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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

*Wednesday, January 28, 2026
10:00 a.m. – 12:00 p.m.*

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

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

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REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

AGENDA

Wednesday, January 28, 2026

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

1.0 CALL TO ORDER

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

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

3.0 RECEIVE AND FILE

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4.0 INFORMATIONAL ITEMS

4.1 Transit Transformation Task Force Final Report 20 20
(Lorelle Moe-Luna, RCTC)

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, January 28, 2026

4.2	<u>Caltrans Director's Transit Policy</u> (Joshua Pulverman, Caltrans)	15	32
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5.0	<u>STAFF REPORT</u>		
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6.0	<u>ADJOURNMENT</u>		

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for April 29, 2026.

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

October 29, 2025

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 virtually (telephonically and electronically). The meeting was called to order by Chair, Jennifer Nguyen, Riverside Transit Agency.

Members Participating:

Jennifer Nguyen (Chair)	Riverside Transit Agency
Aubrey Smith (Vice Chair)	Ventura County Transportation Commission
Geraldina Romo	Antelope Valley Transit Authority
Tisha Lane	Antelope Valley Transit Authority
Elisa Mendoza	City of Beaumont
Eddie Scandura	City of Montebello
Patti Solano	City of Riverside Special Transportation
David Richardson	City of Riverside Special Transportation
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Corie Zamora	City of Santa Clarita
Josh Landis	Foothill Transit
Austin Novstrup	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Austin Phung	Long Beach Transit
Carolyn Jones-Mentor	Long Beach Transit
Chun Leung	Los Angeles Department of Transportation
Teresa Wong	Los Angeles Metro
Allison Higgins	Los Angeles Metro
Brian Jacob	Metrolink
Sabrina Davis	Metrolink
Lisa Bahr	Metrolink
Collin Mullaney	Metrolink
Heining Eichler	Metrolink
Chris Wood	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Derek Donnell	Norwalk Transit System
Ben Nolen	Omnitrans
Kevin Khouri	Orange County Transportation Authority
Kristin Tso	Orange County Transportation Authority

Regional Transit Technical Advisory Committee (RTTAC) – October 29, 2025

Katie Persons	Orange County Transportation Authority
Lorelle Moe-Luna	Riverside County Transportation Commission
Sheldon Peterson	Riverside County Transportation Commission
Sandra Salgado	Riverside County Transportation Commission
Eric DEHate	Riverside County Transportation Commission
Ben Gonzalez	Simi Valley Transit
Nick Echeverri	Santa Clarita Transit
Israel Maldonado	San Diego Metropolitan Transit System
James Lee	Torrance Transit System
Ryan Plumb	Torrance Transit System
Dana Curtis	Victor Valley Transit Authority
Rod Goldman	Victor Valley Transit Authority
Karen Herrera	Caltrans D7
Linda Mendez	Caltrans D7
Miya Edmonson	Caltrans D7
Carlo Ramirez	Caltrans D7
Darleen Mendez	Caltrans D8
Lorna Foster	Caltrans D8
Sean Reseigh	Fehr & Pehrs
Fang Yan	ICF

SCAG Staff:

Priscilla Freduah-Agyemang	Alexis Murillo-Felix
Courtney Aguirre	Isabelle Legare
Krystal Ayala	Kevin Diep

1.0 CALL TO ORDER

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

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the May 28, 2025, RTTAC Meeting
- 3.2 Transportation Trends Update
- 3.3 High Quality Transit Corridors (HQTCS) and Major Transit Stops (MTS) Update
- 3.4 Federal Transit Administration (FTA) Safety Bulletin
- 3.5 FTA National Transit Database (NTD) Reporting Requirement Changes for 2025-2026

- 3.6 American Public Transportation Association (APTA) 2025 Public Transportation Vehicle Database
- 3.7 APTA 2025 Fact Sheet
- 3.8 The Right-Sizing Playbook

Priscilla Freduah-Agyemang, SCAG, briefly reviewed the Receive and File items. Due to time constraints Priscilla encouraged members to personally review each item for more details.

4.0 INFORMATIONAL ITEMS

4.1 Transit Transformation Task Force Update

Lorelle Moe-Luna, Multimodal Services Director at Riverside County Transportation Commission (RCTC), provided an update on the final Transit Transformation Task Force meeting. Ms. Moe-Luna explained that the Task Force will provide the final report to the Legislature at the end of October 2025.

Ms. Moe-Luna stated that the final report's recommendations covered accessible transportation, alternative funding strategies, climate resiliency, and a vision of how transit can become the backbone for future travel in California. She explained that the final report also includes the finalized five guiding principles, which forms the basis of the strategies and recommendations: transit should be operationally and financially sustainable; safety is fundamental; transit services should be fast, reliable, connected, and convenient; transit should be accessible and easy to use for all; and public transit systems should support the development of complete communities.

4.2 PRONTO: Open Loop Payments: “The Good, the Bad and the Unknown”

Israel Maldonado, Director of Fare Technology and Operations at San Diego Metropolitan Transit System (MTS) introduced MTS and briefly described their open loop payment project. He explained how open loop payment systems allow users to use a credit card directly on a transit reader without making a purchase through a ticket vending machine or a mobile app. Mr. Maldonado stated that MTS implemented their open loop system in July 2024.

Mr. Maldonado noted that their open loop procurement process started in 2018 with obtaining validators that supported open loop payment. One of the key elements of their implementation process was determining a settlement strategy. He noted that developing this strategy required extensive coordination between MTS, its stakeholders, a settlement bank, and fare system vendor.

Mr. Maldonado then presented the results of their open loop system. He shared that MTS is about to reach two million open loop payments. However, Mr. Maldonado cautioned how unrecoverable debt occurs with open loop systems. He highlighted that MTS is actively refining strategies to optimize the system and limit unrecovered debt.

Mr. Maldonado then summarized the benefits of open loop payments. He stated that the customer experience offered by this system is unmatched. Mr. Maldonado also explained how the payment system has eased and sped up payment after major sporting events and concerts. Lastly, he shared that the system helps bridge the gap with the unbanked communities.

He also reviewed the drawbacks of the open loop system, explaining that open loop issues may differ from agency to agency. Mr. Maldonado explained, MTS encountered a lack of administrative standards, difficulty with fare inspections, and challenges to administering reduced fares. In addition, Mr. Maldonado highlighted that the future of open-loop systems is uncertain as the technology develops.

Jennifer Nguyen, RTA, asked if there had been a positive response to the changes from their riders. Mr. Maldonado responded that the agency has just received a regional award for innovation from their work with their open loop payment system. Mr. Maldonado stated that the award is a sign that customer experience with the new system is going well.

4.3 Metrolink Reimagined

Sabrina Davis, Director of Customer Experience, and Heining Eichler Senior Manager of Market Insights and Analytics shared Metrolink updates with the RTTAC. Ms. Davis began the presentation and explained that the agency is in the process of implementing Metrolink Reimagined, their long-term vision to transform rail travel to become frequent, seamless, and equitable.

Ms. Davis described how Metrolink has become more than just a commuter service but now operates as a regional rail network. She shared that Metrolink is transitioning from peak-based commuter service to flexible service supporting the changing ridership patterns, continuing to shift throughout the day. Ms. Davis explained that Metrolink recently implemented Metrolink's biggest schedule change in October of 2024, awarded their most significant operations and maintenance contract, and launched their fare restructuring pilot in July. She highlighted their flexibility in making corrections following schedule change and emphasized the importance of adaptability as an essential quality of public transportation operations.

Ms. Davis provided an update on their fare restructure pilot which was launched in July. The agency is planning to seek their board's approval to extend the pilot, with the results, and also hopes to use the opportunity to accurately evaluate the fare restructuring program, taking into account other factors that may have influenced ridership during the pilot. Ms. Davis also highlighted how they incorporated four guiding principles into the schedule change: more trains at peak and non-peak, clock-faced schedules, more efficiency with equipment and crews, and more line-to-line connections at Los Angeles Union Station.

Heining Eichler emphasized how ridership has increased because of the schedule change. Mr. Eichler shared that the scheduled changes were designed to increase ridership during off-peak hours. Mr. Eichler also noted that Metrolink's simplified fare structure pilot reduced redundant and under-utilized fares. He presented that the feedback received on the fares so far has been overwhelmingly positive and supports sustainable ridership growth.

Ms. Davis again stated that Metrolink recently received awards in marketing, safety, and innovation that demonstrate Metrolink's successful changes. She then introduced Metrolink's open payment pilot, a SCAG partnership funded through the Carbon Reduction Program (CRP). She then shared details on the pilot including its location along the San Bernardino corridor, its use of station-based validators, and its fare calculation system. Metrolink anticipates launching the pilot in late spring of 2026.

Lastly, Ms. Davis introduced Metrolink's way-finding pilot. She shared that Metrolink received a grant for a way-finding pilot for five stations, one in each of their five counties. Ms. Davis stated that through the pilot, Metrolink is working with LA Metro to improve wayfinding at Los Angeles Union station.

Jennifer Nguyen, RTA, asked how long the open payment pilot would run? Lisa Bahr, Metrolink Chief Customer Experience Officer, responded that the pilot will run for six months. Ms. Bahr explained that Metrolink will not wait for the full results of the pilot before working towards a system wide open loop payment. Ms. Bahr highlighted that other examples of open-loop payments in the region have been successful and Metrolink is using this opportunity to analyze how the payment system will specifically work for Metrolink.

Priscilla Freduah-Agyemang, SCAG, asked whether they foresee any of Metrolink's changes tying into Olympic Games planning. Ms. Bahr responded that the reason they are moving quickly with open payment implementation is in anticipation of the Olympic Games. Ms. Bahr also responded that the way-finding pilot is also in anticipation of the Olympic Games. She further explained that Metrolink is working toward accessible signage for people with different languages and abilities as well.

4.4 Innovative Clean Transit (ICT) Regional Assessment Study Update

Fang Yan, Director of Clean Transportation and Energy from ICF explained that ICF is working with SCAG to complete the ICT regional assessment study. Ms. Yan provided background on the assessment stating that the efforts stem from the California Air Resources Board (CARB) ICT regulation, which is requiring transit agencies to publish zero emission bus (ZEB) rollout plans and requires purchases of ZEB purchases leading to fully ZEB fleets by 2040.

Ms. Yan explained that the study's primary objective is to provide SCAG with a clear regional road map to support a coordinated and efficient transition to ZEBs, identifying existing gaps, and analyzing how SCAG can provide support to local agencies.

Ms. Yan provided the status of the region's transition to ZEBs. She then provided the status of ZEB deployment which has increased from 300 ZEBs in 2021 to 600 in 2024 and shared the status of regional transit agencies charging infrastructure. Ms. Yan discussed the ZEB infrastructure needed and how transit agencies are adapting including distributed energy resources, microgrids, and hydrogen fueling stations.

Next, Ms. Yan discussed the various policies and funding programs supporting ZEB transition, including recent state Executive Orders, Executive Order N-79-20, Executive Order N-27-25. She also highlighted the Study's nexus with supporting the implementation of Connect SoCal. Lastly, Ms. Yan highlighted the need for workforce training through national, state, regional, and local organizations to support ZEB deployments.

Ms. Yan stated next steps of their assessment are to finalize best practices, conduct stakeholder engagement, and share progress with stakeholders. She also encouraged the committee to participate in their survey, which is meant to provide feedback on ICT regional assessment.

Priscilla Freduah-Agyemang clarified that the survey officially closed as of last week. However, for those that did not get a chance to engage SCAG is reaching out directly to them. Priscilla stated that anyone could reach out to her with any comments or questions. She mentioned that regarding the uncertainty of zero emission in the future based on current federal circumstances SCAG is working with CARB and Caltrans to understand future goals and regulations. Lastly, she reminded the committee that the assessment is not an attempt to audit the agencies but rather a way to provide resources to support the transit agencies in meeting the transition deadline.

4.5 City of Santa Monica Big Blue Bus (BBB) Bus Lane Enforcement Program

Abdallah Daboussi, Strategic Transit Planner at City of Santa Monica Big Blue (BBB), introduced BBB's Automated Bus Lane Enforcement (ABLE) program. Mr. Daboussi described the recent launch of the program with Hayden AI that monitors parking violations at bus stops and lanes. He stated that the technology is only used for parking violations and then explained how the system works.

Mr. Daboussi then provided details on the hardware and displayed a short video of how the AI software works. He then discussed the locations where the hardware is deployed. Prior to the launch of the program Mr. Daboussi stated that BBB conducted a robust and comprehensive outreach plan using various communication streams to engage with stakeholders.

Mr. Daboussi explained how BBB conducted a trial warning period before conducting the pilot. He then provided the results of the warning period. He noted that BBB is working with their vendor Hayden AI to reduce the amount of non-enforceable events sent to law enforcement.

Mr. Daboussi presented the most recent data since the agency began issuing citations September of 2025. Mr. Daboussi provided BBB's measures of success for the program including accessing travel time, on-time performance, safety, reduced citable offenses, and financial stability. He also mentioned the importance of safety as a measure of success. He stated that BBB is continuing to monitor the results of the pilot, collaborate with the police department, consider expansion of the program.

Priscilla Freduah-Agyemang, SCAG, asked whether buses from other transit agencies using bus stops within Santa Monica will be cited and if there is any method to differentiate other agencies' buses from personal vehicles. Mr. Daboussi clarified that other buses could potentially get flagged. However, BBB is working with other agencies with routes in their city to obtain the license plate numbers of their buses which their vendor can use to filter the buses from getting flagged or cited.

Mrs. Freduah-Agyemang also asked about the enforcement and payment of the citations and whether there have been any issues with payment of citations. Mr. Daboussi responded that it may be still too early to tell as the program just started. He added that the police department oversees enforcing those citations and he does not have any information about payments; however, he was aware that there are contested citations.

4.6 SCAG's Transportation Data Analysis Technical Assistance Program

Isabella Legare, Associate Regional Planner at SCAG introduced the Transportation Data Analysis Technical Assistance Program. She briefly explained how the Technical Assistance program is a regional investment designed for public agencies by providing access to technical expertise, data tools, and strategic support.

Ms. Legare then stated that big data provides insights into how people travel, regionally, sub-regionally, and through communities using anonymized data. She highlighted how in 2023 SCAG procured a regional big data platform, Streetlight Insights, to support smarter decision-making and investment prioritization and performance measurement across the region. She added that while SCAG recognizes the importance having access to tools SCAG has also recognized the significance of having the capacity to leverage the tools is another obstacle for agencies.

Ms. Legare stated that the Transportation Data Analysis Technical Assistance program was created to reduce the barriers to accessing and leveraging the Streetlight data platform and other bid data platforms. She then broke down the desired outcomes and objectives of the program including bridging the gap between traditional and emerging planning, equitably delivered guidance, and refinement of complex transportation questions.

Sean Reseigh, Consultant from Fehr and Peers, further explained that SCAG acquired a consultant team including Fehr and Peers, WSP, and Safe Streets Research and Consulting with the goal of assisting public agencies with technical assistance focused applying big data and innovative technologies to answer transportation questions.

Mr. Reseigh provided examples of questions that SCAG has solicited from the region including topics such as vulnerable road users, freight, safety, and traffic calming. He highlighted how many of these topics are key priority areas for the region goal of this program is to respond to these types of questions and deliver useful tools and documents that can be used by the agency to answer these questions.

Ms. Legare outlined steps to get involved in the program including signing up for a streetlight Insight license, submitting a technical assistance request, and connecting with the consultant team. Legare also mentioned that a non-legally binding letter of commitment from the agency would be required to participate in the program

Jennifer Nguyen, RTA, asked about the steps the agency would need to provide the letter of commitment. Ms. Legare responded that first the agency will submit their question or request, then prior to the kickoff SCAG will provide a document that the agency will return with correct signature and documentation. Ms. Legare also confirmed that the program is at no cost to public agencies.

5.0 STAFF REPORT

5.1 High Quality Transit Corridors (HQTCs) and Major Transit Stops (MTS) Update

Alexis Murillo-Felix, Senior Regional Planner at SCAG provided an update on High Quality Transit Corridors (HQTCs) and Major Transit Stops to align SCAG's interactive HQTCs map with two recent pieces of legislation Assembly Bill 2097 and 2553. She explained that both bills are designed to build higher density near transit by standardizing how we define major transit stops and removing parking minimum requirements.

Mrs. Murillo-Felix provided more details on AB 2097 which prohibits cities and counties from requiring minimum parking when projects are within half a mile of public transit. Separately AB 2553 updates how a major transit stop is defined and expands it to include high-frequency bus intersections and ferry terminals. She explained that the new threshold for frequent transit service moved from 15 minutes to 20 minutes during peak hours.

Mrs. Murillo-Felix reported that HCD recently integrated the new assembly bills into their latest technical advisory report. She shared that SCAG is now working on integrating these updates into SCAGs GIS datasets and the base layers of their HQTC interactive map. The updated datasets and map will be released later this year.

6.0 ADJOURNMENT

Jennifer Nguyen, Chair, adjourned the meeting at 11:46 a.m.

Regional Transit Technical Advisory Committee 2026 Agenda Look Ahead

The RTTAC meets quarterly on the fifth Wednesday of the month. The following is a tentative look-ahead to the proposed RTTAC agendas for 2026. It includes three standing items requested by the Chair and Vice Chair for:

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

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

Winter 2026 (January 28)

- Regulatory Compliance Standing Item
 - Connect SoCal RTP Overview and Schedule
 - SB79 Updates
- Performance Standing Item
- Technology and Mobility Innovations Standing Item
 - LA Metro Cloud-Based Bus Transit Signal Priority
 - TAP – Contactless Credit & Debit Card Fare Payment for Regular Fare Riders
- SCAG Project Updates
 - Innovative Clean Transit Regional Assessment Study Update
- 2028 Olympic and Paralympic Games planning
- Caltrans Director's Transit Policy Update
- CalSTA Transit Transformation Task Force Updates
- 2026 RTTAC Agenda Outlook

Spring 2026 (April 29)

- Regulatory Compliance Standing Item
 - Connect SoCal update
 - SB79 Updates
- Performance Standing Item
 - Transit Asset Management (TAM) TransAM Overview
 - Transportation Trends Update

- Technology and Mobility Innovations Standing Item
 - CallITP Updates
 - Riverside Transit Agency (RTA) Microtransit Update
 - Metro/LADOT Mobility Wallet Update
- SCAG Project Updates
 - Mobility Hubs Local Jurisdiction Guidance and Conceptual Designs/Pilot Overview
 - Innovative Clean Transit Regional Assessment Study Update
- 2028 Olympic and Paralympic Games planning
- FIFA World Cup Update
- Brightline West/CAHSR Updates
- Metro I-405 corridor studies
- RCTC Core Capacity Innovative Transit Study
- Metrolink Open Loop Payment Pilot Launch

Summer 2026 (July 29)

- Regulatory Compliance Standing Item
 - Connect SoCal update
 - SB79 Updates
- Performance Standing Item
 - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
 - Metro Micro Update
 - Santa Monica/other/Circuit Microtransit Update
 - Simi Valley Microtransit Program
- Metro NextGen Study and Recovery Plan Update
- SACOG Regional Emergency Preparedness Strategy
- 2028 Olympic and Paralympic Games planning
- VCTC Countywide fare payment update
- Big Data TA Program – Lessons Learned for Transit Planning
- CTC Partnership Program (REAP 2.0) Update
 - TSP Implementation – OCTA

Fall 2026 (October 28)

- Regulatory Compliance Standing Item
 - Connect SoCal update
 - Regional Transit Target Setting Update
- Performance Standing Item
 - Transportation Trends Update
- Technology and Mobility Innovations Standing Item
 - Metro Fare Capping Policy Update
 - AI and Transit

- AC Transit Automated Camera Bus Lane Enforcement Program
- RCTC Transit-Oriented Communities Strategic Plan
- 2028 Olympic and Paralympic Games planning
- CTC Partnership Program (REAP 2.0) Update
 - VCTC Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements
 - VCTC Countywide Paratransit Integration Analysis

2026 Future Items:

- Rail
 - CAHSR updates
 - Brightline rail and stations between Rancho Cucamonga and Las Vegas – EIR
- Major Events Planning
 - 2026 FIFA World Cup
- Technological progress
 - Innovative technologies to improve safety and system performance.
 - GTFS real-time and improving ping rates when using a single feed.
- Fares
 - Free fares implementation
 - Open loop payment pilot project
- Schedule integration and Schedule Adjustments
 - Service coordination to address a more seamless transition between agencies and modes.
 - Metropolitan Transportation Commission
 - Schedule Alignment Accelerates Bay Area Transit Transformation
- Transit oriented development
- Complete streets planning
 - First/last mile planning
 - Dedicated lanes and transit signal priority projects
- CTC Partnership Program Update (REAP 2.0)
 - RCTC Core Capacity Innovative Transit Study
 - CVAG Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.3
January 28, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: Federal Transit Administration (FTA) Major Event Playbook

SUMMARY:

From: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-12/FTA-Major-Event-Playbook.pdf>

On December 4, 2025, the Federal Transit Administration (FTA) announced the publication of the Major Event Playbook. The playbook offers a practical guide, strategic insights, and considerations to help public transportation agencies navigate federal transit requirements related to hosting major events. This includes guidance on navigating regulatory and legal challenges, understanding appropriate uses of federal funds, and encouraging coordination at the national, regional, and local levels.

Topics include but are not limited to:

- Spare, contingency, and loaned transit vehicles
- Charter service
- Accessibility and civil rights
- Safety and security
- Incidental use

The playbook also summarizes the key stakeholder roles and responsibilities that support transit operations with planning and hosting planned major events.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
January 28, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: CARB Clean Truck and Bus Voucher Incentive Project (HVIP)
Funding Reopening

SUMMARY:

From: https://californiahvip.org/funding-updates/hvip-reopens-december-16-2025/?utm_medium=email&utm_source=govdelivery

The California Air Resources board (CARB) announced the reopening of the Clean Truck and Bus Voucher Incentive Project (HVIP) on December 16, 2025.

The HVIP program supports zero-emission market momentum, meeting ongoing fleet demand, and supporting small business participation. The program provides funding support for purchases of clean vehicles using vouchers offsetting incremental costs of medium- and heavy-duty trucks and buses. HVIP offers purchase incentives for a wide range of vehicle types, with targeted support for specific vocations, including drayage trucks, public transit buses, and public-school buses.

Approximately \$95 million will be allocated to the Standard HVIP program (\$5 million of these funds will be set-aside for public fleets and tribal governments), \$25 million to the Public Transit Bus Set-Aside, and \$5 million to Innovative Small e-Fleet (ISEF) program. In support of this funding cycle, CARB also released an [Addendum to the Fiscal Year 2024-25 Implementation Manual \(IM\)](#).

Key updates included in the addendum are:

- Eligible fleets can use HVIP vouchers to purchase Class 2b pickups.
- Clean Fuel Rewards can now Stack with HVIP for Class 8 truck purchases.
- Clarified language for better understanding.

The HVIP program will accept voucher request applications on a first-come first-served basis. Eligible state and local agencies include cities, counties, public utilities, special districts, and similar public entities.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
January 28, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 Draft
Guidelines and Schedule

SUMMARY:

From: <https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

The California State Transportation Agency (CalSTA) has released the draft guidelines and schedule for Cycle 8 of the Transit and Intercity Rail Capital Program (TIRCP) for public and legislative review. The TIRCP funds transformative capital improvements that modernize California's intercity rail, bus, ferry, and rail transit systems. The public and legislature review of the draft guidelines is available for more than the 30 days required by statute, with two virtual workshops tentatively scheduled for February 11, 2026, one focused on Northern California and one focused on Southern California. Comments on the draft guidelines must be submitted by Tuesday, February 17, 2026. CalSTA expects to release the final program guidelines and a call for projects on Friday, February 20, 2026. Further information on the 2026 schedule is available on the CalSTA website.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
January 28, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: California Air Resources Board Generation Zero 2026 –
Interactive Zero-Emission Bus Experience Event

SUMMARY:

On Saturday, February 28, 2026, the Orange County Transportation Authority (OCTA) in partnership with California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), the California Department of Transportation (Caltrans), and CALSTART will host the Generation Zero 2026 event. The event will take place at the OCTA Santa Ana Base, located at 4301 W. MacArthur Boulevard, from 9:00 a.m. to 3:00 p.m.

This hands on operationally focused event is designed for California transit agencies to engage with the latest zero-emission bus (ZEB) technologies. The event will support transit agencies in making informed, future-focused decisions related to clean transit adoption and deployment.

Generation Zero 2025 will feature demonstrations, peer-to-peer learning, and workforce-focused insights to support ZEB deployment.

The event will include the following activities:

- Ride, drive, and compare OCTA's battery-electric and hydrogen fuel cell buses.
- Engage directly with agencies deploying ZEB technologies today.
- Explore maintenance, safety, and operations best practices.
- Learn how infrastructure and funding strategies support ZE transition.
- Gain practical, candid insights into what's working and what's next.
- Clean Truck Check demonstration

Registration is now open and available at <https://web.cvent.com/event/2866687b-e2eb-4154-bc7a-7c5207e01959/register> until **Wednesday, February 25 at 5:00 p.m.**

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.7
January 28, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: Caltrans Data and Digital Services Portfolio

SUMMARY:

From: <https://analysis.dds.dot.ca.gov/>

The Caltrans Division of Data and Digital Services (DDS) has published the Data and Digital Services Portfolio which features various links to transit maps and data sets that may be helpful for your agency in project development and program building.

The Caltrans's Division of DDS is a group of data analysts and scientists who analyze transportation data, such as General Transit Feed Specification (GTFS) data, or data from funding programs, including the Active Transportation Program. They work closely with the California Integrated Travel Project (Cal-ITP), supporting the state of California's climate and equity goals by improving the transit rider experience. Their goal is to transform messy and indecipherable original datasets into usable, customer-friendly products to better the transportation landscape.



Transit Transformation Task Force Update

Regional Transit TAC

January 28, 2026

WWW.SCAG.CA.GOV

Final Report Outline

- Executive Summary
- Background of SB125 and the Transit Transformation Task Force
- Recent California Transit Trends and Challenges
- Transformational Services and Outcomes
 - Accelerating Progress on CalSTA's Core Four Priorities



SB125 Transit Transformation
Task Force Final Report



Final Report Outline

- Guiding Principles to Transform Transit in California
- Principles, Strategies and Recommendations
- Appendices:
 - A: Detailed analysis requested under SB125 1.E
 - B: Table of all strategies and recommendations under SB125 (1)(f) as approved by the Task Force



SB125 Transit Transformation
Task Force Final Report



Final Report – Purpose and Context

- Transit is essential for climate, equity, and economic goals
- Supports TOD, infill housing, and sustainable transportation
- Calls for flexible, dedicated funding and operational efficiencies
- Emphasizes streamlined project delivery and service integration
- Serves as a foundation for future policy, not prescriptive actions



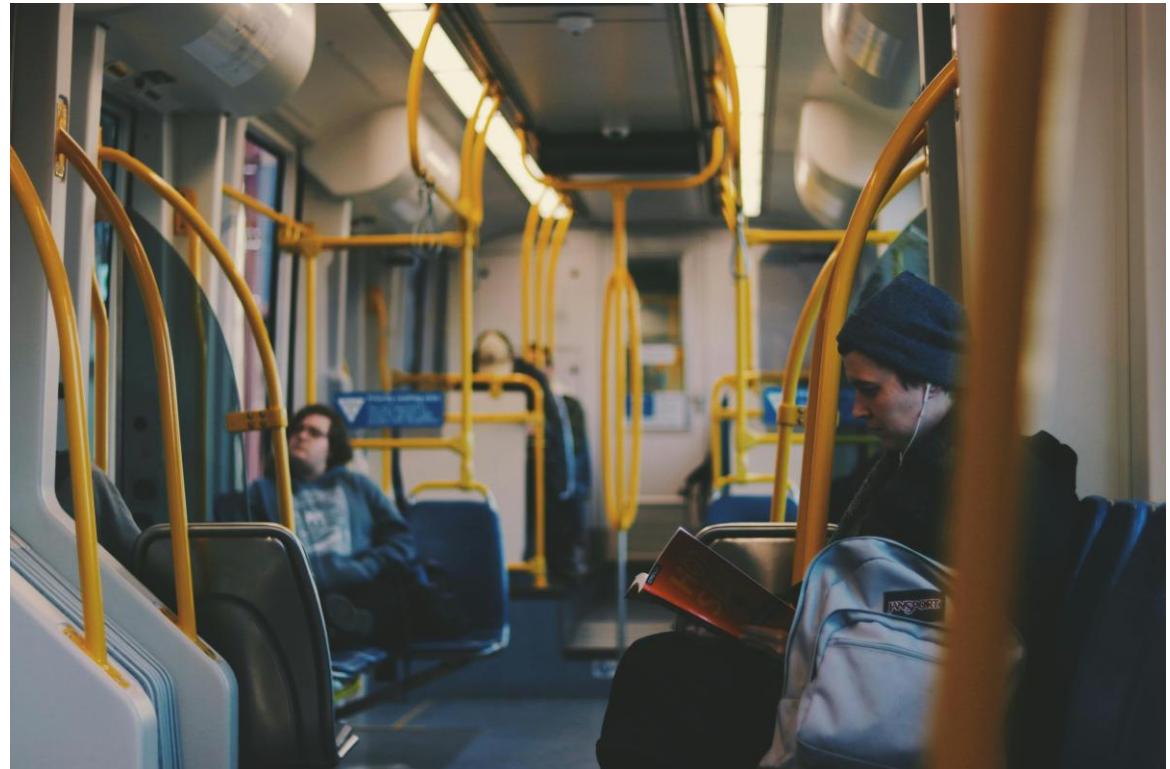
Guiding Principles



1. Transit should be operationally and financially sustainable
2. Safety is fundamental.
3. Transit services should be fast, reliable, connected, and convenient.
4. Transit should be accessible and easy to use for all.
5. Public transit systems should support the development of complete communities.

Transit Challenges

- Declining ridership
- Rising operational costs
- Safety concerns
- ICT mandate pressures and zero-emission bus (ZEB) rollout challenges
- Fragmented governance, outdated regulations, and limited ROW control



Key Recommendations to Transform Transit

- Funding & Revenue 
 - Introduce statewide funding mechanisms
 - Explore value capture and congestion pricing
 - Enable local ballot measures
- Policy & Governance 
 - TDA Reform: Remove farebox penalties
 - Modernize performance metrics
 - Simplify reporting requirements
- Project Delivery & Operations 
 - Streamline CEQA and permitting
 - Enable alternative procurement methods
 - Support ICT transition with joint procurement and shared facilities
- Workforce & Service Integration 
 - Expand training pipelines and shared resources
 - Enhance Cal-ITP adoption and real-time data sharing
 - Coordinate scheduling across agencies.

Key Recommendations to Transform Transit

- Land Use & Pricing 

- Promote TOD and infill development
- Implement pricing strategies to manage demand



Next Steps

- **TDA Reform** – Create a working group to develop accountability mechanisms and performance metrics with statutory deadlines.
- **ICT Requirements** – Form a statewide task force to review ICT mandates, impacts, and solutions.
- **Oversight & Reporting** – Coordinate statewide effort to streamline reporting, consolidate grants, and build state capacity.
- **Capital Project Delivery** – Establish regional collaboratives and consider a statewide center of excellence.
- **Asset Management** – Develop optional statewide support for asset management and fleet transition planning.
- **Workforce Development** – Implement centralized training programs and shared resources through interagency collaboration.

Key Gaps

- Lack of clarity on roles and responsibilities across state, regional, and local agencies
- No quantification of statewide funding needs
- No commitment to a new statewide revenue source
- No prioritization of revenue mechanisms
- No specifics regarding ICT timeline adjustments
- Recommendations presented as options, not prioritized actions



SCAG's Outreach and Engagement

- Facilitate discussion with the SCAG Regional Transit Technical Advisory Committee
- Share updates with SCAG Transportation Committee
- Future discussions with other Task Force members, e.g., CTA and MTC





THANK YOU!

For more information, please visit:

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



Caltrans Transit Policy

SCAG Regional Transit Technical Advisory Committee Meeting

Josh Pulverman, Chief, Office of Transit Planning
Division of Transportation Planning

Caltrans Key Policies

Director's Policy 36

Road Safety

Sets a vision to eliminate fatalities and serious injuries on California's roadways by 2050. This vision includes eliminating race, age, ability, and mode-based disparities in road safety outcomes.

Director's Policy 37

Complete Streets

"All transportation projects funded or overseen by Caltrans ***will provide*** comfortable, convenient, and connected ***Complete Streets facilities*** for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."

NEW Director's Policy

Transit

Provides Department-wide direction for Caltrans transit activities. Commits Caltrans to construct and improve transit infrastructure on the State Highway System (SHS). Commits to partnering with transit agencies to develop and implement projects that impact or improve transit on the SHS and to lead innovation of transit data and technology that improves planning and operational analysis.



Transit Priority Facilities

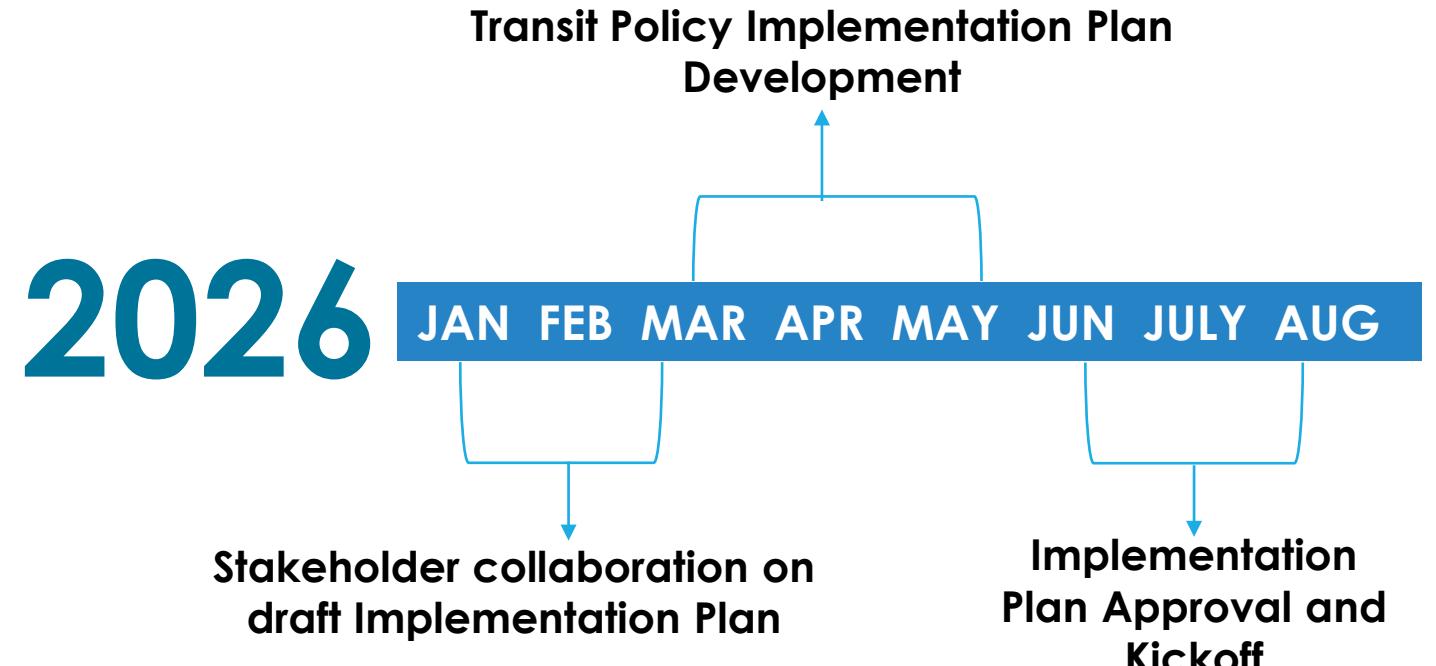
Transit priority facilities are comprised of highway infrastructure elements and features that make road-based transit service faster and more reliable. Such infrastructure can include:

- Transit Only Lanes
- Queue Jump Lanes at Intersections
- Traffic Signal Priority for Transit
- Bus stop configurations that reduce dwell times, such as bulb-outs
- Bus on shoulder lanes



Next Steps – Transit Implementation Plan

- Collaboration of internal and external stakeholders
- Focus groups scheduled for January
- Items for development:
 - SHSMP targets
 - Priority transit facilities
 - Encroachment
 - Coordination with CHP



Next Steps – Caltrans Transit Advisory Committee



- 20 external voting members
- Goals
 - Input and recommendations on Caltrans guidance and policies
 - Provide community-based perspective on transit related challenges or opportunities
 - Advise on data collection and best practices to identify and meet transit needs
- First meeting TBD Q1 2026



Caltrans District Transit Plans

The District Transit Plans are guided by five overarching goals, which are designed to address transit needs across California's urban, suburban, rural, and tribal communities, while advancing statewide goals related to reliability, safety, equity, and climate resilience.



RELIABILITY & SERVICE: Enhance speed, reliability, and reach of transit services, especially in high-demand and underserved areas.



ACCESS: Support in pedestrian, bicycle, and ADA infrastructure that enables safe access to transit stops and connections to statewide networks.



CUSTOMER EXPERIENCE: Improve comfort, safety, and convenience at transit stops through amenities and better passenger information.



RESILIENCE & SUSTAINABILITY: Promote infrastructure that enables zero-emission transit and maintains systems in a state of good repair.



EQUITY: Enhance transit options for underserved and transit-dependent communities.



Questions?

Josh Pulverman

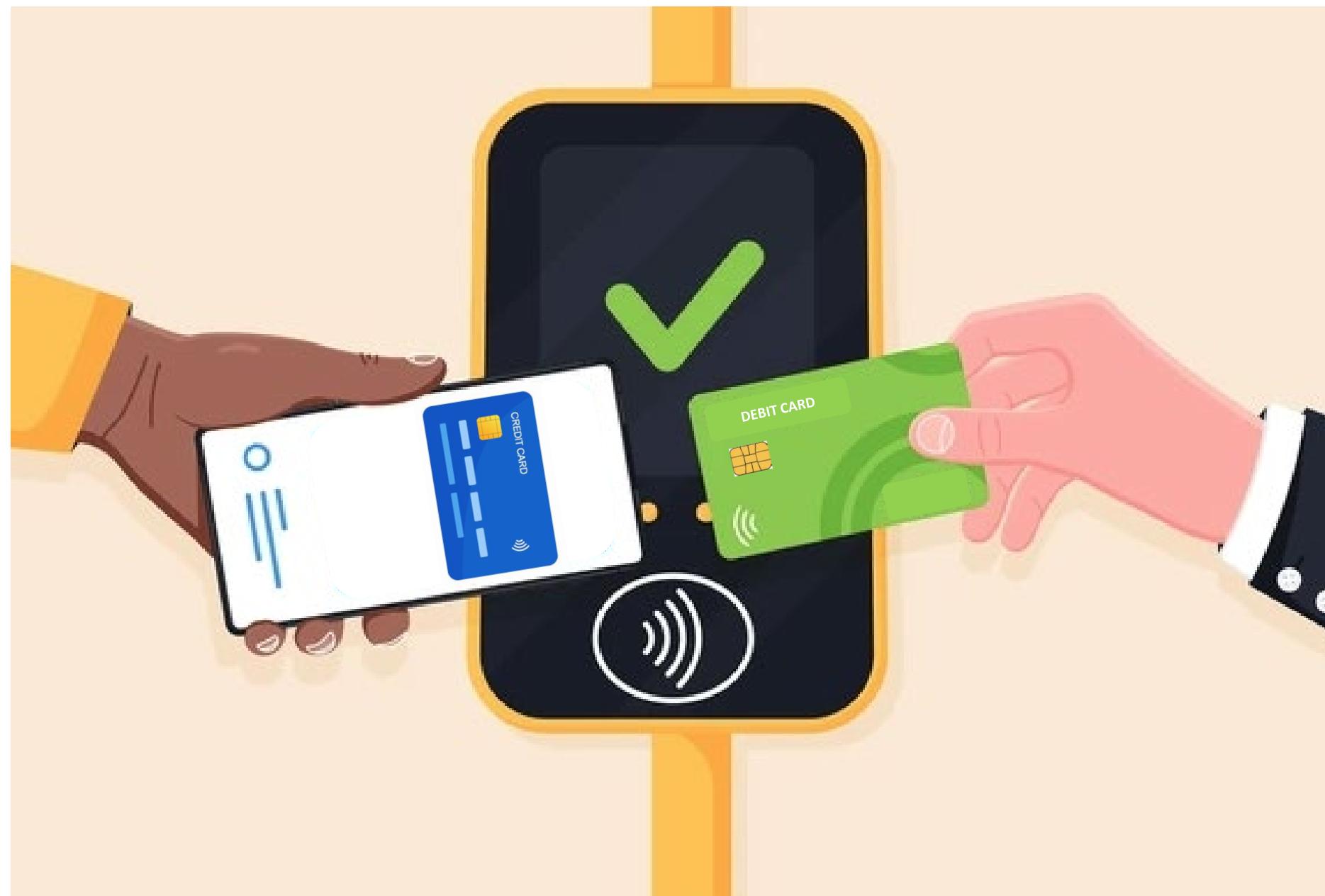
Chief, Office of Transit Planning

Josh.pulverman@dot.ca.gov



Credit & Debit Card Payment for Regular Fare Riders

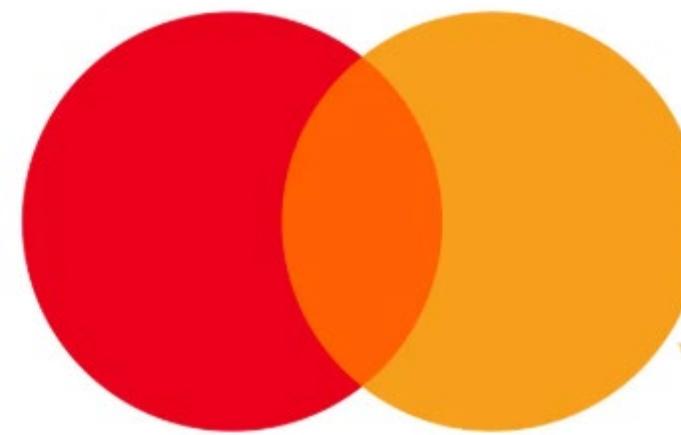
Contactless Credit & Debit Card Payment for Regular Fare Riders is launching in early spring of 2026



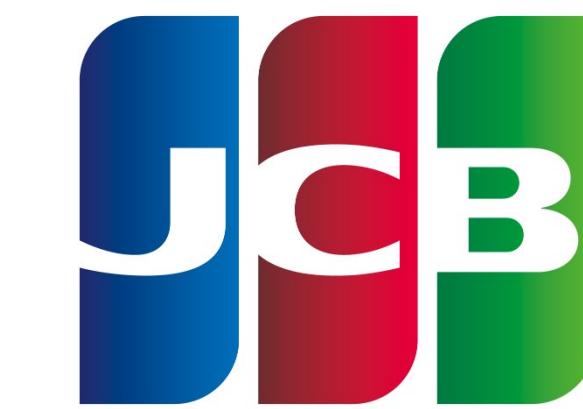
- Tap your contactless credit or debit card at the TAP validator to pay fare.
- Fares are automatically calculated and charged to your credit card or deducted from your bank account.

**Contactless credit & debit card payment will launch for Reduced Fare Riders in early 2027*

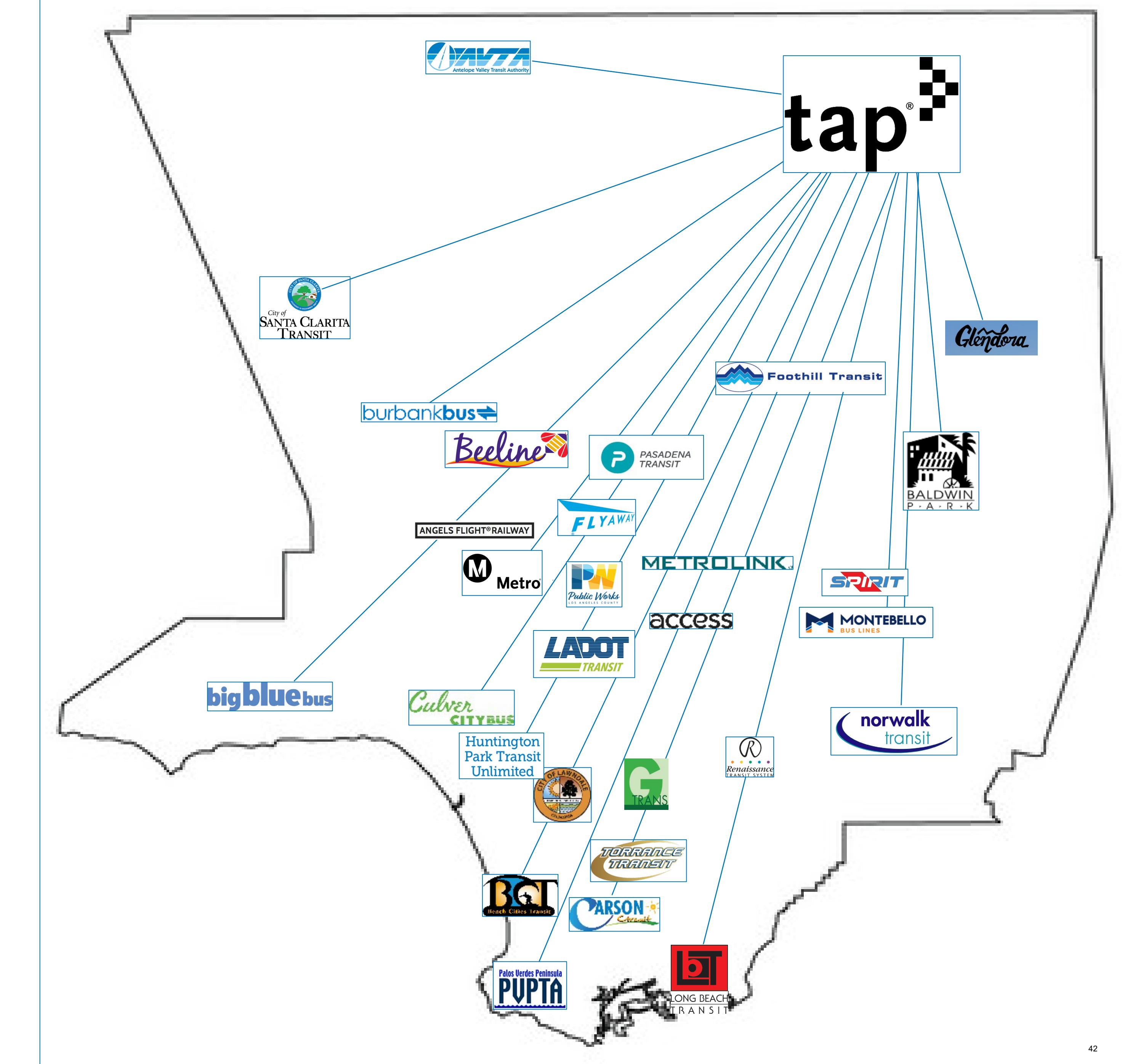
Physical and digital credit/debit cards issued by these providers will be accepted on all TAP devices



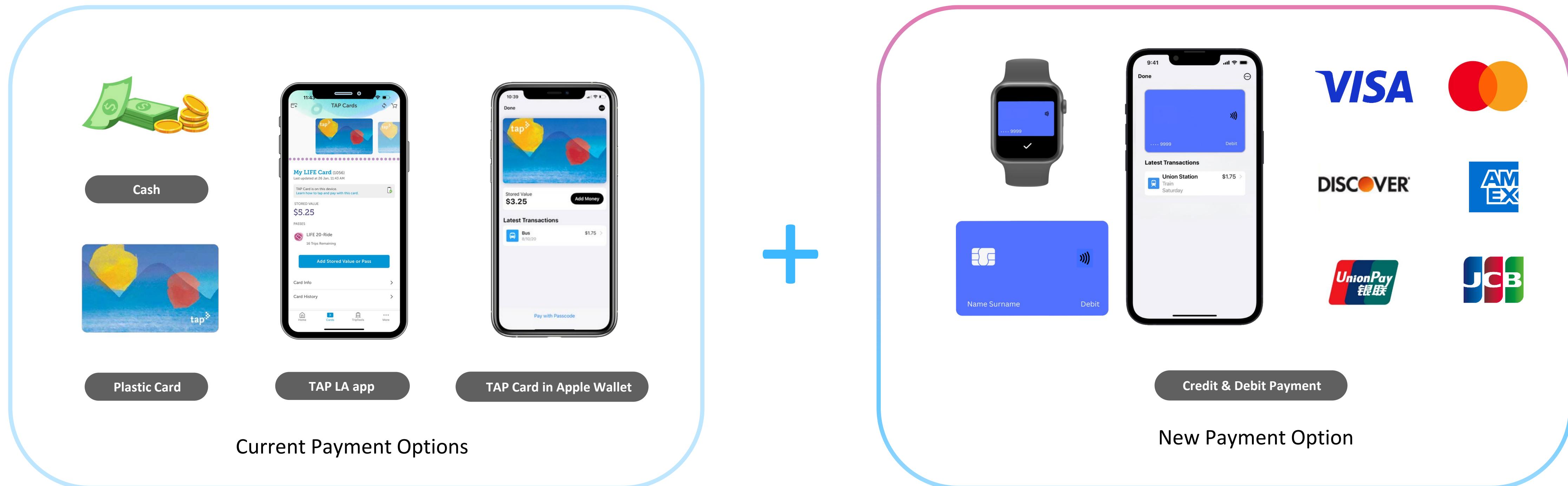
DISCOVER® VISA



Contactless payment
will launch
simultaneously on all 27
TAP transit agencies
across the region



Contactless payment is an additional way to pay fare – all other TAP payment options will still be accepted

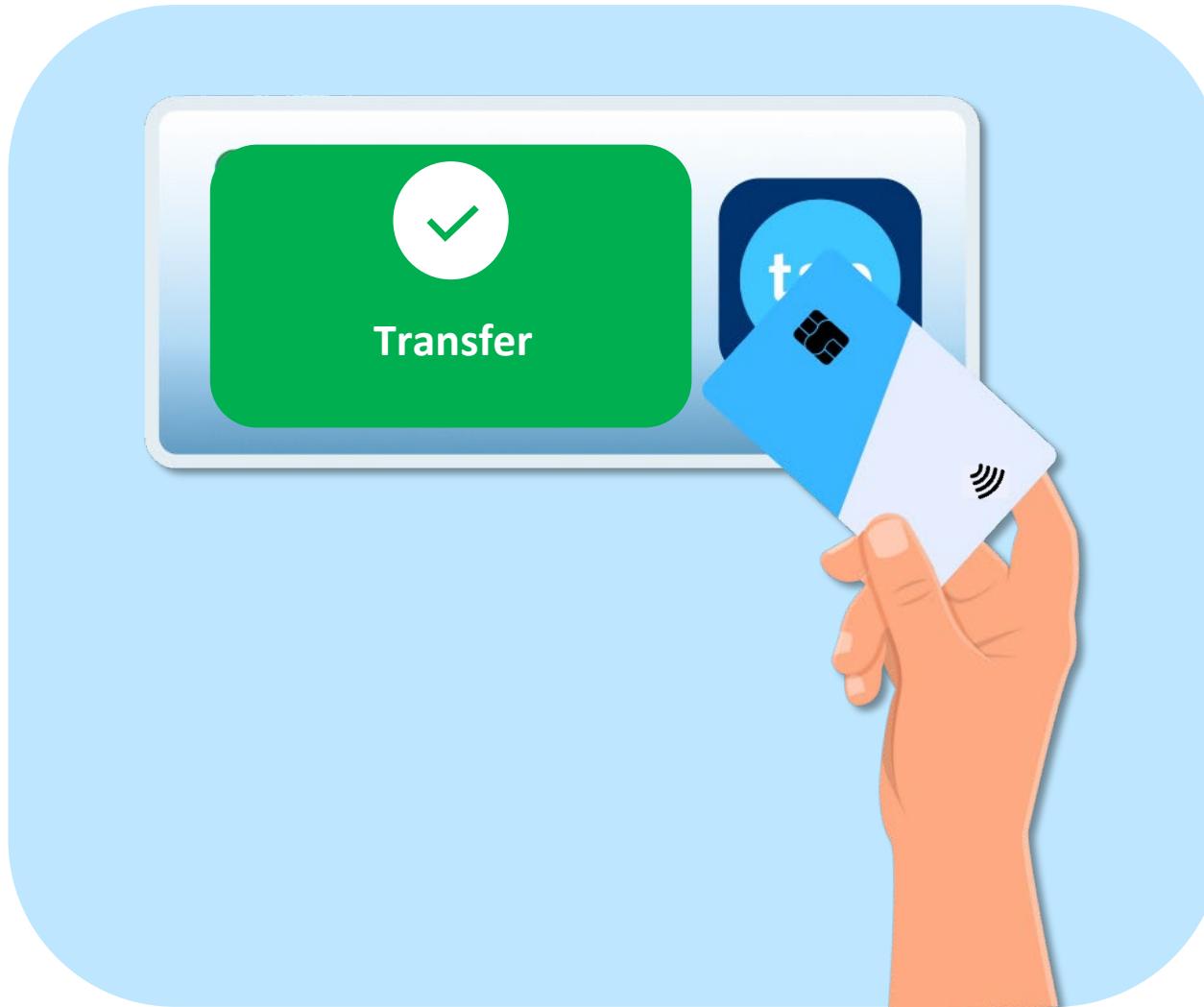


Contactless Credit and Debit Card Payment Features

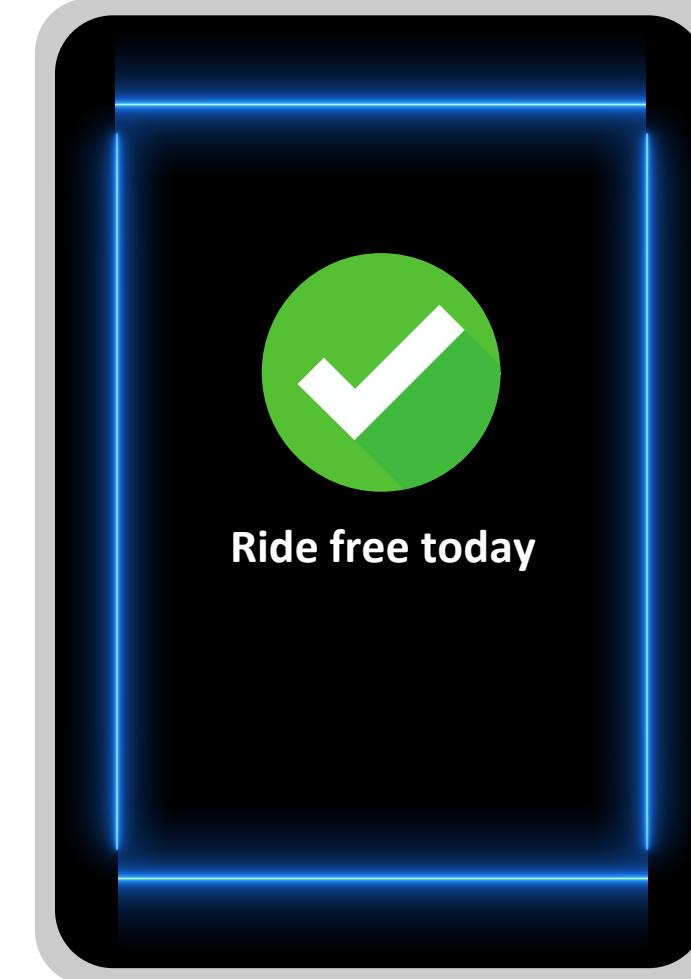
Benefits of paying with a credit or debit card:



**Discounted Inter-agency
Transfers**



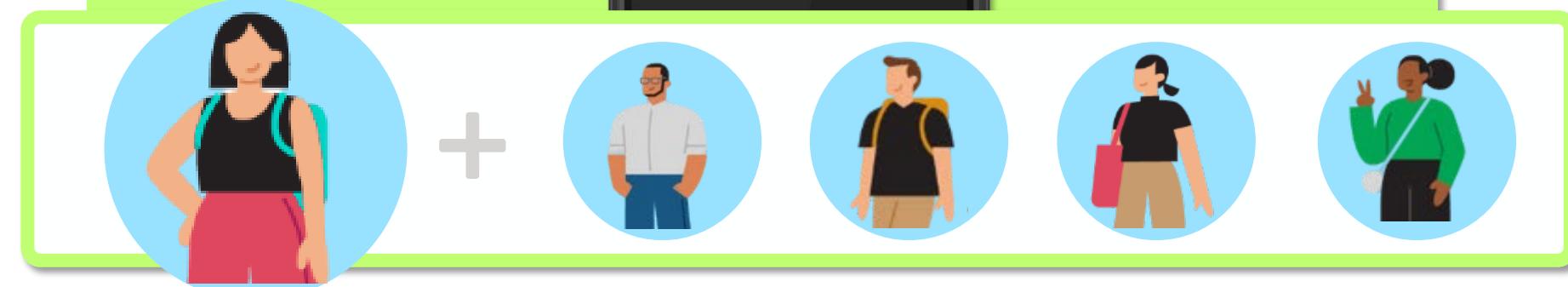
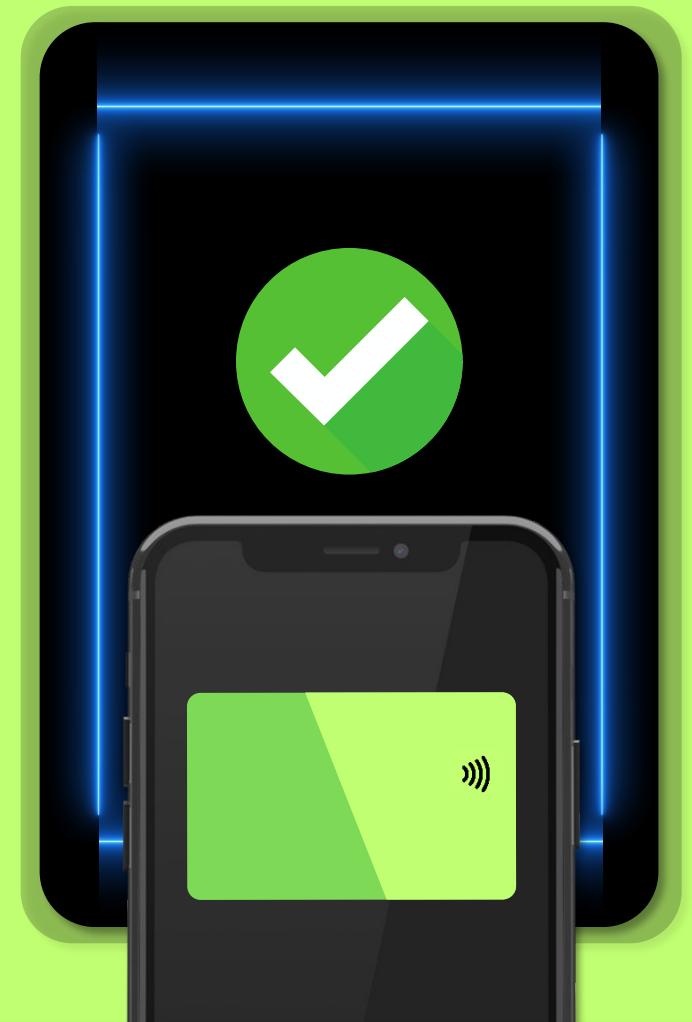
**Receive free 2-hour transfers
on Metro**



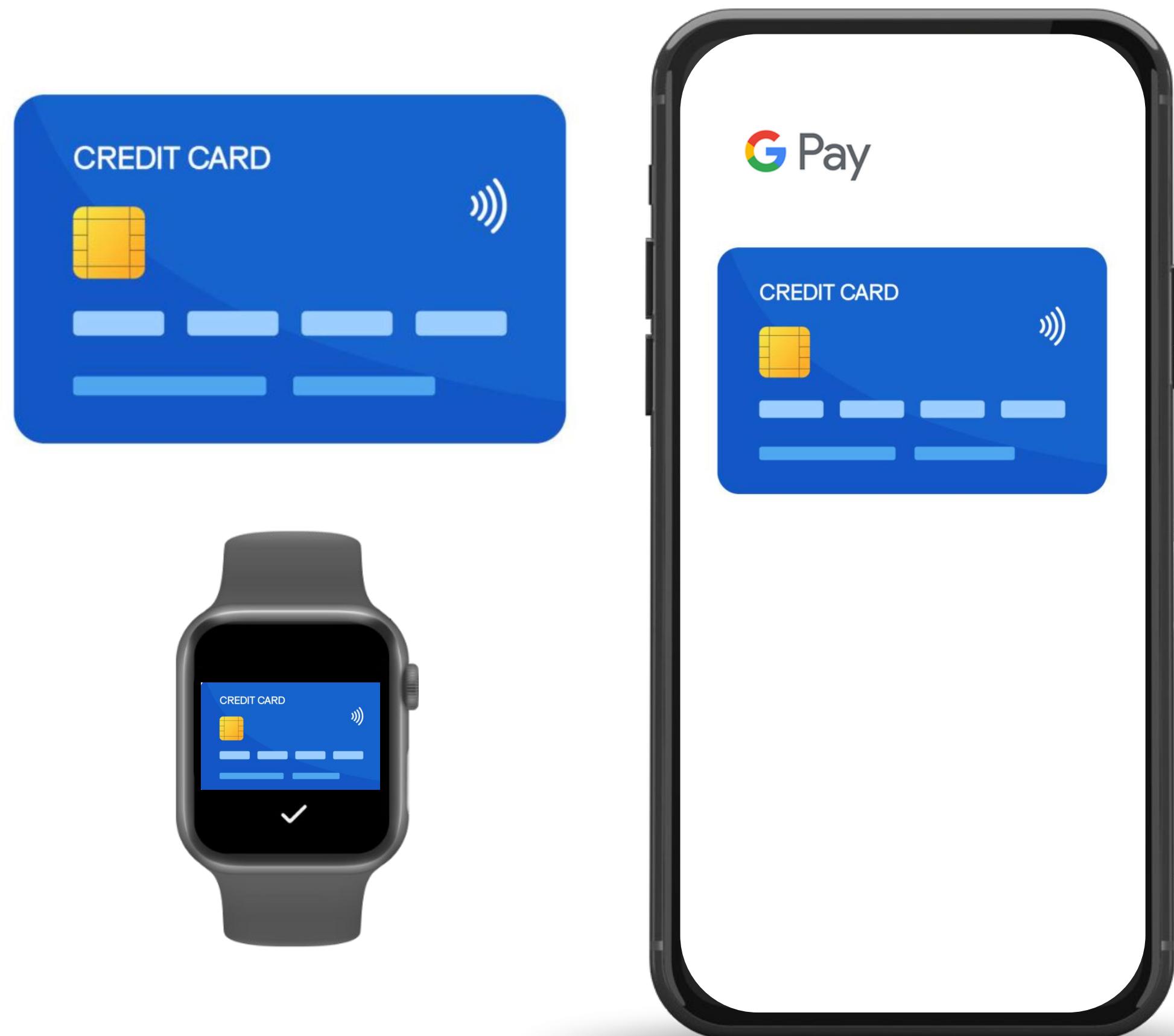
**Fare Cap to earn free rides
on Metro**

NEW: Pay fare for family and friends with one credit or debit card

Use your contactless credit
or debit card **to pay for**
yourself and up to 4
additional riders.



Physical cards and digital cards from the same account are considered separate cards by the TAP system



To receive free transfers, inter-agency transfers, or participate in fare capping, you need to use the same card in the same format each time you pay – you cannot switch between the physical card and digital cards

Riders can view their most up-to-date ride history on *taptogo.net/TAPStatus*

Riders will be able to check their transaction history in their TAP account or by entering their credit card number into a status page

Transit Card Status

View your transit card information including your ride history and fare capping status.

Find Transit Card Information (choose one)

I will provide my TAP card number.

I will provide my bank card information.

⚠ You must use your bank card at least once to pay for transit before you can view your status.

Enter your Bank Card Number

Your card number will not be saved or stored.

* CREDIT/DEBIT CARD NUMBER

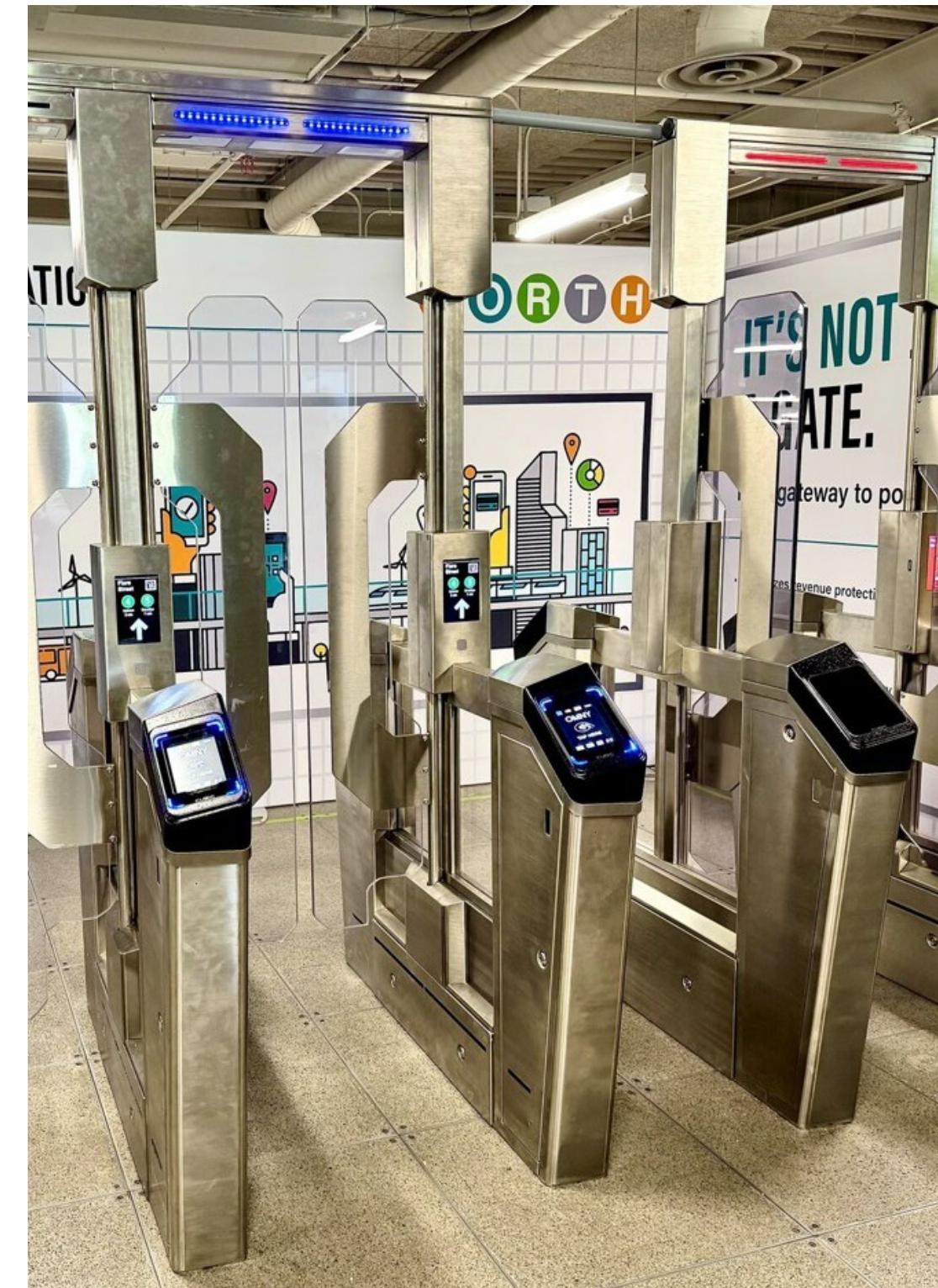
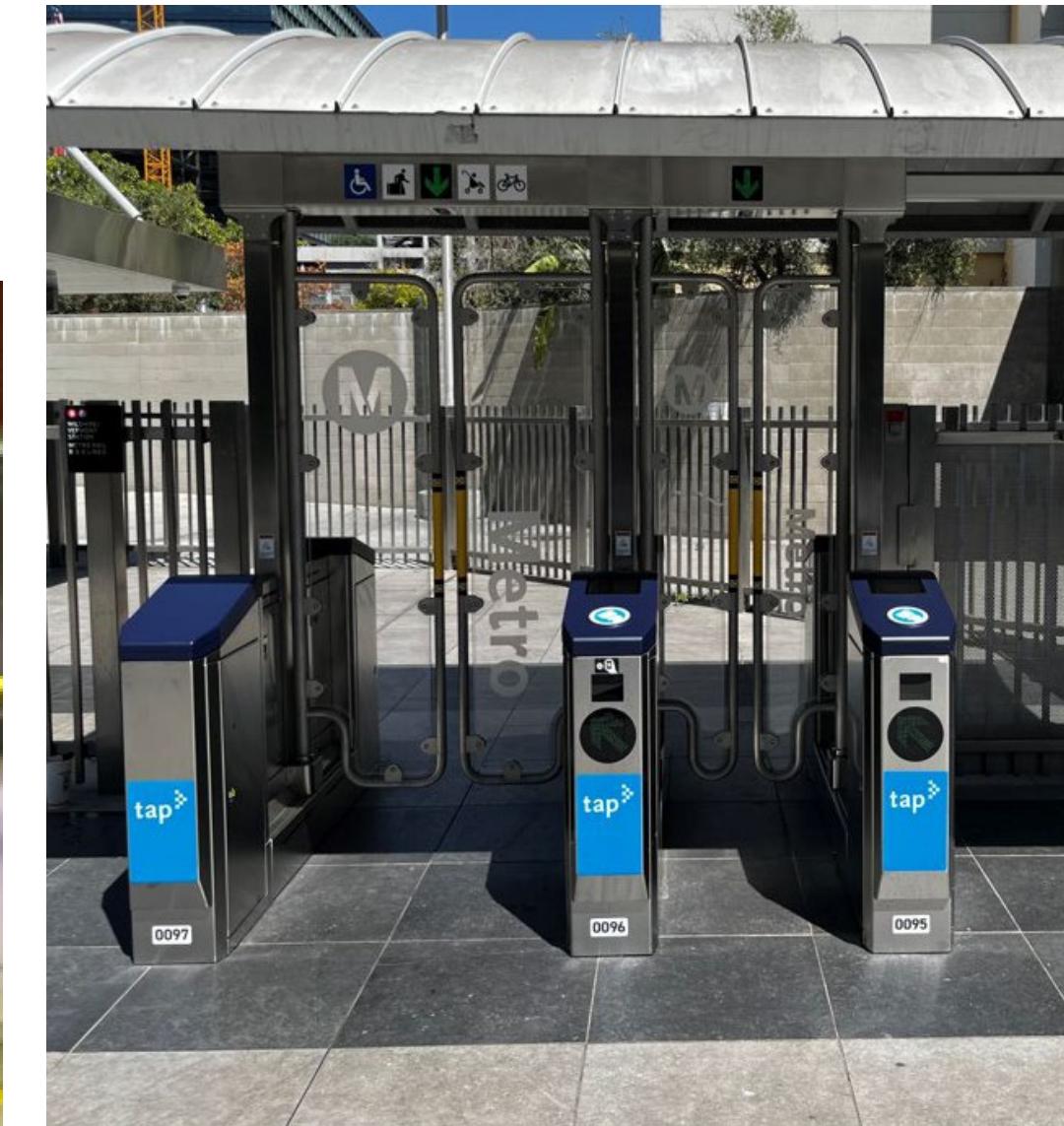
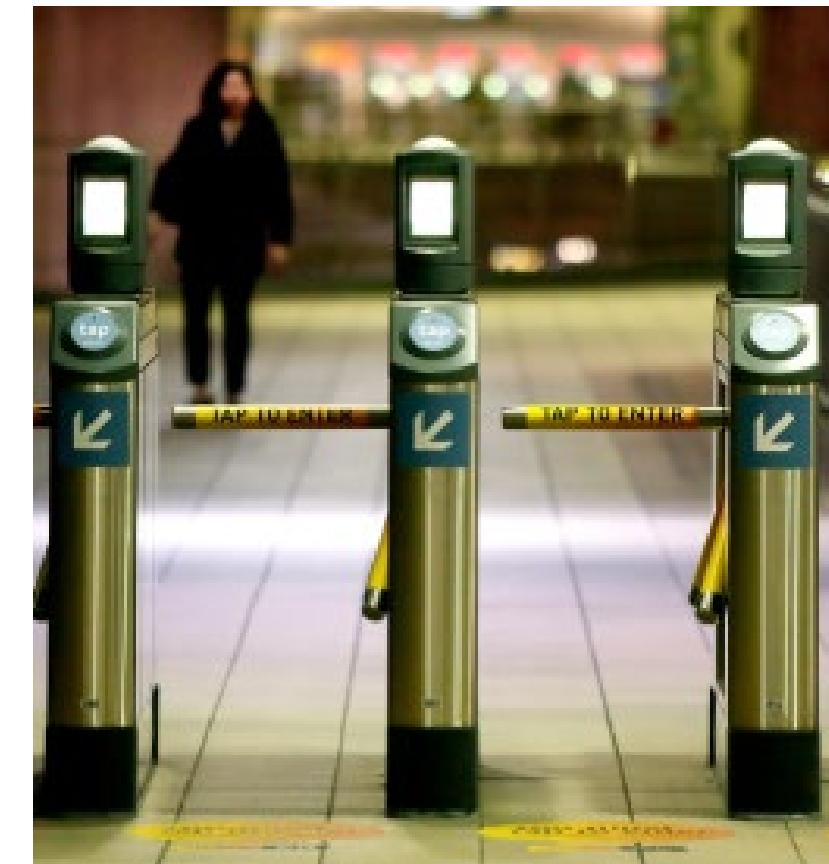
* EXPIRATION DATE

01 - Jan / /

* SECURITY CODE i

*Design comp, not final.

Credit/Debit fare payment accepted at these validators:



Rail Validator

Bus Validator

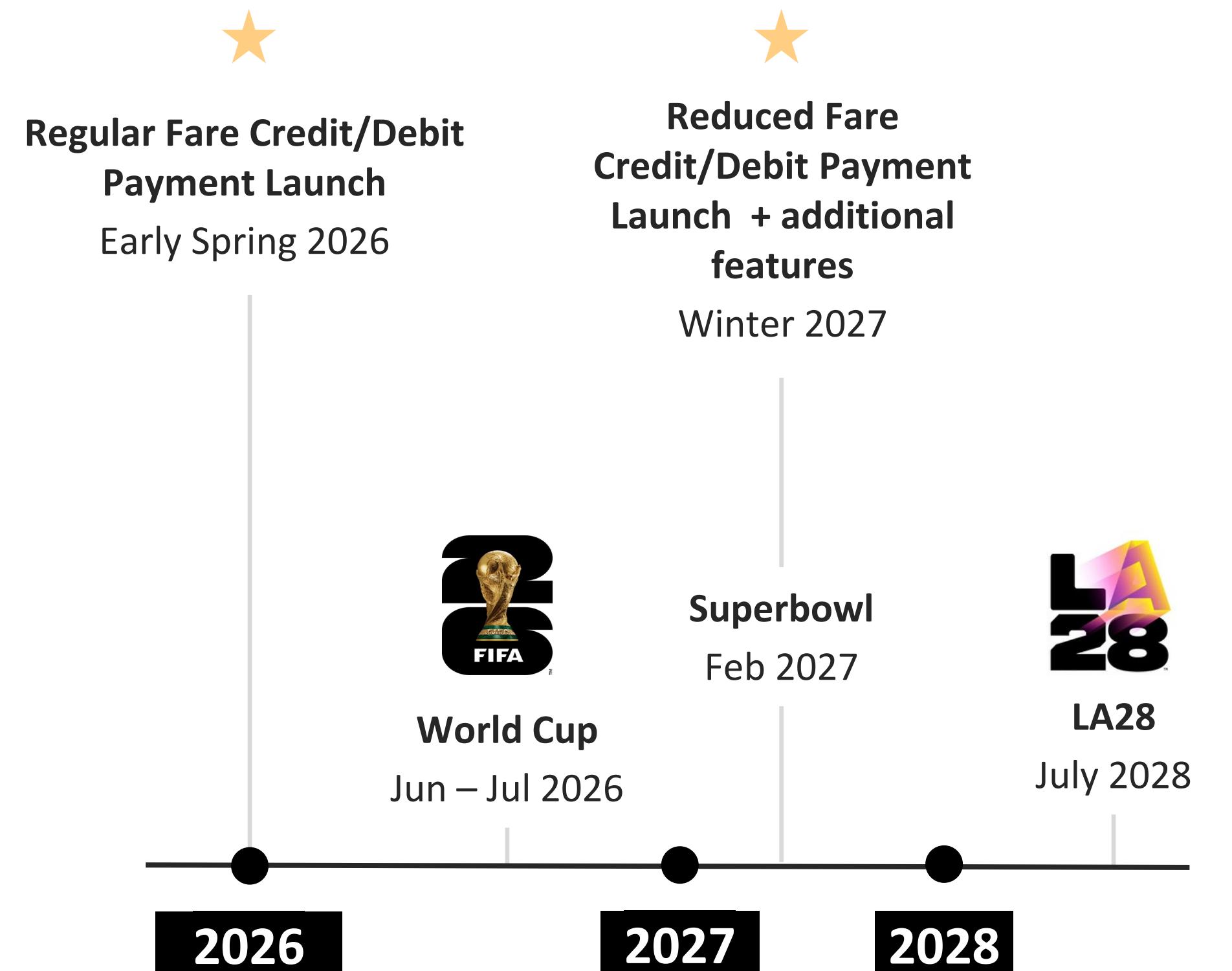
Fare Gates

Installed Tall Fare Gates

Future Tall Fare Gates

TAP Plus Timeline

- **Spring 2026:** Credit/debit card payment for Regular Fare riders.
- **Early 2027:** Credit/debit payment for Reduced Fare riders and additional features to streamline TAP account holders' experience.



Thanks & Questions?

For updates, please check taptogo.net/credit-debit



SCAG Innovative Clean Transit (ICT) Regional Assessment Study

January 28, 2026

WWW.SCAG.CA.GOV

Agenda

- **Targeted Outreach**
 - Surveys and Interviews
- **Project Research**
 - Best Practice
 - Readiness, Challenges, and Opportunities



Targeted Outreach

Survey Summary



Top Factors Influencing ZEB Planning

- Utility coordination
- Funding and incentives availability
- Vehicle range and route compatibility



Key Challenges

- High capital costs
- Complex or uncertain funding
- Grid and siting constraints
- Utility coordination delays



Workforce & Operational Needs

- High demand of maintenance technician and safety training
- Need access to OEM or third-party training programs



Desired Regional Support from SCAG

- Best practice sharing & peer coordination
- Centralized grant/funding information
- Joint infrastructure or procurement planning

Discussion

- Is there anything else we should consider?

Targeted Outreach

Interview Summary



Implementation Status

- Progress is real but uneven
- Mixed-technology pathways are common
- Facilities/infrastructure are often the critical path



Challenges

- Funding gaps and cost escalation
- Market and supply constraints
- Utility coordination and permitting delays



Opportunities

- Funding intelligence and advocacy
- Practical toolkits to reduce soft costs
- Targeted collaboration where feasible

Best Practices (Regulatory)

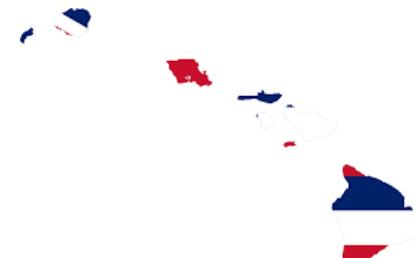
Federal Regulations

- The Clean Air Act established National Ambient Air Quality Standards and Transportation Conformity, a framework to ensure transportation projects comply with these standards.

State Policies



ICT mandates + incentives



Prioritize ZEV for public fleets



Emission reduction targets + incentives

Local initiatives



100% ZEB by 2035



100% ZEB by 2040



100% ZEB by 2040



100% ZEB by 2050

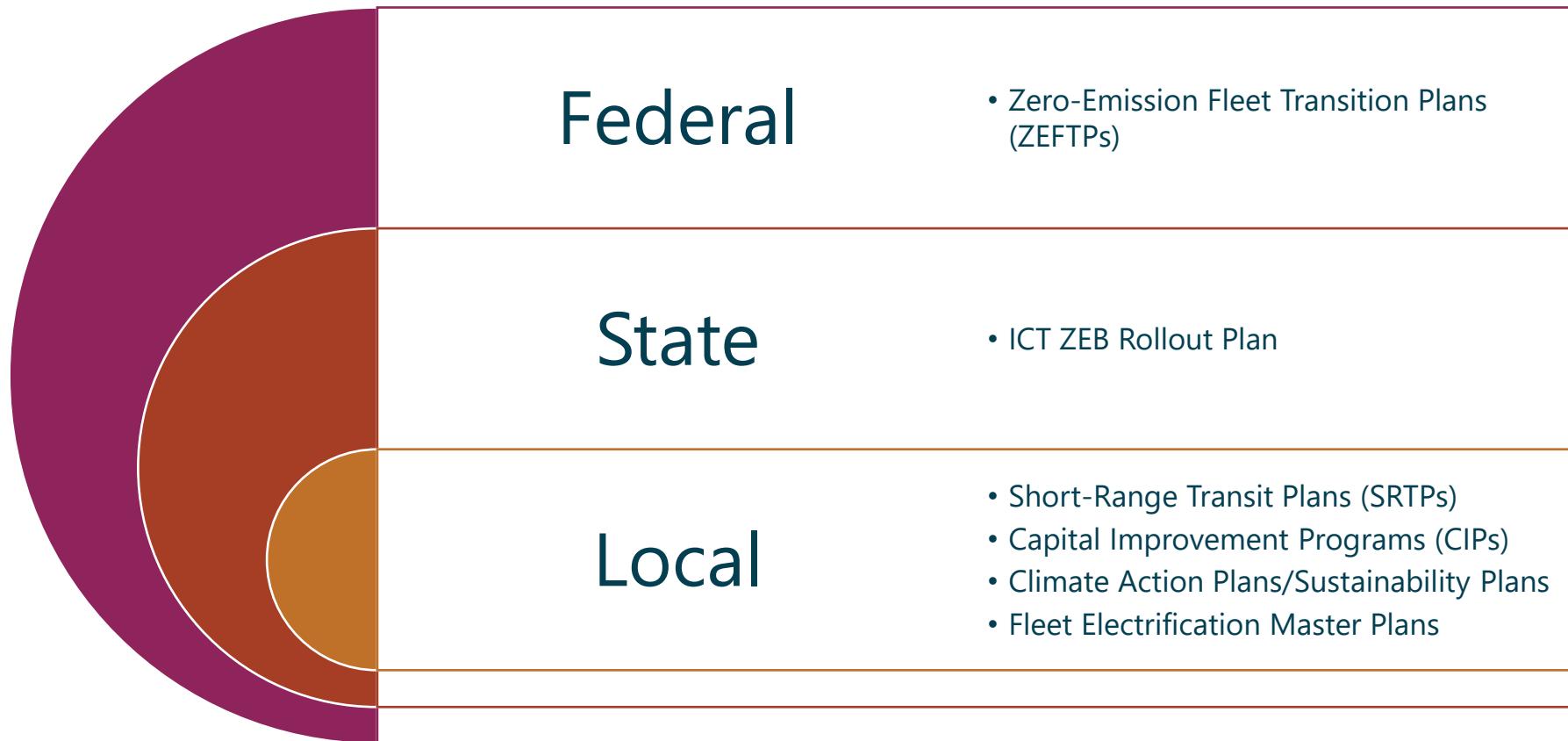
Top 5 states with the most ZEBs

(7,028 nationwide, as of July 2024)

State	Total ZEBs
California	2,285
New York	779
Florida	516
Washington	356
Massachusetts	292

Data Source: CALSTART (2025) ([link](#))

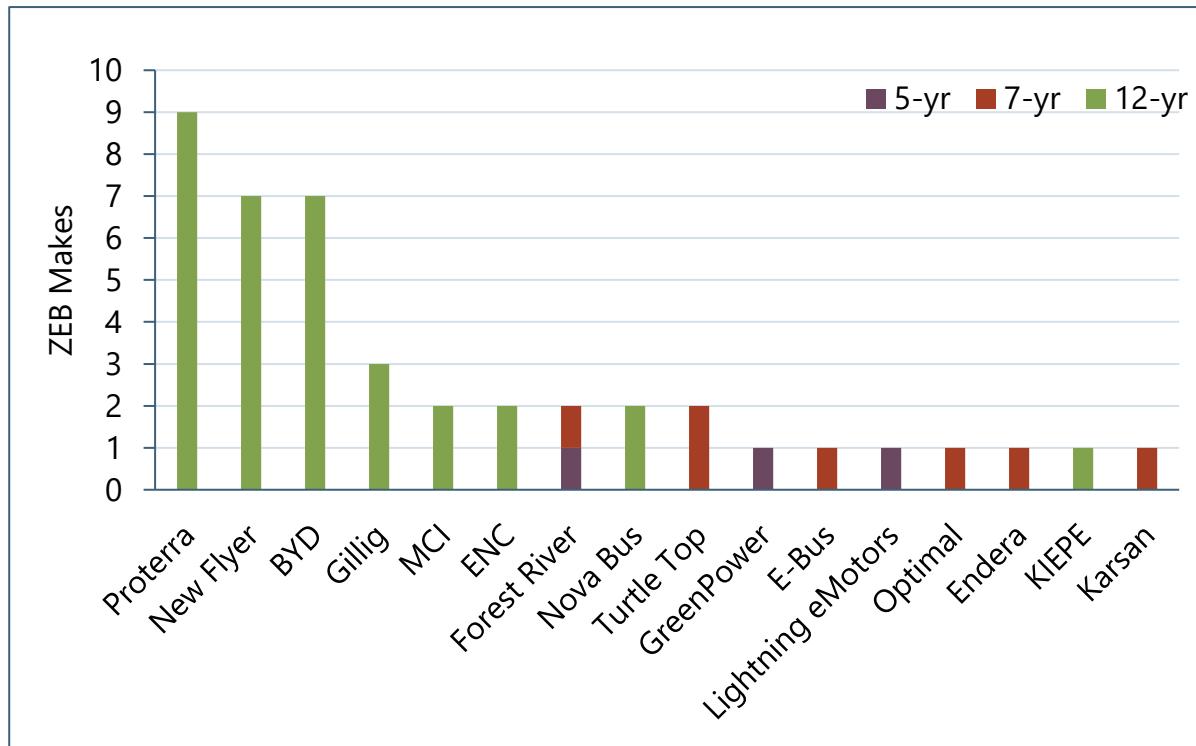
Best Practices (Planning)



Best Practices (ZEB Technology)

Available ZEB Models

Altoona Tested ZEBs (43 in total)



42 ZEB Models Available via HVIP*



Sources: [Bus Research and Testing Center](#); [HVIP website](#), filtered vehicle categories by medium- and heavy-duty buses (*);

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Best Practices (ZEB Technology)

ZEB Tests and Trials

Examples of ZEB Deployment Evaluation



Foothill Transit



LONG BEACH
TRANSIT



County
Connection

BEBs



FCEBs

Best Practices (ZEB Technology)

Potential Selection Criteria

Range & Duty Cycles

Refueling and Charging Time

Infrastructure and Energy Needs

Capital & Operational Cost

Reliability and Maintenance Complexity

Funding Eligibility

Best Practices (Charging Infrastructure)

Charging Types

Depot Plug-in Charging



Depot Overhead Charging



On-Route Overhead Charging



On-Route Wireless Charging

Best Practices (Charging Infrastructure)

Potential Selection Criteria

- Operational Needs
- Electrical Capacity & Utility Coordination
- Technology Compatibility & Standards
- Site Layout & Scalability
- Cost

Best Practices (Operation and Maintenance)

Align Funding & Procurement

Time bus orders strategically to coincide with grant cycles and ensure infrastructure readiness before delivery.



Flexible Infrastructure

Design depot layouts that support efficient charging workflows and streamlined pull-out/pull-in operations.



Monitor from Day One

Leverage telematics immediately for data-driven route planning and predictive maintenance insights.



Coordinate O&M Together

Integrate operations, maintenance, and energy management teams to ensure system-wide reliability.



Build Resilience

Implement redundancy, microgrids, and backup power solutions to maintain service during grid outages.



Invest in Workforce

Launch structured training programs for high-voltage safety, hydrogen systems, and charger maintenance.



Best Practices (Workforce Development)

Start Training Early

Create Role Specific Pathways

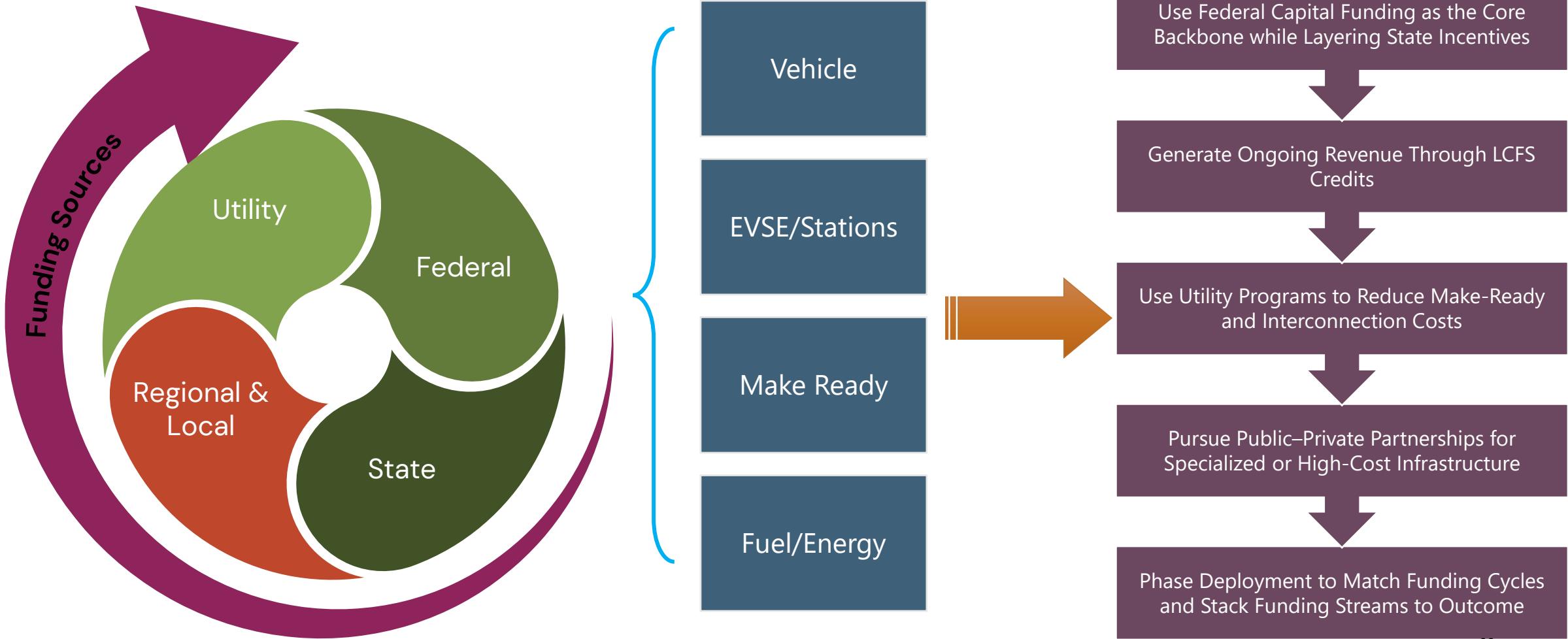
Prioritize High-Voltage and Hydrogen Safety Certifications

Multi-Modes Trainings

Leverage National Resources

Best Practices (Funding)

Funding Sources & Strategies



Readiness

Policy and Planning

- The SCAG region is relatively advanced
- Larger agencies more likely to treat plans as strategic roadmaps
- Smaller agencies often use them mainly for compliance

Deployment and Infrastructure

- Multiple “leaders” with sizable ZEB fleets
- Three-tier pattern:
 - Mature implementers
 - Emerging implementers
 - Planning-phase agencies

Institutional, Workforce, and Operational Readiness

- Larger agencies have dedicated staff
- Smaller agencies have lean teams
- Growing recognition of new skill needs

Funding and Financial Readiness

- Competitive yet uncertain landscape of fundings
- Long-term financial impacts need to be fully understood

Overall, the readiness is uneven across agencies and across dimensions

Challenges

- Gaps in ZEB Rollout Plans and Planning Frameworks
- Operational and Technological Barriers
- Policy, Regulatory, and Institutional Challenges
- Funding, and Physical Barriers

Discussion

- Is there anything else we are missing? Are there additional challenges to consider?

Opportunities

- Strengthening Rollout Plans and Planning Integration
- Improving Decision-Making and Across –Agency Collaboration
- Synergies with ZET

Discussion

- Is there anything else we are missing? Are there additional opportunities to consider?

Next Steps

- Finalizing the Best Practices Review (expected completion – February 2026)
- Drafting the Implementation Action Plan (expected completion – February 2026)
- Developing ZEB deployment toolkit (expected completion – March 2026)
- Continue to engage with SCAG policy committees (EEC) and Regional Transit TAC (RTTAC)
 - April 2026 – Implementation Action Plan & Draft Final Report
 - June 2026 – Final Report



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/transit-program>

Metro Countywide TSP Program Update

Eva Moon | Senior Manager
Bus Speed and Reliability Program

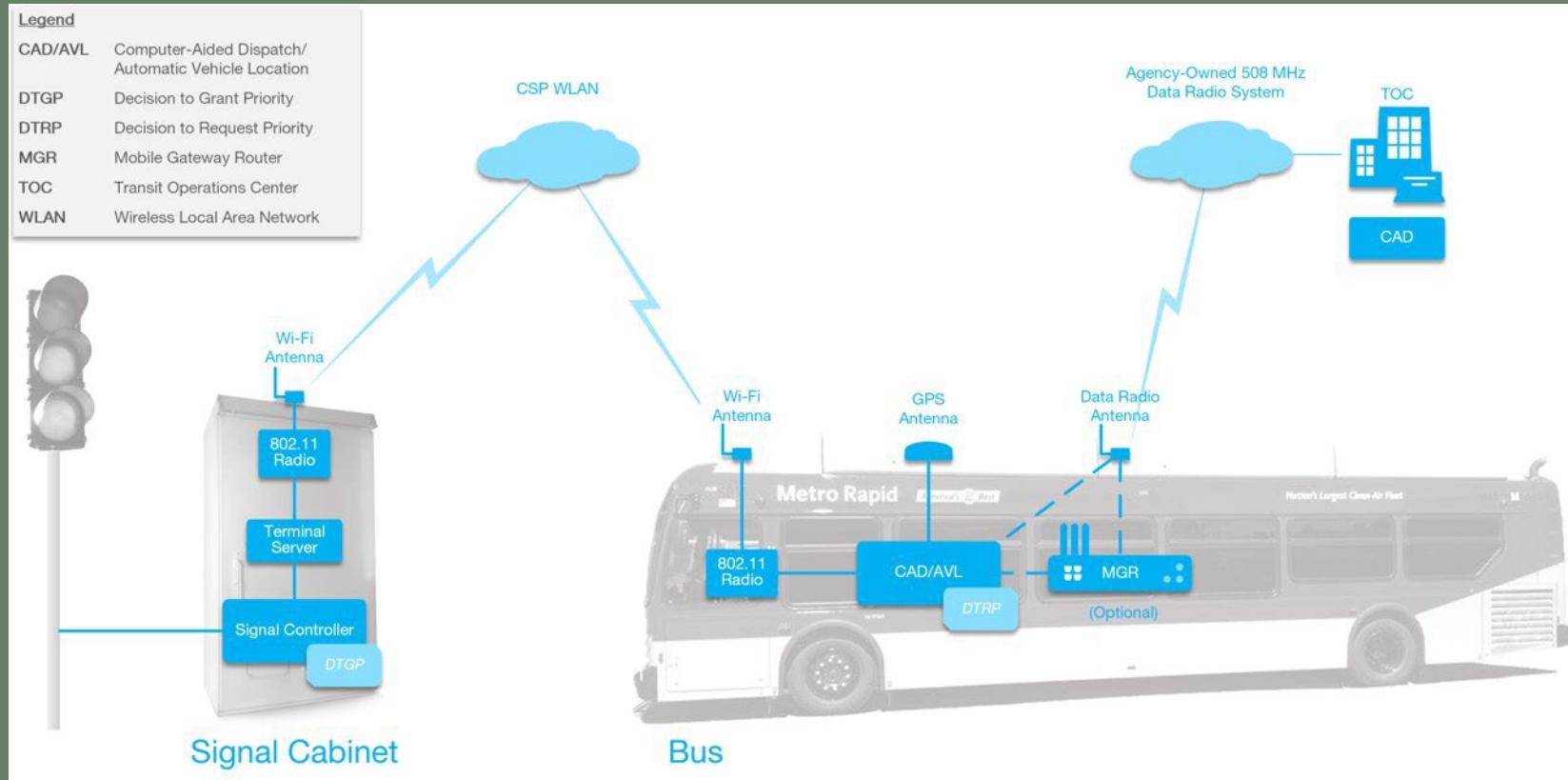


What is Transit Signal Priority?

- When traffic signals prioritize granting green lights to buses, by either:
 - Giving an early green light
 - Extending a green light
- Increases bus speed and reliability
- Differs from preemption

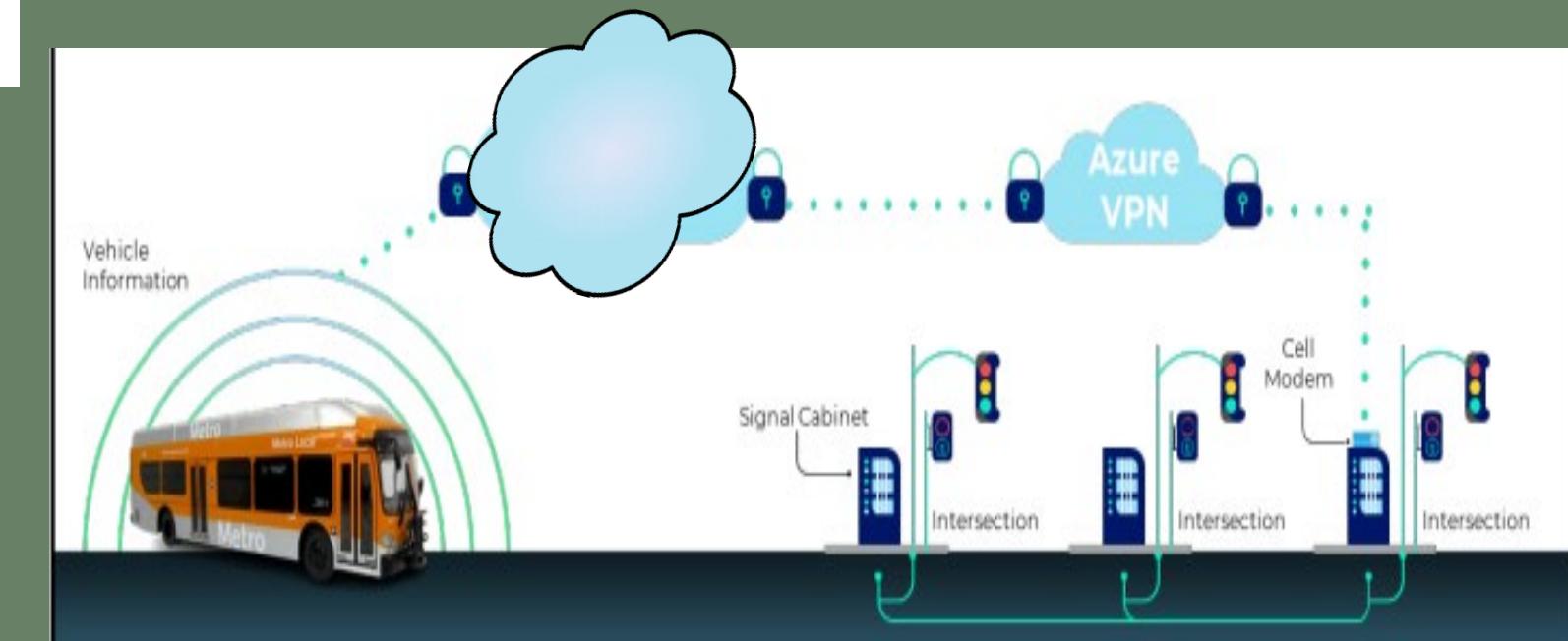


How does it work



Smart Bus, heavy hardware dependent

Cloud base Solution. Dependent on GTFS R/T feed



Background / History

1998: BSP Pilot Crenshaw Blvd

Blvd

- Wireless Communications
- \$4.3 Million
- 10.5 miles
- 51 signal priority equipped intersections
- Cities of Los Angeles, Gardena, Hawthorne, Inglewood, County of Los Angeles

1990s: LADOT TSP



Technology approach: The 1990s

Metro's Pilot

- On-Bus Hardware
- On-Board Computer
- Automated
- Real-time vehicle location information (GPS)
- Wireless radio transmitting priority request
- 2.4Ghz spread spectrum

1990s: LADOT TSP

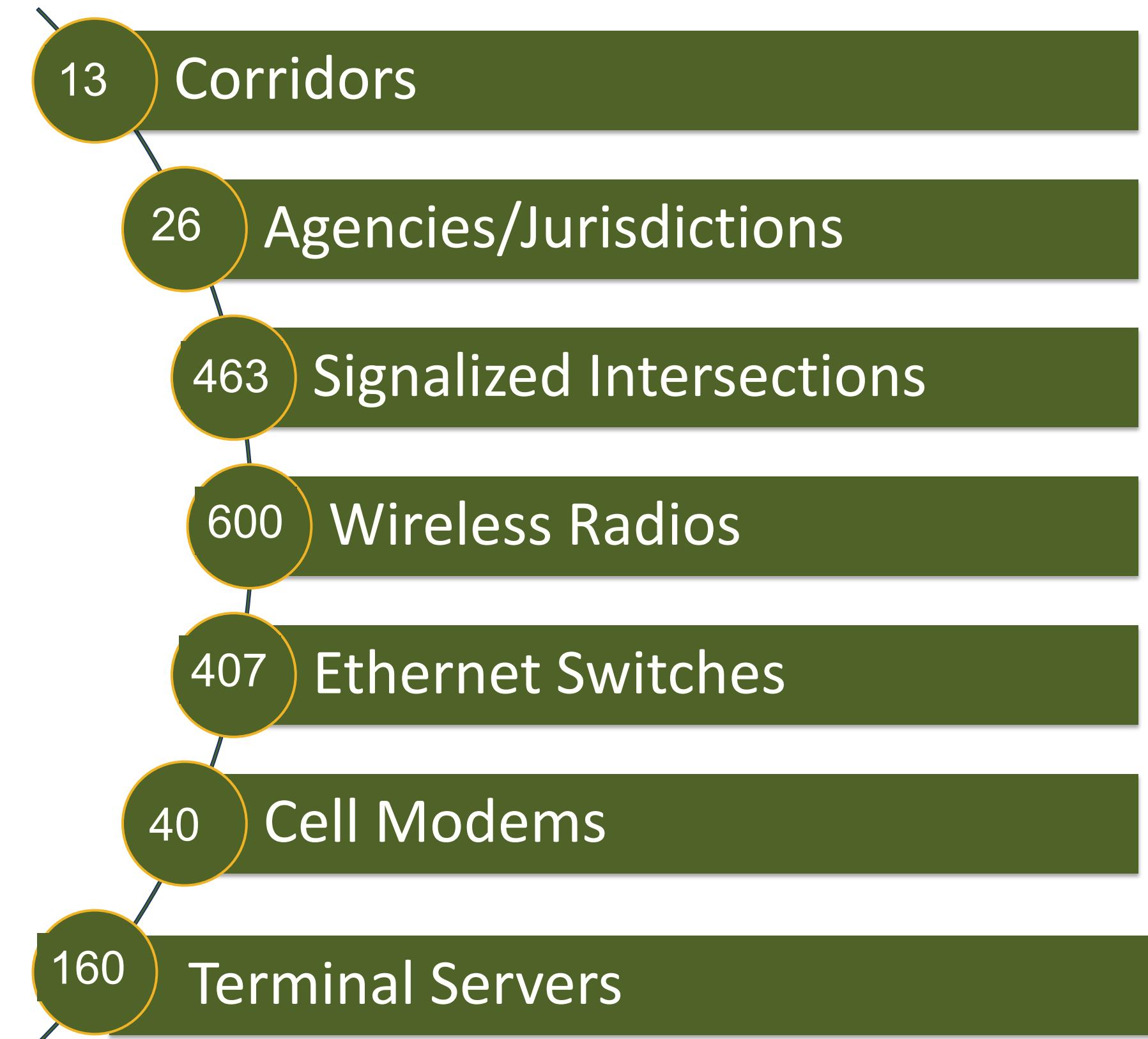
- Loop & Transponders approach



Communication Network

- 1. Atlantic = 20 Miles
- 2. Long Beach = 7.5 Miles
- 3. Slauson = 16 Miles
- 4. Florence = 6 miles
- 5. Firestone = 4.5 Miles
- 6. Manchester = 3.5 Miles
- 7. Hawthorne = 7 Miles
- 8. Crenshaw = 6 Miles
- 9. Garvey = 9 Miles
- 10. Main St = 1.2 Miles
- 11. Colorado Blvd = 1.8 Miles
- 12. Brand & Central = 3 Miles
- 13. Santa Monica Blvd = 3 Miles

Total : 90 miles



Multitude of Signal Traffic Controller

- 1. D4
- 2. ASC/2
- 3. LACO-4E
- 4. Bitran 233
- 5. SCATS
- 6. EOS
- 7. Omni eX
- 8. MAXTIME



TSP Infrastructure Improvements

- When TSP was first implemented in the region, there was a strong dependency on physical equipment (ie loops and transponders, OBUs) to detect the location of buses
- As technology advances and moves towards cloud-based solutions, past challenges can be solved, and TSP can be implemented with less hardware
- Communication network (2.4GHz- > 5.8GHz) & fiber



Radio and Field Equipment



Technology approach: The 2020s

Metro's CSP

- Upgrade Comm Network
 - 5.8Ghz and fiber
- Cloud Base Solution

1990s: LADOT TSP

- Abandon the Loop & Transponders approach
- Utilizing LADOT'S comm network
- Cloud Base Solution



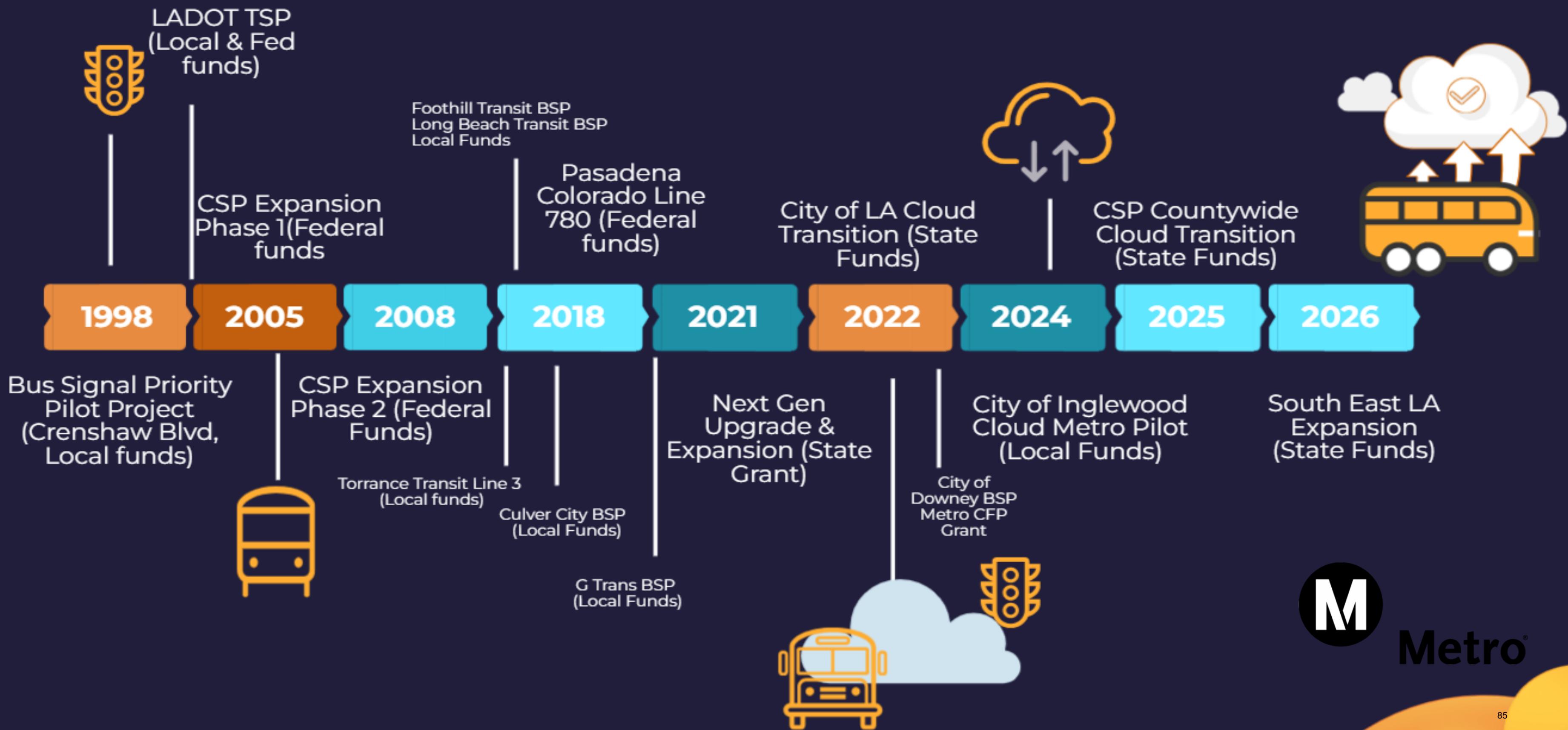
Challenges

- Multijurisdictional program
 - Melting pot of existing infrastructure
 - Various traffic controller and firmware type
 - Cabinet types
 - Communication network
 - Various jurisdiction conditions
 - Ex: City of Pasadena Rose Parade
 - Knock downs
 - Trouble shoot
 - Consistent stakeholder engagement
 - Tech modernization
- Requirement - O&M



LA METRO

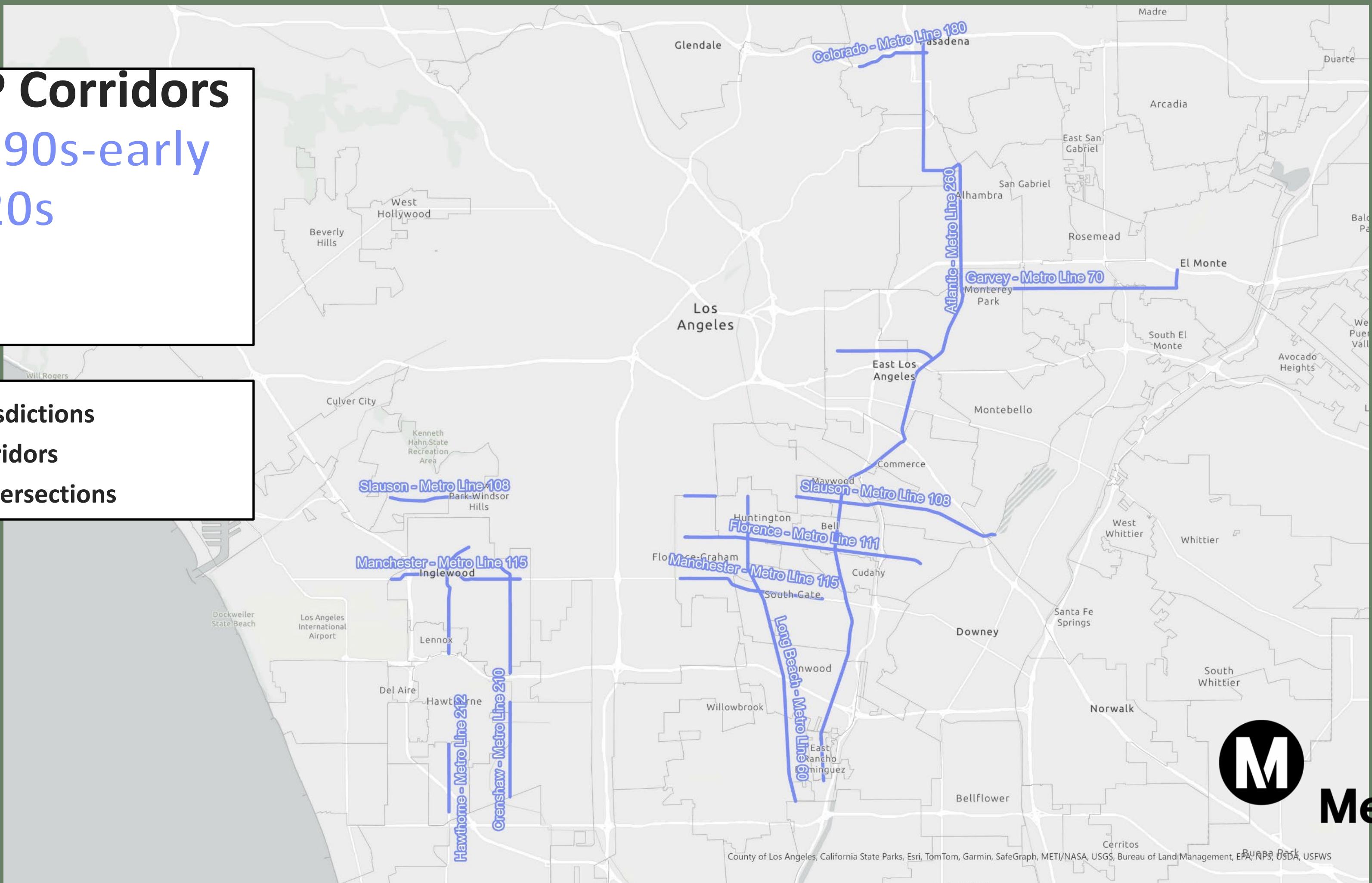
CSP TIMELINE



CSP Corridors

1990s-early 2020s

18 jurisdictions
17 corridors
385 intersections

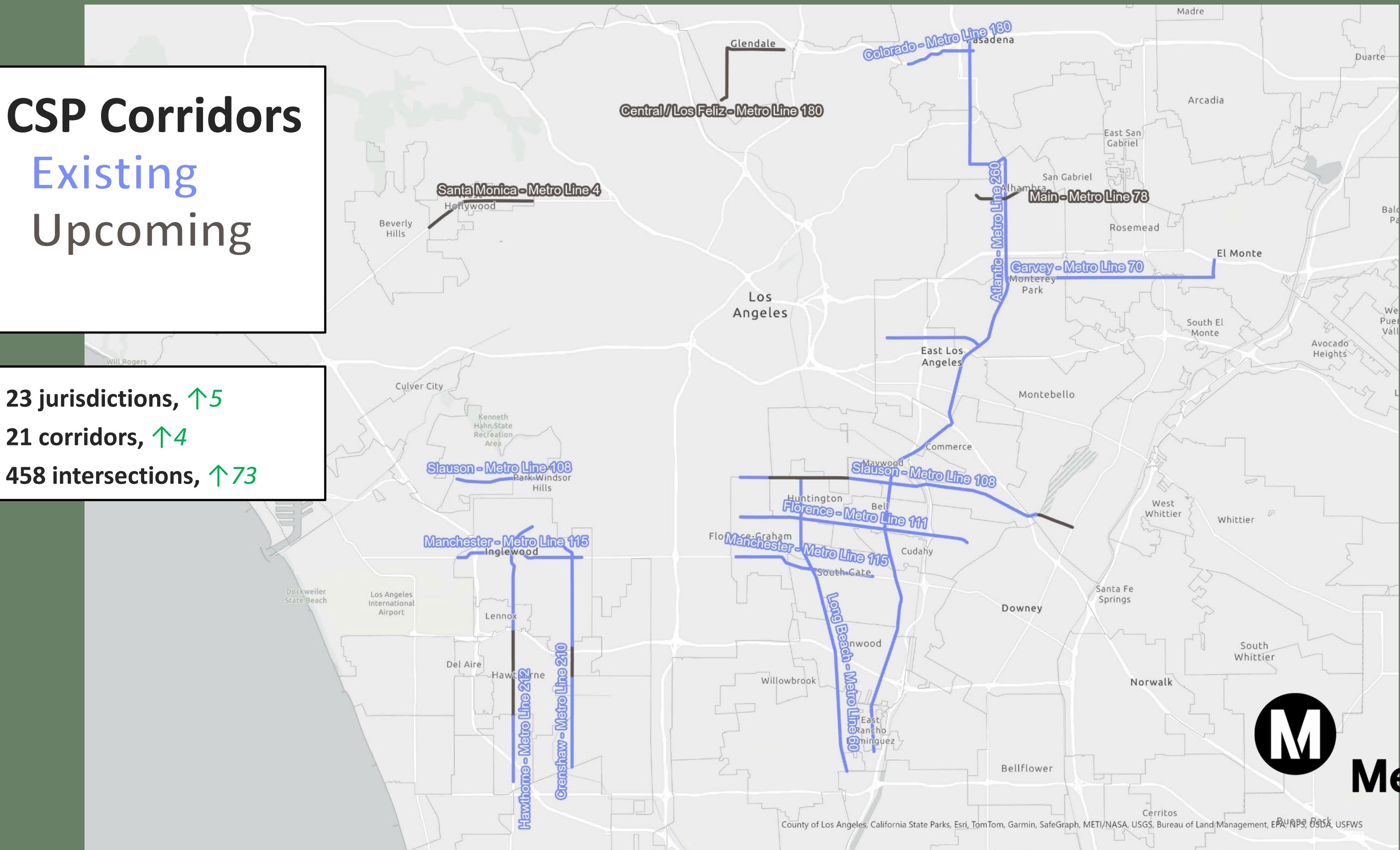


CSP Corridors

Existing

Upcoming

23 jurisdictions, $\uparrow 5$
21 corridors, $\uparrow 4$
458 intersections, $\uparrow 73$



Metro®

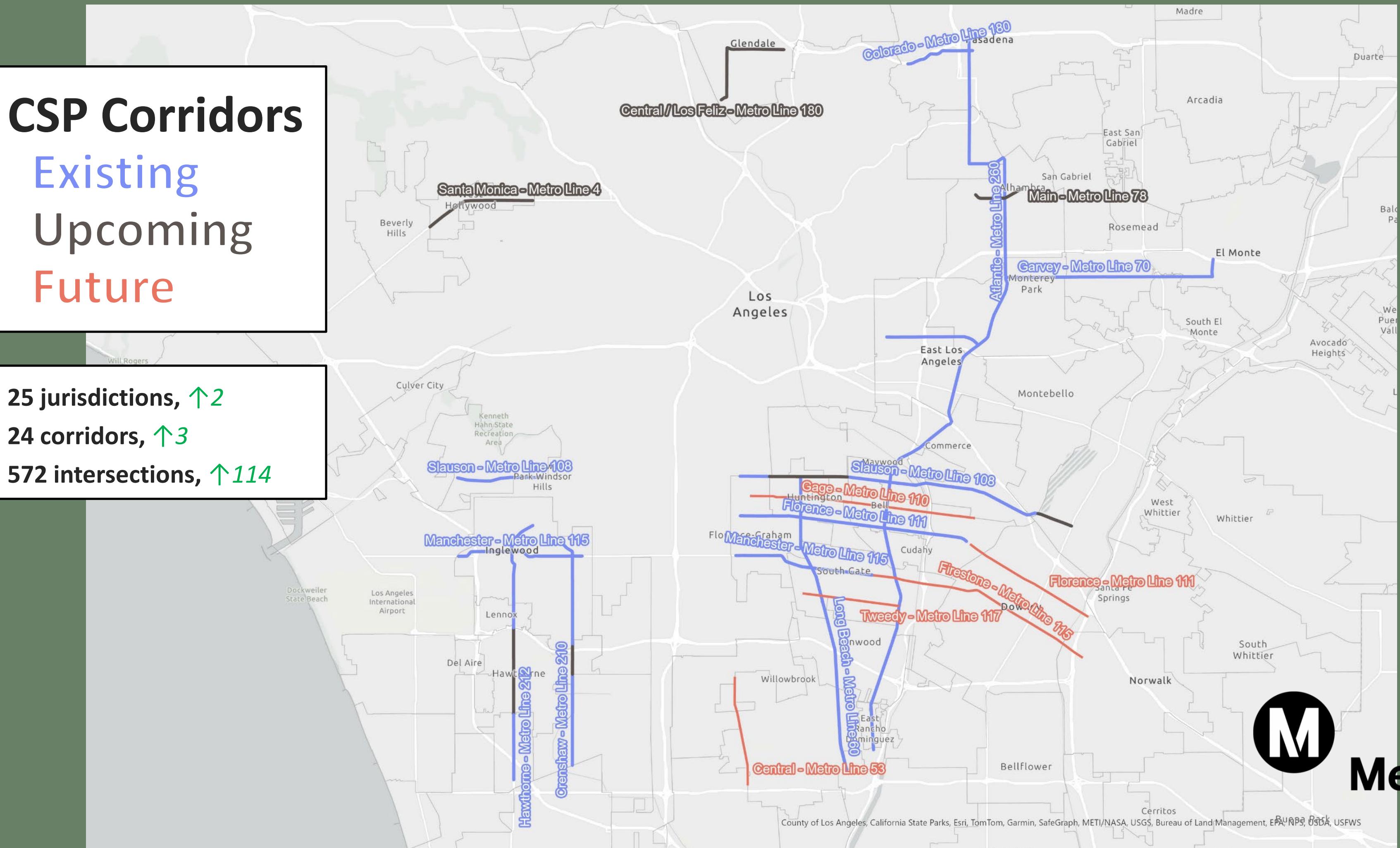
CSP Corridors

Existing

Upcoming

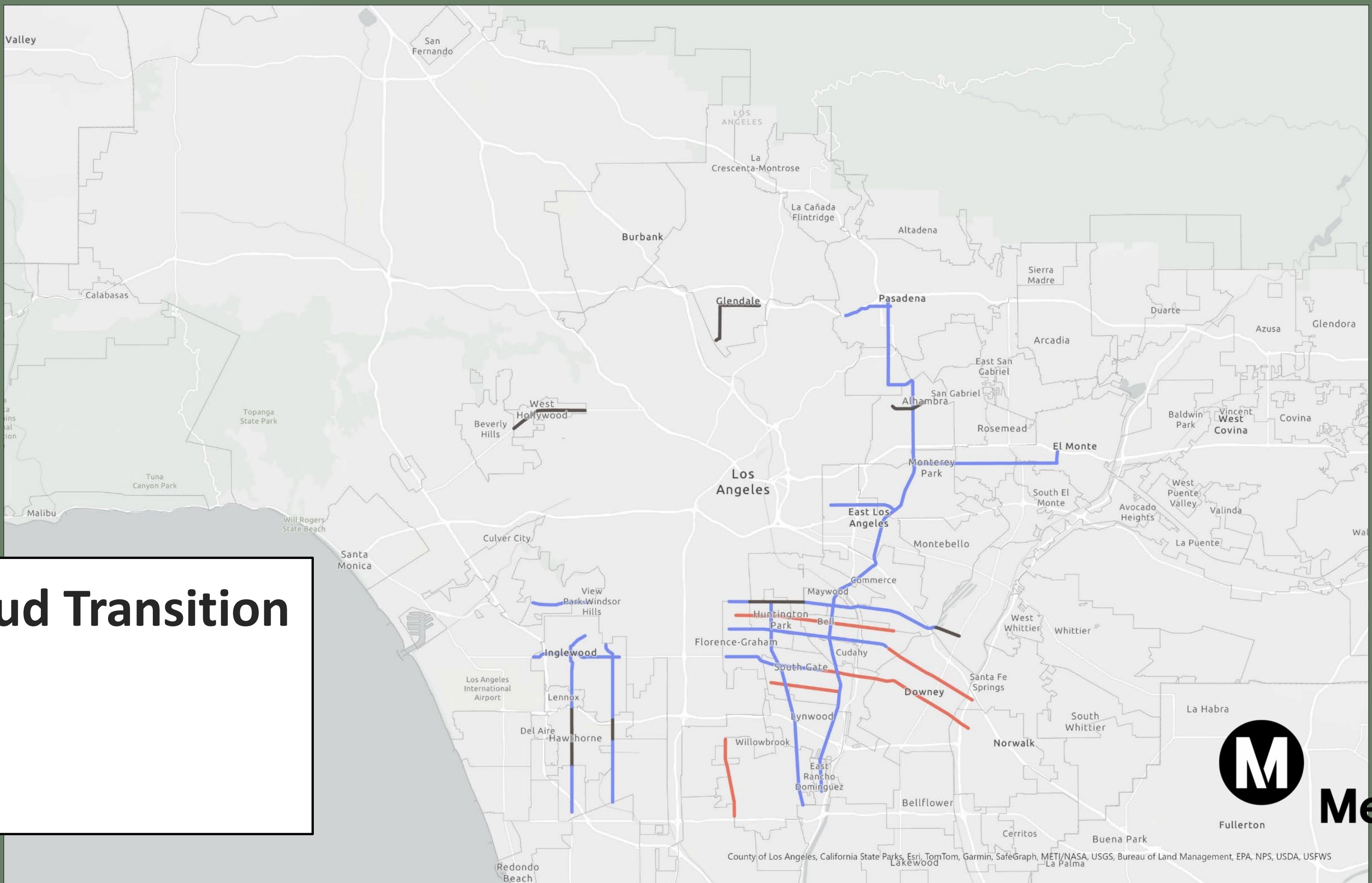
Future

25 jurisdictions, ↑2
24 corridors, ↑3
572 intersections, ↑114



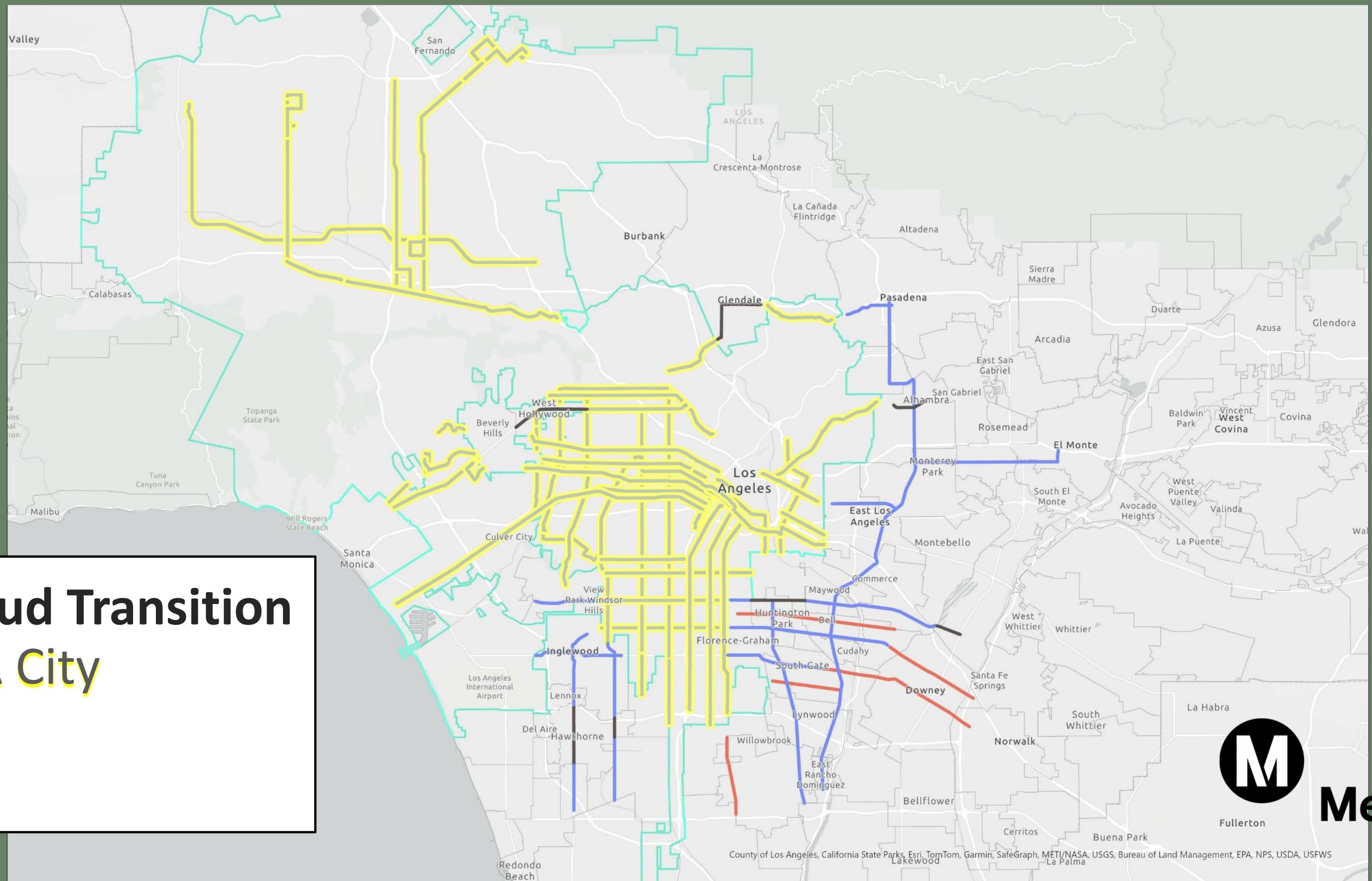
Metro®

Cloud Transition



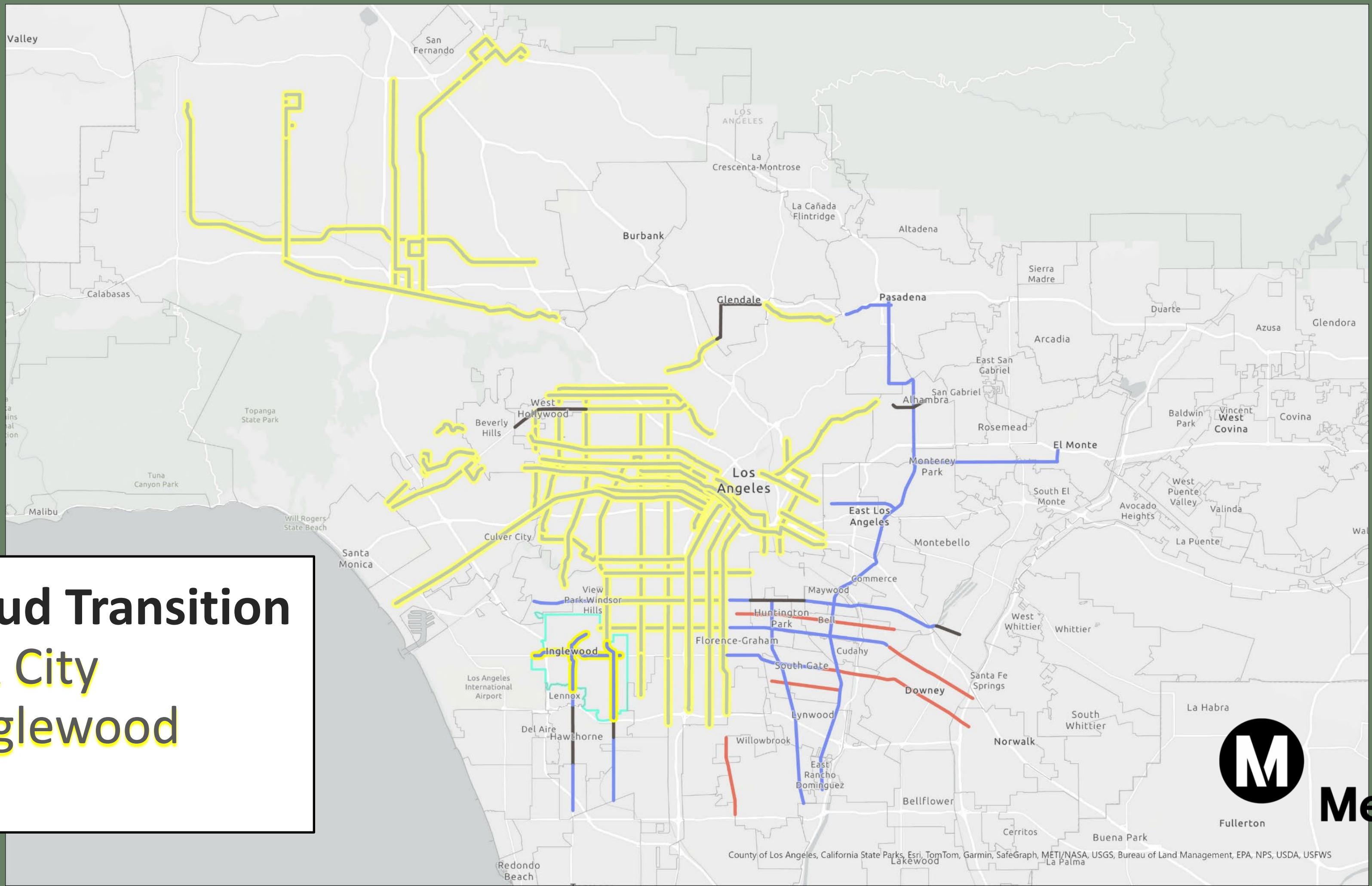
Metro®

Fullerton



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Cloud Transition

LA City

Inglewood



Metro®

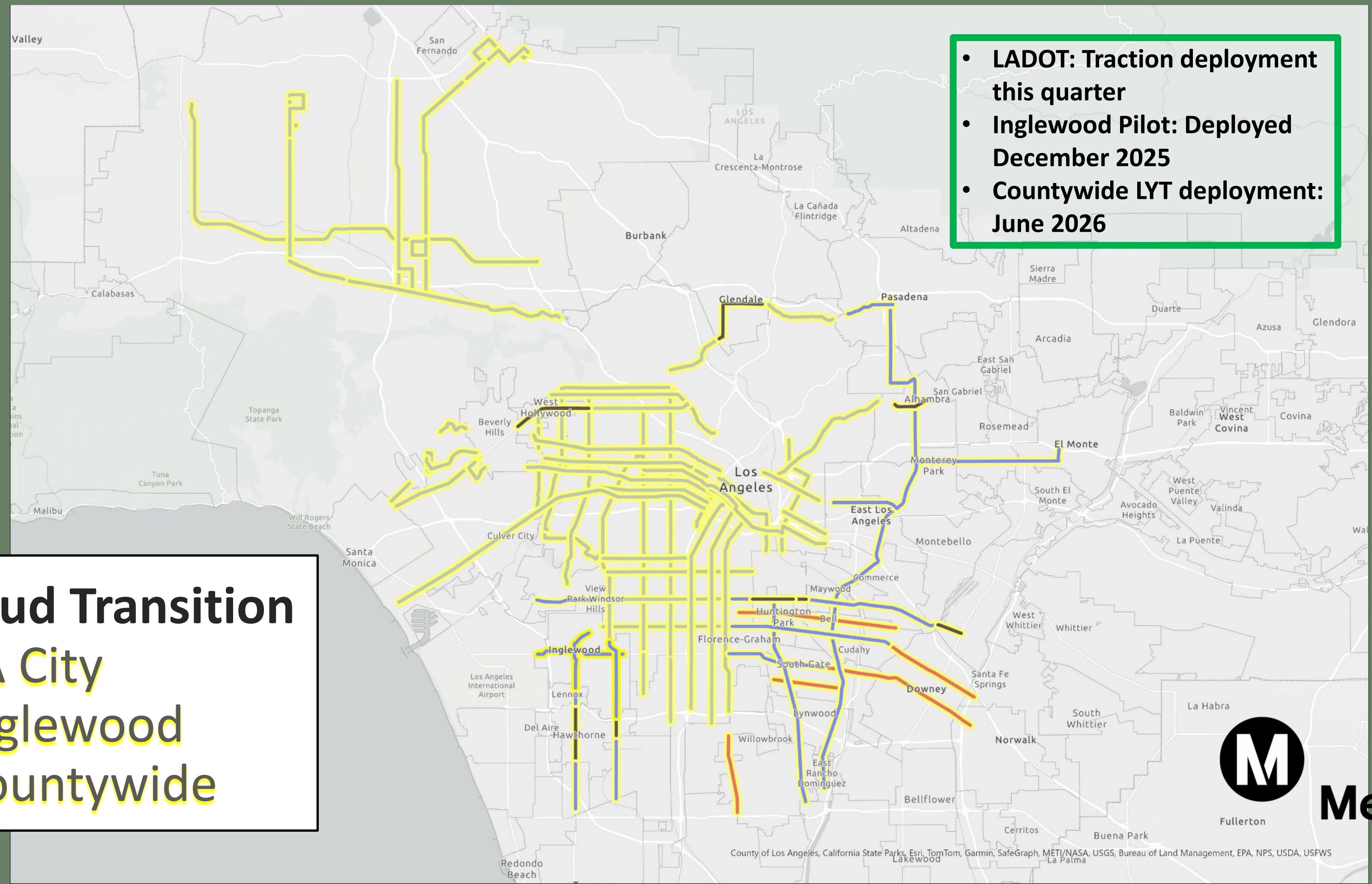
Fullerton

Cloud Transition

LA City

Inglewood

Countywide



Metro®

Fullerton

LA County TSP Stats/Partnership

Jurisdictions with TSP:

1. Alhambra
2. Arcadia
3. Azusa
4. Baldwin Park
5. Bell
6. Bell Gardens
7. Burbank
8. Commerce
9. Compton
10. Covina
11. Cudahy
12. Downey
13. Duarte
14. El Monte
15. Glendale
16. Hawthorne
17. Huntington Park
18. Inglewood
19. Irwindale
20. LA County
21. Lawndale
22. Los Angeles
23. Lynwood
24. Maywood
25. Monrovia
26. Monterey Park
27. Norwalk
28. Pasadena
29. Pico Rivera
30. Rosemead
31. South El Monte
32. South Gate
33. South Pasadena
34. Torrance
35. Vernon
36. Walnut
37. West Covina
38. West Hollywood

20+ corridors

**2300+ signalized
intersections**

Metro Routes:

4, 18, 20, 28, 33, 40, 45, 51, 53, 60, 70, 78, 105, 108, 110, 111, 115, 117, 180, 204, 207, 210, 212, 217, 234, 240, 251, 260, 720, 754, 910, and 950

Foothill Transit Routes:

187 and 190

Arcadia Transit Routes:

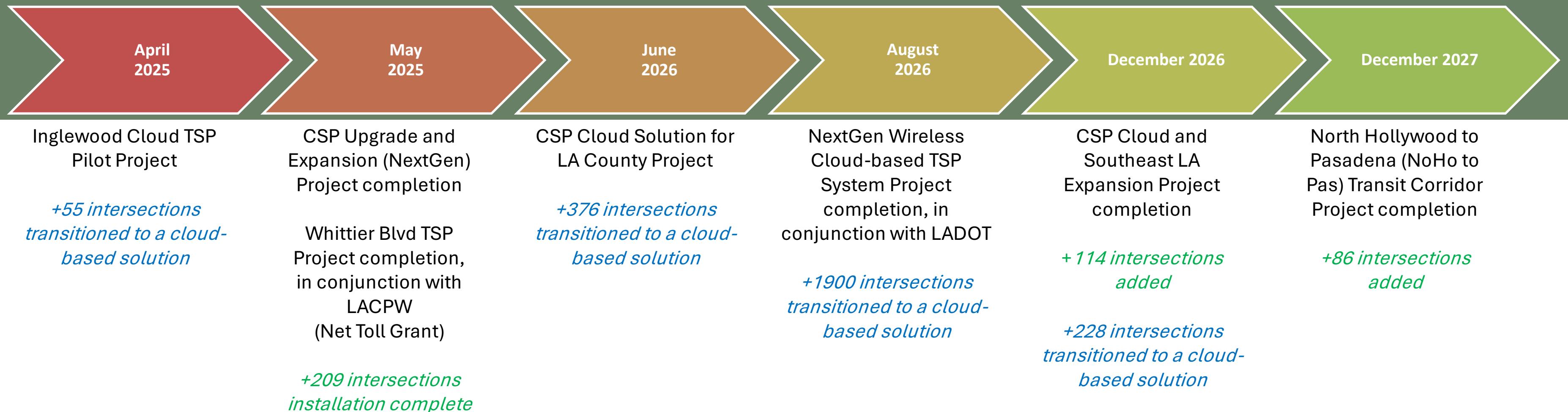
Red, Blue, and Green

Pasadena Transit Routes:

20 and 31

Transit Signal Priority

Metro Countywide Signal Priority (CSP) Program Timeline:



By 2028, Metro will have 2500+ TSP-enabled intersections, where 96% will be incorporated into a cloud-based TSP solution.



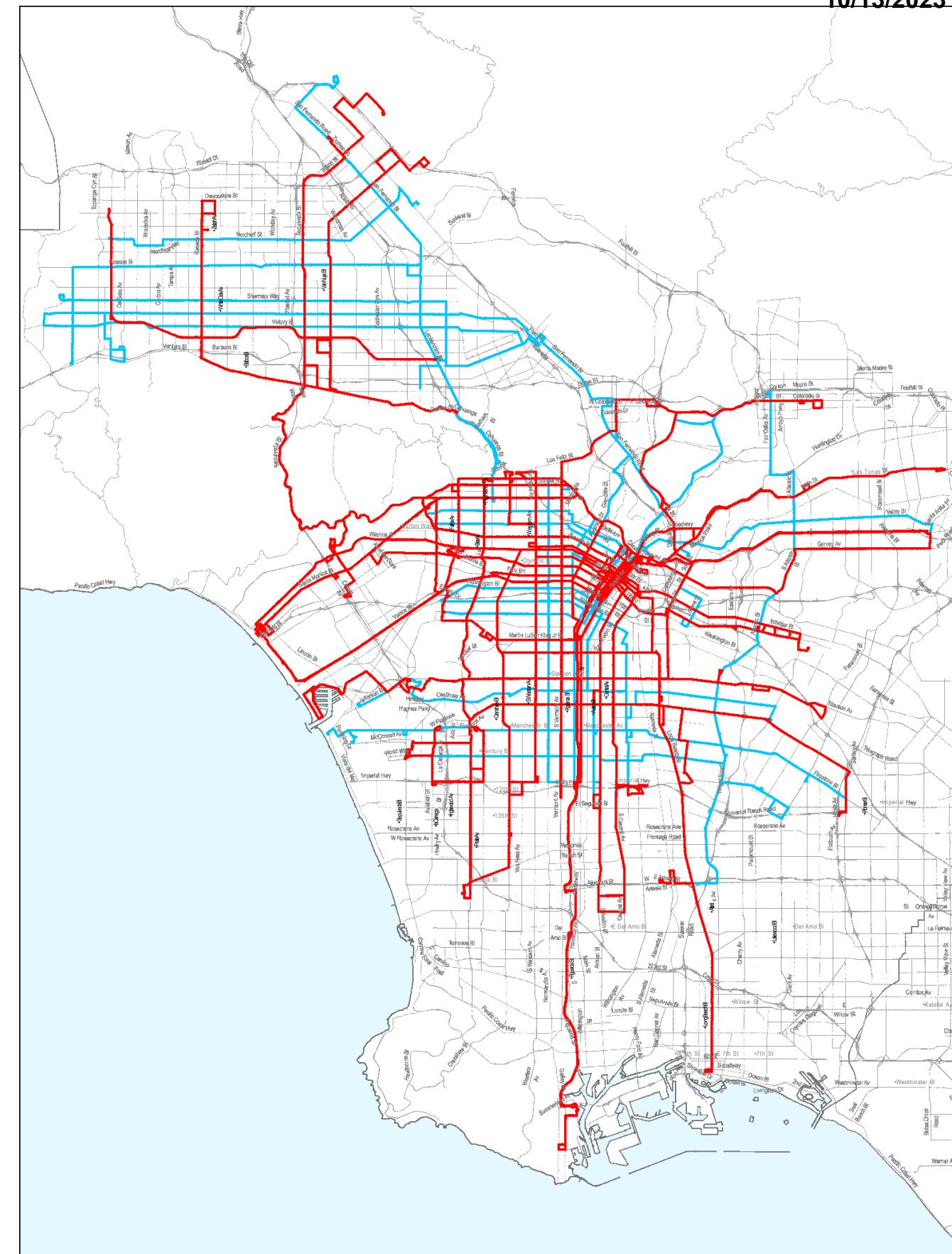
Future Plan

TBD - Tier 2



Figure 2: NextGen Tier 1 & 2 Networks

10/13/2023



•NextGen Network Tiers

Tier 1

Tier 2

Miles
0 4 8



Q u e s t i o n s ?



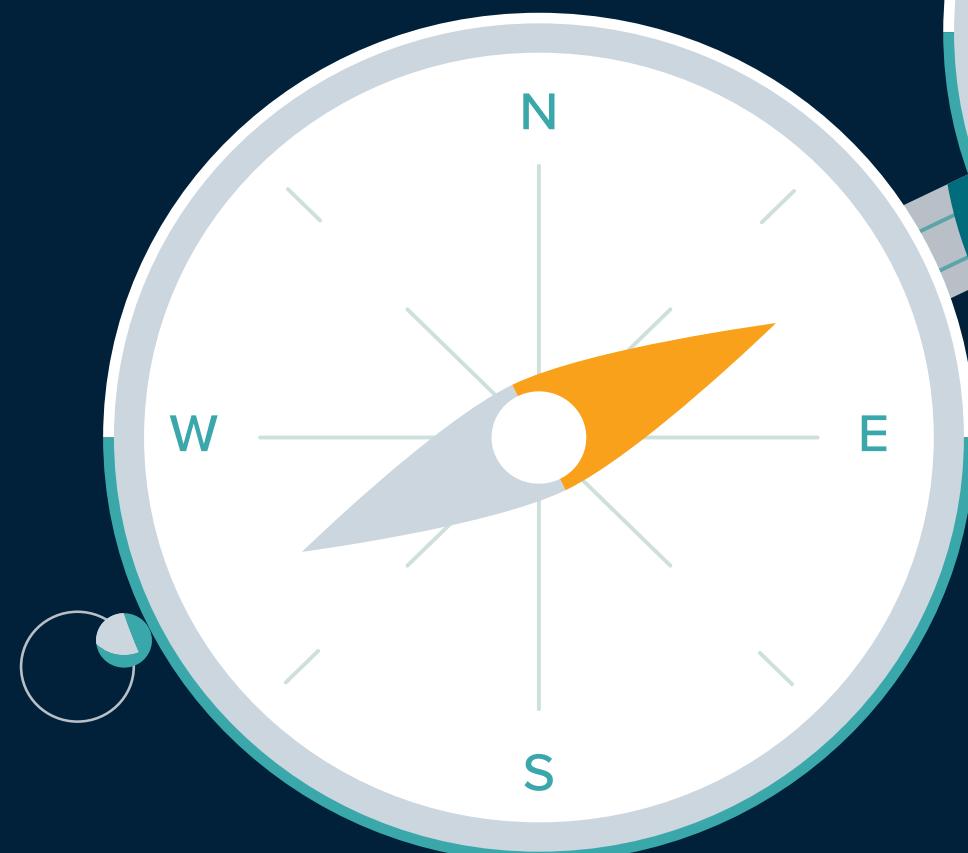
E v a M o o n

Panmoone@metro.net



Connect SoCal 2050: Process Preview

RTTAC Meeting
January 28, 2026



The Southern California Association
of Governments' 2024–2050
Regional Transportation Plan/
Sustainable Communities Strategy
99

REGIONAL TRANSPORTATION PLAN

SUSTAINABLE COMMUNITIES STRATEGY

A long-term vision for how the region will address transportation and land use challenges and opportunities.

The RTP/SCS must...



Be updated every 4 years to maintain eligibility for Federal funding



Be financially constrained
(costs = revenues)



Be developed in consultation with key stakeholders and the public



Demonstrate transportation conformity



Be long-range: 20+ years into the future



Achieve GHG reduction targets

The RTP/SCS includes...



Vision, goals, and
guiding policies



Performance
measures



Financial plan



Forecasts
(e.g., future population,
employment, housing)



List of
transportation
projects

Summary of Requirements



Regional Transportation Plan (RTP) - SCAG is required by federal law to prepare and update a long-range RTP (23 U.S.C. §134 et seq.).

Transportation Conformity Requirements - SCAG's RTP/SCS is required to meet all federal transportation conformity requirements.

System Performance Monitoring – SCAG must measure and monitor the performance of the RTP.

Title VI Analysis – SCAG must comply with Title VI of the Civil Rights Act of 1964. In addition, SCAG must comply with California Government Code Section 11135 which prohibits discrimination from any program or activity that is conducted, funded directly, or received financial assistance from the state.

Sustainable Communities Strategy (SCS) – SCAG's RTP must include an SCS which can meet greenhouse gas emissions reduction targets set by the California Air Resources Board (CARB). (Eight percent by 2020, and 19 percent by 2035.)

Key Challenge: CARB to Update GHG Targets

- CARB is required to adopt updated targets every eight years with next deadline being Fall 2026.
 - No draft targets have been proposed.
- SCAG and other MPOs have asked that CARB maintain current targets – which are challenging to meet.
- Instead of an extensive target-setting process, MPOs have asked for more implementation support.





Connect SoCal 2050

Preliminary Milestones*

Foundations & Frameworks				Data Collection & Policy Development				Outreach & Analysis				Draft Plan & Adoption			
2025		2026		2027		2028									
Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring
Subregional SCS Framework & Guidelines	Public Participation Plan	RTP/SCS Process Framework			Policy Development Framework	Draft Technical Methodology		Draft Plan Model Runs	Draft Connect SoCal 2050, Transportation Conformity Determination and PEIR		Final Plan Model Runs		Final Connect SoCal 2050, Transportation Conformity Determination and PEIR		
Model Improvements															
		Connect SoCal Futures													
						Draft Plan Policy Discussions									
				Local Data Exchange Process				Public Workshops							
				Project List Solicitation								Public Comment Period			

Milestones Color Key:

Plan Foundation and Elements
 Local Agency Input Process
 Modeling/Forecast
 Outreach and Engagement

Bold = Action Item

* Draft - Subject to Change

THANK YOU!

For more information, contact:

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The Southern California Association
of Governments' 2024–2050
Regional Transportation Plan/
Sustainable Communities Strategy



SCAG LA28

Transportation Demand Management Program Updates

January 28, 2026

WWW.SCAG.CA.GOV



129
FRIDAYS
UNTIL THE
OLYMPIC GAMES
OPENING CEREMONY





More than **1.5 million**
people registered in
the first 24 hours

Official LA28 Tickets

GAME ON: GET TICKETS TO LA28

Your journey to LA28 starts here. Register for the LA28 Ticket Draw* by March 18 for the opportunity to purchase tickets during Drop 1 or the LA & OKC Locals Presale* (if eligible).



OLYMPIC GAMES PLAN

KEY VENUES

As of September 22, 2025 - Version 5 - All names and venues subject to change.
For internal use only.



SCAG's Games Mobility Program

GUIDING PRINCIPLES. Values guiding the program.

GOAL

Southern California will showcase our thriving communities, support local businesses, and invest in the transportation improvements, programs, and policies necessary to leave a lasting legacy in our region.

OBJECTIVES

- 1. Optimize investment in legacy infrastructure.**
- 2. Accelerate innovation through pilots.**
- 3. Foster alignment of policies and programs to manage demand for the LA28 Games and beyond.**
- 4. Showcase communities to support local placemaking and community development opportunities associated with the games.**

Games Mobility Executives

- SCAG is a member of the Games Mobility Executives (GME)
 - ✓ Plan for mobility and transportation for the 2028 Games
- Other members include Caltrans; LA Mayor's Office; LA28; LADOT; Metro; and Metrolink

GME Subcommittees	Lead Agency
Games Enhanced Transit Service (GETS)	Metro
Games Route Network (GRN) / Traffic Management	Caltrans
Mobility Hubs	Metro
Countywide Bus Only Lanes	Metro
First/Last Mile & Open Streets	LADOT
Key Stations / LRT Improvements	Metro
Transportation Demand Management	SCAG
Universal and Inclusive Design	LA Mayor's Office
Regional Rail	Metrolink
Wayfinding	Metro
Heat	Metro
Communication and Outreach	LA28

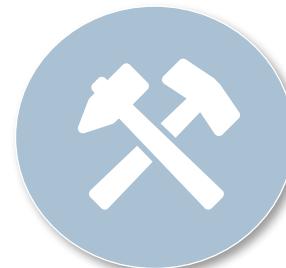
Regional TDM Strategy – Passenger and Freight



**Regional Convenings
and Partnerships**



TDM Strategic Plans



Regionwide Resources



**Pilot and Permanent
Projects**

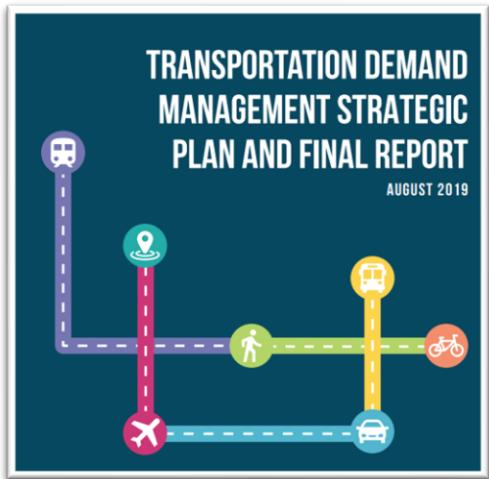


**Communications
Campaign**

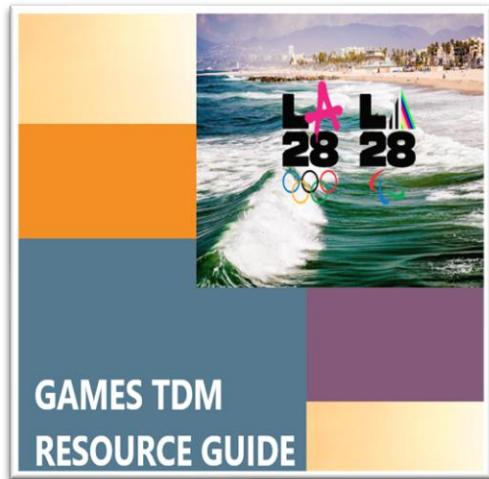
TDM Strategic Plan – Passenger and Freight



Regionwide Games TDM Resources



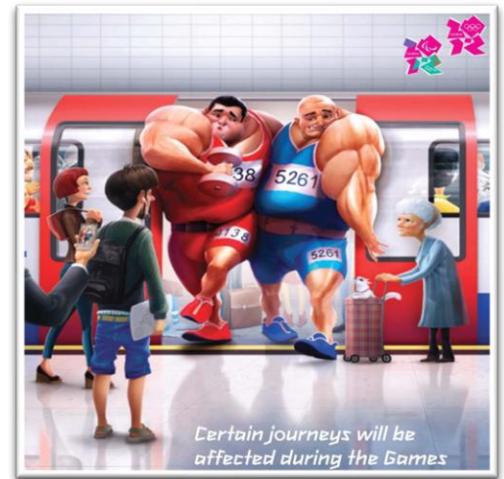
Updated TDM Toolbox



Games TDM Resource Guide



Outreach to Businesses/Employers



Communication Resources

TDM Resource Guide

Mobility

Create more access to more choices for transportation.

Community

Support opportunities for communities and local businesses to celebrate locally (work with Parks & Rec)

Communications

Websites, Apps, Social Media, Newsletters, Brochures, Outreach Events, Press Releases

Partnerships

CTCs, COGs, TMAs, BIDs, Tourism Bureaus, Parks, Airports, Ports, Freight Operators and Businesses

TDM Programs

Bikeshare, carshare, rideshare, transit passes, telework, transit ambassadors, fan zones, public awareness campaigns

Ordinances

Residential, non-residential, parking, trucking, etc

TDM Projects

Wayfinding, TNC designated pick up/drop off, pop up mobility hubs, first/last mile connections



Potential TDM Strategies and Projects



Wayfinding



Communications



Pop-up Installations



Delivery Operations



Incentives



Last Mile Connections

Key Considerations

- Effectiveness
- Scalability/Flexibility
- Feasibility/Cost
- Legacy

Games TDM Resource Guide – Community Activations



Fan Fests



Open Streets Events



Hospitality/Brand Houses



Volunteer Program



Cultural Olympiad

Games TDM Resource Guide – Communications

By Channel



DIGITAL



PHYSICAL

By Audience



TOURIST



BUSINESSES



IN-PERSON



MEDIA



COMMUTERS

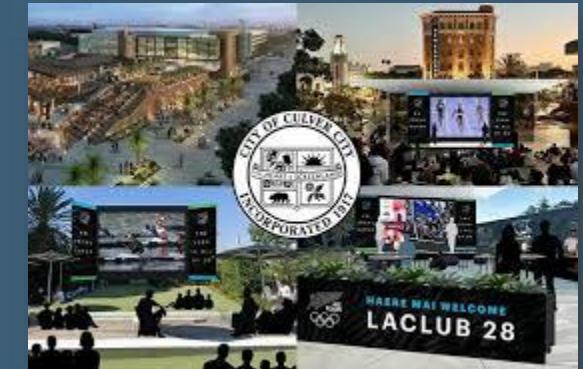


RESIDENTS

Games TDM Resource Guide – Partnerships

Potential Partners

- Cities
- Transit Agencies
- CTCs
- TMAs/TMOs
- BIDs
- Tourism Bureaus
- Chambers of Commerce
- Delivery Network Companies and Logistics Providers



Partnership Opportunities

- Open Streets Events
- Commuter Benefits
- Car Free Day
- Off-peak Deliveries



Partner-Driven Process

TDM Strategic Plans are developed through ongoing collaboration with regional and local partners.

Avenues for engagement include:



GME TDM Subcommittee



Regional Passenger & Freight TDM Forums



One-on-One Stakeholder Meetings



Focus Group Meetings



Partner Games Meetings

Regional Passenger and Freight TDM Forums

Forum Purpose



Serve as an advisory group



Promote coordination across jurisdictions and sectors



Leverage existing resources and identify new resources



Ensure alignment with local/regional/state goals



Prioritize ongoing evaluation and refinement

Meeting Structure

- Currently held on a quarterly basis
- Conducted in a hybrid format

Meeting Composition

- GME TDM Subcommittee
- Venue Cities
- Venue-adjacent Cities
- State/Regional Government
- CTCs
- Seaports
- Transit Providers
- Transportation Management Associations (TMAs)
- Airports
- Universities
- Tourism Bureaus
- Freight Industry and Business Organizations

1/1 Stakeholder Meetings

Venue Cities	Non-venue Cities	Regional Agencies	TMAs/TMOs	Universities	Airports & Ports	Freight Industry & Businesses
Arcadia	Beverly Hills	LA County	Anaheim	CSUDH	Hollywood	J.B. Hunt
Anaheim	Burbank	Long Beach Transit	Transportation	CSULB	Burbank	Sysco Corporation
Carson	Culver City	OCTA	Network	UCLA	John Wayne	CEVA Logistics
Industry*	Mission Viejo	RCTC	Burbank TMO	USC*	Long Beach	Knight-swift Trans
Inglewood	Pico Rivera	GCCOG	Fastlink DTLA		LAWA	Amazon
Long Beach	Santa Monica	SANDAG/NCTD/	IE Commuter		Ontario	FedEx
Pasadena	West	SDMTS	Playa District		Palm Springs	UPS
Pomona	Hollywood	SBCCOG	Commute		Port of LA	SHIPIT Logistics
San Clemente		SBCTA	Playa Vista		Port of LB	Denso
South El Monte		SCAQMD	Compass			Uber Freight
		SFVCOG	Santa Monica			Pacific Mountain
		SGVCOG	TMO			Logistics
		VCTC	Warner Connects			Walmart
		WRCOG	GoWeHo			Prologis
		WSCCOG	Go Glendale			Home Depot
		LOSSAN/Amtrak				Electreon
		Torrance Transit				

*Meeting pending

Established Forums

- Regional Council and Transportation Committee
- Regional Planning Working Groups. For example:
 - Regional Transit Technical Advisory Committee
 - Aviation Technical Advisory Committee
 - Safe and Active Streets Working Group
- Councils of Government convenings (e.g., SGVCOG Ad Hoc Olympic Committee)
- I-15 Economic Development Collaborative
- SANDAG Committees (e.g., Borders Committee)



Games TDM Strategy Timeline



2026

Plan & Engage

- TDM Strategic Plans
- TDM Toolbox
- Pilot Project Selection
- TMA/TMO Engagement



2027

Deploy & Support

- Pilot Project Implementation and Evaluation
- Regionwide TDM Resources
- Communications Campaign Deployment
- TMA/TMO Support



2028

Expand & Evaluate

- Expansion of Pilot and Permanent Projects
- Communications Campaign Deployment
- TMA/TMO Support
- Games TDM Legacy Evaluation Support

Games Transit Updates



Caltrans submitting GRN routes for CEQA in Mar 2026



Metro's updated GETS estimate is 1,747 buses; acquired 834



Metro's countywide BOL include Inglewood package, Broadway, Downtown LA package, Venice, Olympic, and Norwalk



Metro released the Open & Slow Streets Cycle 6 and 7 awards and is offering free promotional benefits for World Cup Transit-First Fan Zones



FIFA published a Community Activation Toolkit and Metro published the Special Event Transportation Industry Playbook



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/LA28>