total	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
CRRSAA (Ignoring 75%)	\$784,718,607	\$142,241,634	\$27,694,766	\$245,774	\$0	\$954,900,781
CARES+CRRSAA (Ignoring 75%)	\$1,783,985,679	\$323,373,291	\$62,961,507	\$558,744	\$0	\$2,170,879,221
Balance (Potential ARPA Dist.)	\$1,355,829,115	\$245,763,701	\$47,850,745	\$424,645	\$0	\$1,649,868,206
CARES+CRRSAA+ARPA	\$3,139,814,794	\$569,136,992	\$110,812,252	\$983,389	\$0	\$3,820,747,427
% of 2018 OE	122.8%	190.1%	300.3%	124.5%	0.0%	132.0%

Table 3

ARPA Allocations Proportionate to CARES Act Distribution RIVERSIDE - SAN BERNARDINO UZA					
	Los Angeles	Orange	San Bernardino	Riverside	Total
132% of 2018 NTD OE	\$0	\$345,700	\$102,988,548	\$106,228,227	\$209,562,475
CARES Act Apport. Total	\$0	\$1,321,150	\$58,246,293	\$77,999,230	\$137,566,673
% of CARES Act	0.00%	0.96%	42.34%	56.70%	100.00%
CRRSAA (Ignoring 75%)	\$0	\$0	\$0	\$0	\$0
CARES+CRRSAA (Ignoring 75%)	\$0	\$1,321,150	\$58,246,293	\$77,999,230	\$137,566,673
Balance (Potential ARPA Dist.)	\$0	\$691,426	\$30,483,318	\$40,821,058	\$71,995,802
CARES+CRRSAA+ARPA	\$0	\$2,012,576	\$88,729,610	\$118,820,288	\$209,562,475
% of 2018 OE	0.0%	768.5%	113.7%	147.6%	

Attachment: CARES Act Proportionate Allocations (Alternative Allocation Approach) (Proposed CRRSAA and ARPA Apportionments)

2020-2021 Sustainable Communities Program Smart Cities & Mobility Innovations Call for Applications

Marisa Laderach
Senior Regional Planner, Mobility Planning and Management

March 31, 2021



2020-2021 Sustainable Communities Program (SCP)



- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- SCP provides **multiple opportunities** to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals
 - **Active Transportation & Safety (AT&S)**
 - **Housing & Sustainable Development (HSD)**
 - **Smart Cities & Mobility Innovations (SCMI)**
- Successful applicants receive technical assistance from SCAG.

2020-2021 Sustainable Communities Program (SCP): Program-Wide Goals



- Provide needed **planning resources** to local jurisdictions for **active transportation** and **multimodal planning efforts, sustainability, land use, and planning for affordable housing**;
- **Promote, address and ensure health and equity** in regional land use and transportation planning and to **close the gap of racial injustice**;
- Encourage regional planning strategies to **reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions**, particularly in environmental justice communities where there is the highest need for air quality improvements;
- Develop local plans that **support the implementation of key strategies and goals** outlined in Connect SoCal's Sustainable Communities Strategy;

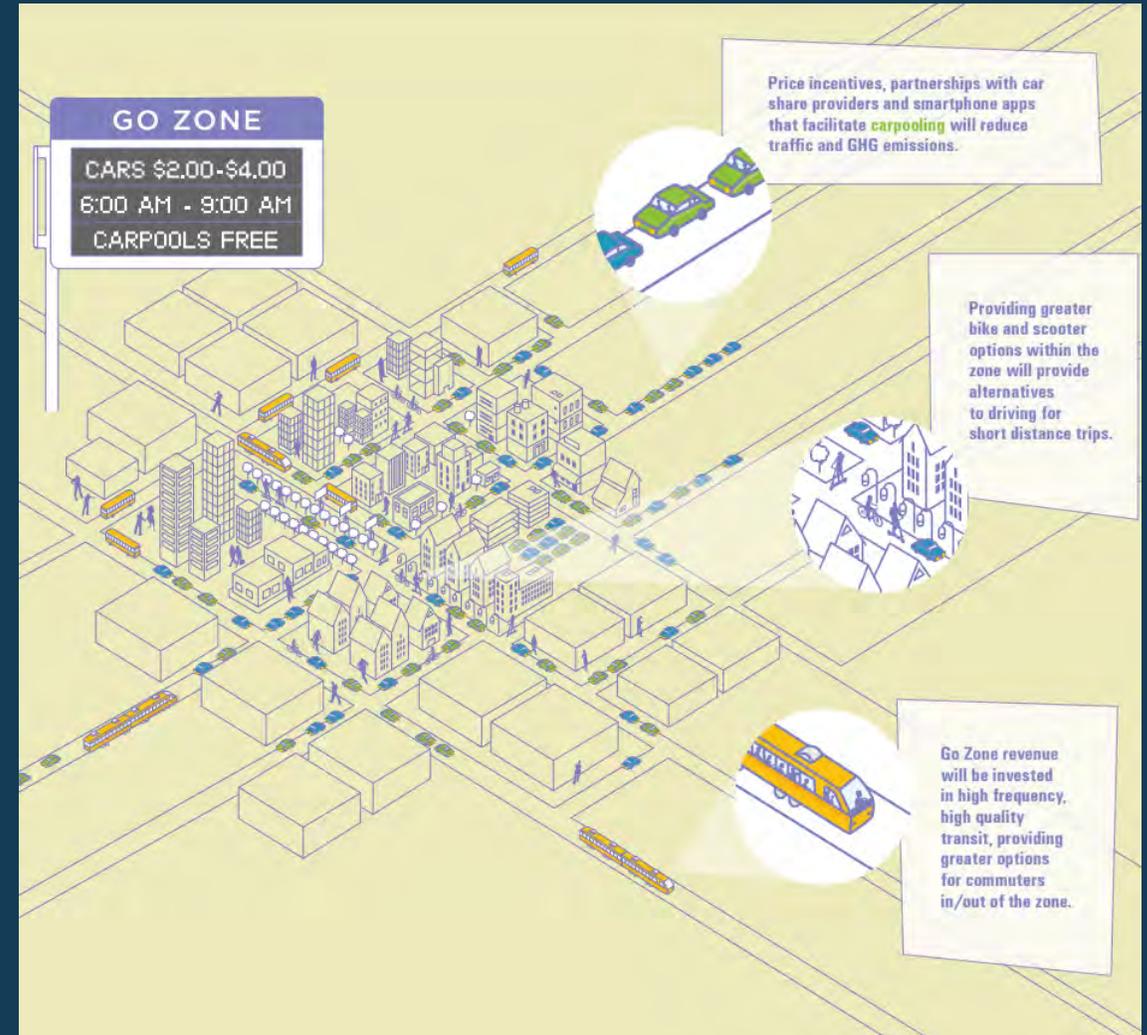
2020-2021 Sustainable Communities Program (SCP): Program-Wide Goals (continued)



- Develop resources that **support the Key Connections** as outlined in Connect SoCal, including:
 - Shared Mobility and Mobility as a Service
 - Smart Cities and Job Centers
 - Accelerated Electrification
 - Go Zones
 - Housing Supportive Infrastructure;
- **Support a resilient region** that looks to climate adaptation and public health preparedness as key strategies;
- **Increase the region's competitiveness for federal and state funds.**

2020-2021 SCP: Smart Cities & Mobility Innovations

- The Smart Cities & Mobility Innovations Call seeks to explore implementation of three **Connect SoCal Key Connections**:
 - Smart Cities & Job Centers
 - Go Zones
 - Shared Mobility & Mobility as a Service
- The funding will be directed towards local jurisdictions that seek to **use technology and innovation** by implementing curb space management measures.



2020-2021 SCP: Smart Cities & Mobility Innovations



- Cities have been struggling with issues related to on-and off-street parking, congestion, first-last mile connections, etc. Data and **the reliable assessment of curb use** have become essential to finding solutions to these growing issues in the region.
- SCP Call for Projects seeks to **develop best practices** in curb space management that support sustainable mobility while simultaneously enhancing public space and supporting small businesses and the local economy.
- SCP Call for Projects considers **emerging equity considerations** such as the relationships between the use of transit and transportation network companies (as evidenced by curb space activity within disadvantaged communities), enhancements for transit and bike networks at the curb, and the potential for optimizing curb space management through asset valuation.



Curb Space Data Collection
& Inventory



Technology Assessment or
Adoption Plan

**Project Type
and Eligible
Projects**



Parking Management Plan



Permitting Process Evaluation

Eligible Applicants



The following entities, within the SCAG region, are eligible to apply for SCP-SCMI resources:

- **Local or Regional Agency** – Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- **Transit Agencies** – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies** – Federal, State, or local agency responsible for natural resources of public land administration.
- **Tribal Governments** – Federally-recognized Native American Tribes.

Schedule



SCP-Smart Cities and Mobility Innovations Milestones	Date
Call for Applications Opens	February 8, 2021
Application Workshop	March 8, 2021 April 5, 2021
Call for Applications Submission Deadline	April 23, 2021 (5:00 p.m.)
Regional Council Recommendation	July 1, 2021
Final Work and Invoices Submitted	June 30, 2023

Contact Info

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(213) 236-1927



Racial Equity Early Action Plan

A Framework for Internal and External Focused Actions

Dorothy Suchkova, Senior Regional Planner

Planning Strategy

March 31, 2021

www.scag.ca.gov



SCAG's Commitment to Equity & Social Justice

- July 2020 – SCAG Board adopted resolution
- Established **Special Committee on Equity & Social Justice**
- Focus on key deliverables:
 - Definition of equity
 - Equity inventory
 - Equity framework
 - Diversity, Equity, and Inclusion work plan
 - Public Participation Plan review



Establishing an Equity Framework: Goals

Shift the
Organizational
Culture

Center Racial
Equity in
Regional Policy
& Planning

Encourage
Racial Equity in
Local Planning
Practices

Activate &
Amplify

Establishing an Equity Framework: Strategies



Sustainable Communities Program & Broadband Action Plan



- \$15M in technical assistance to local jurisdictions to implement Connect SoCal for Transportation, Technology, Housing
 - Targeted outreach, coaching, listening sessions, evaluation criteria for underserved communities
 - Community Based Organizations on Evaluation Panel
 - Support local plans that address inequities in the region
- Broadband Action Plan to assist in bridging the digital divide and increase broadband access in underserved communities throughout Southern California.
 - Increase broadband access to underserved communities
 - Partnerships and funding opportunities with local communities
 - Support local policies that address broadband inequities in the region

Next Steps

March

Seek feedback from stakeholders via outreach and survey

Special Committee on Equity & Social Justice reviews final draft EAP

May

Regional Council will receive a presentation on the EAP



Take the Racial Equity Early Action Plan Survey!



What early actions would you recommend SCAG consider in the draft Racial Equity Early Action Plan?

Take the survey to provide your input to shape the draft plan.

www.surveymonkey.com/r/earlyactionplan

Thank You!

Questions? Comments?

www.scag.ca.gov



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.7
March 31, 2021

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Regional Transit Safety Performance Targets

SUMMARY:

This is an update to previous reports by SCAG staff to the RTTAC on the Public Transportation Agency Safety Plan (PTASP) Final Rule by the Federal Transit Administration (FTA). The Final Rule published on July 19, 2018, requires Transit operators who are recipients and subrecipients of the Federal financial assistance under the 49 U.S.C. Chapter 53, and rail transit agencies that are subject to Federal Transit Administration (FTA) State Safety Oversight (SSO) Program, to develop an Agency Safety Plan (ASP). Agencies must certify they have a plan in place, initially by July 20, 2020, now extended to no later than July 20, 2021, due to the current COVID-19 public health emergency. The ASP must also be updated and certified annually by the operator. Exceptions are made for commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries and recipients that only receive Section 5310 and/or 5311 funds.

The PTASP Final Rule also requires transit agency coordination with the metropolitan and statewide planning process, including sharing safety performance targets with the Metropolitan Planning Organization (MPO) and coordination with the MPO in the selection of MPO safety performance targets. In summary, MPOs have 180 days from receipt of the agency targets to prepare their initial regional safety performance targets. The first MPO Regional Transportation Plan (RTP) update or amendment to be approved on or after July 20, 2021, must include the adopted transit safety targets for the region. Each subsequent full RTP update (not an amendment) must include adopted transit safety targets in its system performance report.

DISCUSSION:

As discussed previously SCAG's approach to developing initial regional safety targets follows the approach used for the initial regional Transit Asset Management (TAM) targets, including coordination with the County Transportation Commissions (CTCs) and the transit agencies on the RTTAC. SCAG staff requested Transit operators in the region share certified safety targets before or by the new FTA compliance deadline (**Attachment 1**), July 2021 to ensure the development of the initial regional safety targets.

Methodology

As with the TAM targets, the initial regional safety targets were determined using county weighted averages of the operators' targets, agreed by the CTCs and transit operators on the RTTAC as this represents a reasonable approach, particularly as local funding decisions for transit are made at the county level.

The weighted average methodology was used to calculate the county averages for the four (4) required safety performance measures discussed in the National Safety Plan: fatalities, injuries, safety events, and system reliability. Weighting of the county averages is based on the operator's vehicle revenue miles (VRM). Where an operator did not provide VRM, SCAG defaulted to the latest available reported VRM in the National Transit Database (NTD). The thresholds for "reportable" fatalities, injuries, and safety events are defined in the NTD Safety and Security Reporting Manual. The county averages were calculated by mode, as required in the Final Rule.

Submission of Operator Targets

SCAG staff developed a template for transit providers to better coordinate the submission of the safety targets and to ensure SCAG receives all the information needed to develop the initial regional safety targets. As of March 2021, out of the thirty-two (32) operators requested to submit their targets, SCAG has received twenty-nine (29). SCAG staff continues to coordinate with the remaining three (3) operators to collect their data and will incorporate their input once it is received. The overall regional targets are not expected to change substantially as a result.

In reviewing the safety targets submitted, SCAG staff provided assistance to the operators to ensure consistency regarding following:

- **Rate:** Operators used different VRM rates to calculate targets.
- **Targets by mode:** The Final Rule specifies targets must be determined by mode however, some operators combined modes and determined one (1) set of targets.
- **General calculation errors:** For some of the targets operators were using Vehicle Revenue Hours (VRH) instead of VRM, others also calculated system reliability dividing major mechanical failures by VRM instead of VRM by Major mechanical failures.
- **Target baseline year:** Baseline year for determining targets varied by operator. These included, one (1) calendar year, multi-calendar years, one (1) Fiscal year, and multi-fiscal year averages (eg. 3-5 FY averages)
- **Agency definitions versus NTD thresholds:** The FTA specified operators to use NTD thresholds and definitions for fatalities, injuries, and safety events.
- **Data Tracking:** Many bus operators lacked the mechanism for tracking road calls and safety events.

SCAG staff will continue to monitor and support the transit agencies when developing the regional safety targets to be included in the 2024 RTP/SCS.

Initial Regional Transit Safety Targets

The county targets and initial regional safety targets presented here are based on the operators’ targets received so far. The required safety performance measures are as follows.

- **Fatalities:** Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

Attachment 2 includes all the transit safety targets submitted to SCAG by operator and county, organized by the safety performance measures. Bus mode includes fixed route and commuter bus services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response taxi and general purpose demand response services.

Imperial County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	0	1
Injuries (rate per 100k VRM)	0	0
Safety Events	2	1
Safety Events (rate per 100k VRM)	0.24	0.16
System Reliability (Mean Distance between failures)	42,264	34,998

Los Angeles County Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0	0	0
Injuries (Total)	419	1	12
Injuries (rate per 100k VRM)	0.39	0.06	0.06
Safety Events	837	8	78
Safety Events (rate per 100k VRM)	0.80	0.16	0.40

System Reliability (Mean Distance between failures)	15,297	55,594	41,980
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Orange County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	84	0
Injuries (rate per 100k VRM)	0.56	0
Safety Events	136	0
Safety Events (rate per 100k VRM)	0.97	0
System Reliability (Mean Distance between failures)	14,848	14,823

Riverside County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	26	5
Injuries (rate per 100k VRM)	0.23	0.16
Safety Events	34	16
Safety Events (rate per 100k VRM)	0.29	0.44
System Reliability (Mean Distance between failures)	9,261	13,219

San Bernardino County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	24	8
Injuries (rate per 100k VRM)	0.22	0.22
Safety Events	30	3
Safety Events (rate per 100k VRM)	0.27	0.08
System Reliability (Mean Distance between failures)	65,705	40,105

Ventura County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	7	2
Injuries (rate per 100k VRM)	0.13	0.09
Safety Events	21	3
Safety Events (rate per 100k VRM)	0.12	0.53
System Reliability (Mean Distance between failures)	23,312	31,593

SCAG Region Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0.0	0	0
Injuries (Total)	560	16	12
Injuries (rate per 100k VRM)	0.38	0.07	0.06
Safety Events	1,060	31	78
Safety Events (rate per 100k VRM)	0.72	0.14	0.40
System Reliability (Mean Distance between failures)	18,818	24,467	41,980

The safety targets indicate the commitment of the transit operators to support safety management and provide resources and training, integrate safety as a primary principle and responsibility for all staff, and to ensure data-driven compliance measures and realistic targets inform operations and safety performance standards. They also reflect the aspirational goals towards zero (0) injuries, (0) fatalities, (0) safety events and less mechanical breakdowns between miles travelled to provide safe and reliable public transportation in Southern California region.

Relationship between the Safety Performance and Transit Asset Management (TAM)

The safety and overall performance of a public transit systems depend, to an extent, on the condition of its assets. When transit assets are not in a state of good repair, the consequences include increased safety risks (injuries, fatalities, safety events), decreased system reliability, leading to higher maintenance costs, and lower system performance.

Next Steps

Though the FTA extended the transit operators' compliance deadline to July 20, 2021, SCAG plans to still certify the initial safety targets by June 2021. This is necessary to comply with the separate July 20, 2021 deadline to incorporate performance-based planning into the RTP and Federal Transportation Improvement Program (FTIP), as required by the Metropolitan Transportation Planning Final Rule. SCAG staff will continue to coordinate with the RTTAC and the CTCs to update the regional transit safety targets that will be included in the 2024 RTP.

NOTICE OF ENFORCEMENT DISCRETION
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN REGULATION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, as required by 49 U.S.C. § 5329(d). The effective date of the regulation was July 19, 2019. The PTASP regulation implements a risk-based Safety Management System approach and requires recipients or subrecipients of financial assistance under FTA's Urbanized Area Formula Program (49 U.S.C. § 5307)¹ and rail transit agencies to establish and certify that they have an Agency Safety Plan in place that meets statutory requirements no later than July 20, 2020, as required by 49 U.S.C. § 5329(d)(1).

On January 31, 2020, the Secretary of Health and Human Services declared a public health emergency under section 319 of the Public Health Service Act², and on March 13, 2020, the President issued a Proclamation on Declaring a National Emergency Concerning the Novel Coronavirus Disease 2019 (COVID-19). During the COVID-19 public health emergency, transit agencies are providing essential transportation services. While ridership has fallen drastically during this emergency, transit agencies across the country are continuing to provide millions of trips a day to lifeline services and carry healthcare and other essential workers to critical jobs. Accordingly, Federal guidance³ includes transit workers on an advisory list of essential critical infrastructure workers.

In recognition of the extraordinary operational challenges that the COVID-19 public health emergency presents for transit agencies, FTA published a Notice of Enforcement Discretion on April 22, 2020. The Notice conveys that until after December 31, 2020, FTA will refrain from taking enforcement action if FTA recipients and subrecipients are unable to certify that they have established a compliant Agency Safety Plan.

FTA acknowledges that transit agencies continue to experience substantial operational challenges due to the COVID-19 public health emergency, including reduced or suspended service, and reduced ridership and financial resources. COVID-19 case numbers are high or rising across the Nation, resulting in a foreseeable continuing need for transit providers to focus resources to address the COVID-19 public health emergency. FTA recognizes that these challenges seriously impact the ability of many transit agencies to meet the compliance and

¹ FTA has deferred applicability of the PTASP regulation to recipients and subrecipients that only receive funding under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Formula program (5310) and the Rural Area Formula program (5311). In addition, the PTASP regulation does not apply to recipients and subrecipients that are subject to the safety jurisdiction of another Federal agency, including commuter rail operators and ferry operators. Accordingly, the aforementioned recipients and subrecipients were not required to comply with the PTASP regulation by July 20, 2020.

² The Secretary of Health and Human Services renewed the public health emergency determination on April 21, 2020; July 23, 2020; and October 2, 2020.

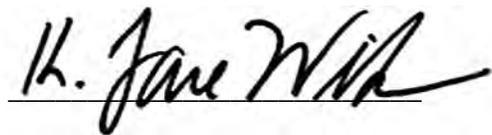
³ Cybersecurity and Infrastructure Security Agency, Advisory Memorandum on Ensuring Essential Critical Infrastructure Workers Ability to Work During the COVID-19 Response.
<https://www.cisa.gov/publication/guidance-essential-critical-infrastructure-workforce>.

certification requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 by December 31, 2020. This Notice is to advise FTA recipients and subrecipients subject to the PTASP regulation that FTA will refrain from taking enforcement action pursuant to 49 U.S.C. § 5329(g) and the FTA Master Agreement (26) (October 1, 2019) until July 21, 2021, if those FTA recipients and subrecipients are unable to certify that they have established a compliant Agency Safety Plan.

This Notice supersedes FTA's Notice of Enforcement Discretion dated April 22, 2020, and will remain in effect through July 20, 2021. Notwithstanding this Notice's exercise of enforcement discretion, FTA expects affected recipients and subrecipients to continue to work toward meeting the PTASP compliance and certification requirements as soon as reasonably practicable under the current circumstances caused by the COVID-19 public health emergency. FTA expects recipients and subrecipients to certify promptly and without delay after establishing a compliant Agency Safety Plan.

This document is a temporary notice of enforcement discretion. Regulated entities may rely on this notice as a safeguard from departmental enforcement as described herein. To the extent this notice includes guidance on how regulated entities may comply with existing regulations, it does not have the force and effect of law and is not meant to bind the regulated entities in any way.
Issued

December 11, 2020, in Washington D.C.

A handwritten signature in black ink, appearing to read "K. Jane Williams", written over a horizontal line.

K. Jane Williams
Deputy Administrator
Federal Transit Administration

Initial Regional Transit Safety Targets

Bus mode includes fixed route and commuter services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response Taxi and general purpose demand response services.

Imperial County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	ICTC	0	0	0	0	2	0.24	42,264
Demand Response	ICTC (ADA)	0	0	0	0	0.4	0.15	35,685
	ICTC	0	0	1	0.65	0.4	0.26	14,229
	ICTC - Med to SD	0	0	0	0	0	0	70,515

Los Angeles County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	Antelope Valley Transit Authority	0	0.14	76	2.2	147	4.2	9,200
	City of Arcadia Transit	0	0	0	0	0	0	163,000
	Beach Cities Transit (City of Redondo Beach)	0	0	4	0.38	83	7.87	2,600
	City of Commerce Municipal Bus Lines	0	0	2.1	2.4	3.4	5.2	324,089
	Culver CityBus	0	0	3	0.2	1	0.1	80,000
	Foothill Transit	0	0	6	0.05	25	0.20	11,250
	Gardena Municipal Bus Lines	0	0	10	0.59	1	0.06	6,000
	Metro	0	0	222	0.38	234	0.4	2,749
	Montebello BL(Local)	0	0	12	0.06	78	0.4	41,980
	Montebello BusLines (Express)	0	0	16	0.69	17	0.73	11,149

Initial Regional Transit Safety Targets

	Norwalk Transit System	0	0	0	0	0	0	73,315
	City of Santa Clarita Transit	0	0	18	3.00	52	10.00	16,000
	City of Santa Monica Big Blue Bus	0	0	0	0	1	1.04	25,000
	Torrance Transit	0	0	25	0.7	30	0.75	11,000
Demand Response	Antelope Valley Transit Authority	0	0	0	0	1	0.2	6,000
	City of Arcadia Transit	0	0	0	0	0	0	85,557
	Beach Cities Transit (City of Redondo Beach)	0	0	0	1	1	1	37,000
	City of Commerce Municipal Bus Lines	0	0	0.6	0.4	1	1.4	67,613
	Culver CityBus	0	0	0	0	0	0	120,000
	Gardena Municipal Bus Lines	0	0	0	0	0	0.00	64,000
	City of LaMirada Transit	0	0	0	0	0	0.00	6,620
	Montebello Bus Lines DR-Taxi	0	0	0	0	0	0	38,409
	City of Santa Clarita Transit	0	0	0	0	0.03	0.03	25,000
	City of Santa Monica BBB	0	0	0	0.7	5	1	15,000
	Torrance Transit (Taxi - Bell cab)	0	0	0	0	0	0	13,333
	Torrance Transit (Taxi - Contractor - All Yellow)	0	0	0	0	0	0	75,000
	Torrance Transit (Taxi - Contractor - South Bay Yellow)	0	0	0	0	0	0	259,462

**Initial Regional Transit Safety Targets
Orange County**

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	Anaheim Transit Network	0	0	3	0.18	3	0.2	15,053
	Orange County Transportation Authority (OCTA)	0	0	81	0.59	133	1.03	14,832
Demand Response	OCTA	0	0	0	0	0	0	14,823

Riverside County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	City of Corona Transit	0	0	0	0	4	2.13	16,940
	Riverside Transit Agency	0	0	15	0.32	16	0.34	10,000
	Riverside Transit Agency (Contracted)	0	0	5	0.16	7	0.21	10,000
	SunLine Transit	0	0	6	0.18	7	0.21	7,032
Demand Response	City of Corona Transit	0	0	1	0.53	7	3.6	27,496
	City of Riverside Transit	0	0	1	0.11	4	0.34	24,929
	Riverside Transit Agency	0	0	3	0.19	3	0.19	10,000
	SunLine Transit	0	0	0	0	2	0.2	11,756

Initial Regional Transit Safety Targets

San Bernardino County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	Omnitrans	0	0	19.1	0.23	22.76	0.27	87,757
	Victor Valley Transit Authority	0	0	5	0.2	7	0.28	9,500
Demand Response	Omnitrans	0	0	6.6	0.26	1.7	0.07	29,455
	Victor Valley Transit Authority	0	0	1	0.1	1	0.1	68,456

Ventura County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	Camarillo Area Transit	0	0	0	0	1	-	50,000
	Gold Coast Transit District	0	0	6	0.27	5	0.22	27,160
	Moorpark	0	0	0	0.01	<1	0.01	-
	Simi Valley	0	0	0.5	0	14	0	2,324
	Thousand Oaks	0	0	0	0.01	<1	0.01	-
	Camarillo	0	0	0	0	1	-	50,000
	Ventura County Transportation Commission (VCTC)	0	0	0	0.01	1	0.03	30,000
	Ventura County Transportation Commission (Commuter)	0	0	0	0.03	<1	0.06	30,000
Demand Response	Camarillo Area Transit	0	0	0	0	0	3	100,000
	GCTD	0	0	1	0.32	2	0.22	51,439
	City of Moorpark Transit	0	0	0	0.01	<1	0.01	-
	City of Simi Valley Transit	0	0	0.5	0	1	0.63	2,704
	City of Thousand Oaks Transit	0	0	0	0.01	<1	0.01	-
	VCTC	0	0	0	0.01	<1	0.03	40,000

Regional Transit Safety Performance Targets

Regional Transit Technical Advisory Committee (RTTAC)

Priscilla Freduah-Agyemang, Senior Regional Planner
Mobility Planning & Management
Wednesday, March 31, 2021

www.scag.ca.gov



Background

- Public Transportation Agency Safety Plan (PTASP) Final Rule
- Metropolitan Planning Final Rule
- Notice of Enforcement discretion
 - Now extended the PTASP Final Rule compliance deadline from December 31, 2021 to July 20, 2021
- Starting July 20, 2021, SCAG's Regional Transportation Plans (RTPs) and Federal Transportation Improvement Program (FTIPs) must include the initial regional safety targets.

Regional Safety Target Setting Process

- Approach for safety is consistent with the approach approved by the Regional Council for the Transit Asset Management (TAM) target setting
- Coordination with County Transportation Commission (CTCs) and transit operators through the Regional Transit Technical Advisory Committee (RTTAC)
- Coordination with Caltrans to the extent practicable
- Developed template for operators and collected safety target data
- Determined the methodology
- Developed the initial targets

Transit Operators Target Submission

- Started receiving targets as early as February 2020
- Remaining targets: Between July 2020 – present

Provided assistance and encouraged consistency regarding:

- Rate
- Targets by mode
- Calculation errors
- Target year
- Definitions for injuries, fatalities and safety events
- Data tracking

Target Submission Update – Cont'd



Transit operators expected to submit safety targets to SCAG	32
Transit operators who already certified and submitted targets to SCAG	29
Transit operators who are to certify and/or submit targets to SCAG	3

- Based on responses received as of 3/15/2021
- The three (3) remaining targets are in LA County

Weighted average:

- County and regional targets are weighted by the total Vehicle Revenue Miles (VRM)
- Required Performance Measures:
 - Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
 - Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
 - Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
 - System Reliability: Mean distance between major mechanical failures by mode.

County Targets (County Weighted Averages)



Imperial County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	0	1
Injuries (rate per 100k VRM)	0	0
Safety Events	2	1
Safety Events (rate per 100k VRM)	0.24	0.16
System Reliability (Mean Distance between failures)	42,264	34,998

Los Angeles County

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0	0	0
Injuries (Total)	419	1	12
Injuries (rate per 100k VRM)	0.39	0.06	0.06
Safety Events	837	8	78
Safety Events (rate per 100k VRM)	0.80	0.16	0.40
System Reliability (Mean Distance between failures)	15,297	55,594	41,980

County Targets (County Weighted Averages)



Orange County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	84	0
Injuries (rate per 100k VRM)	0.56	0
Safety Events	136	0
Safety Events (rate per 100k VRM)	0.97	0
System Reliability (Mean Distance between failures)	14,848	14,823

Riverside County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	26	5
Injuries (rate per 100k VRM)	0.23	0.16
Safety Events	34	16
Safety Events (rate per 100k VRM)	0.29	0.44
System Reliability (Mean Distance between failures)	9,261	13,219

County Targets (County Weighted Averages)



San Bernardino County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	24	8
Injuries (rate per 100k VRM)	0.22	0.22
Safety Events	30	3
Safety Events (rate per 100k VRM)	0.27	0.08
System Reliability (Mean Distance between failures)	65,705	40,105

Ventura County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	7	2
Injuries (rate per 100k VRM)	0.13	0.09
Safety Events	21	3
Safety Events (rate per 100k VRM)	0.12	0.53
System Reliability (Mean Distance between failures)	23,312	31,593

Initial Regional Transit Safety Targets



Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (Rate per 100k VRM)	0.0	0	0
Injuries (Total)	560	16	12
Injuries (Rate per 100k VRM)	0.38	0.07	0.06
Safety Events	1,060	31	78
Safety Events (Rate per 100k VRM)	0.72	0.14	0.40
System Reliability (Mean Distance between failures)	18,818	24,467	41,980

Next Steps

- SCAG Transportation Committee for review and approval (April 2021)
- Regional Council adoption in June 2021
- Include the adopted targets in subsequent Regional Transportation Plans and Federal Transportation Improvement Programs
- Continue coordination with the RTTAC and CTCs on updating the safety targets for the 2024 RTP/SCS

Thank you!

Questions & Comments:

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