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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, July 29, 2026
10:00 a.m. – 12:00 p.m.

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

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

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MEETING ONE CONFERENCE ROOM NUMBER: 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

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REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

AGENDA

Wednesday, July 29, 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

(Aubrey Smith, 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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**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, July 29, 2026**

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6.0	<u>ADJOURNMENT</u>		

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for October 28, 2026.

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

April 29, 2026

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:

Aubrey Smith (Chair)	Ventura County Transportation Commission
Jeremiah Bryant (Vice Chair)	Omnitrans
Geraldina Romo	Antelope Valley Transit Authority
Tyron Gunn	Beach Cities Transit
Alyssa Mendez	City of Commerce
Dana Pynn	City of Gardena
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
Alfredo Torales	City of Santa Monica Big Blue Bus
Ben Gonzales	City of Simi Valley
Randy Barragan	City of Riverside
David Richardson	City of Riverside
Joe Raquel	Foothill Transit
Cynthia Duque	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Chun Leung	Los Angeles Department of Transportation
Teresa Wong	Los Angeles Metro
Allison Higgins	Los Angeles Metro
Hector Guttierrez	Los Angeles Metro
Avital Shavit	Los Angeles Metro
Austin Phung	Long Beach Transit
Collin Mullaney	Metrolink
Darlene Gonzalez-Szabo	Metrolink
Michael Listschi	Metrolink
Alfredo Machuca	Montebello Bus Lines
Chris Wood	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Ivan Ulloa	Montebello Bus Lines

Regional Transit Technical Advisory Committee (RTTAC) – April 29, 2026

Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit
Alex Shippau	Omnitrans
Ben Nolen	Omnitrans
Jeremiah Bryant	Omnitrans
Youssef Kaddeche	Omnitrans
George Colangeli	Palo Verde Valley Transit Agency
Jennifer Nguyen	Riverside Transit Agency
Nick Echeverri	Santa Clarita Transit
Mona Babauta	SunLine Transit Agency
Luis Garcia	SunLine Transit
Kevin Khouri	Orange County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Joe Raquel	Riverside County Transportation Commission
Monica Morales	Riverside County Transportation Commission
Josh Lee	San Bernardino County Transportation Authority
Nancy Strickert	San Bernardino County Transportation Authority
Dana Curtis	Victor Valley Transit Authority
Rod Goldman	Victor Valley Transit Authority
Sylvia Harris	Victor Valley Transit Authority
Karen Herrera	Caltrans D7
Miya Edmonson	Caltrans D7
Samira Jafarnejad	Caltrans D7
Darleen Reyes	Caltrans D8
Lorna Foster	Caltrans D8
Seth Cutter	Caltrans D12
Evan Siroky	Caltrans
Mervin Acebo	Federal Transit Authority Region 9
Laura O'Neill	Cambridge Systematics
Lilly Shoup	Rebel Group
Lauren Gilbert	Rebel Group

SCAG Staff:

Priscilla Freduah-Agyemang	Alexis Murillo-Felix
Courtney Aguirre	Kevin Diep
Karl Fielding	Elizabeth Carvajal

1.0 CALL TO ORDER

Aubrey Smith, Ventura County Transportation Commission, 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 RECOGNITION OF PAST CHAIR AND INTRODUCTION OF NEW VICE CHAIR (*Aubrey Smith, Regional Transit TAC Chair*)

Priscilla Freduah-Agyemang, SCAG staff, recognized Jennifer Nguyen, past RTTAC Chair, for her service and leadership. She thanked her for her involvement in multiple initiatives relating to SCAG's work and supporting the transit agencies in the region. She introduced Ms. Nguyen to share her remarks.

Jennifer Nguyen, Riverside Transit Agency, shared her appreciations and acknowledgements as the past Chair and thanked SCAG staff for the support throughout her role.

Aubrey Smith, Chair, thanked Jennifer for her work and acknowledged her leadership. He then introduced Jeremiah Bryant, Omnitrans, as the new Vice Chair of the RTTAC. Mr. Bryant shared introductory remarks.

4.0 RECEIVE AND FILE

- 4.1 Minutes of the January 28, 2026, RTTAC Meeting
- 4.2 Transportation Trends Update
- 4.3 High Quality Transit Corridor (HQTC)/Major Transit Stop (MTS) Updates
- 4.4 TIRCP Cycle 8 Final Guidelines and Call for Projects
- 4.5 Mobile Source Air Production Review Committee (MRSC) Zero-Emission Transit Bus
- 4.6 Incentive Program
- FTA FY 2026 All Stations Safety Program
- 4.7 Metro Ready, SetGo Special Event Transportation Industry Playbook
- 4.8 Uber Transit Innovation Fund

Priscilla Freduah-Agyemang, SCAG staff, briefly reviewed the Receive and File items and invited members to explore the information and programs discussed.

Aubrey Smith, Chair, announced that item 6.1 would be moved ahead of the information items to accommodate the presenter's scheduling constraints.

5.0 INFORMATIONAL ITEMS

5.1 Transportation Management Area Certification

Mervin Acebo, Team Leader for the Office of Planning and Program Development at the Federal Transit Authority (FTA) Region 9, notified the committee that the Federal Highway Administration (FHWA) and the FTA are initiating a joint certification of the Transportation Management Area (TMA) for the SCAG region. This certification is required under statute, and it is mandated to be conducted for TMA areas (a region with a population of over 200,000 people).

Mr. Acebo shared that the review process will result in a joint certification by both FHWA and FTA and is a critical component for receiving federal funds within the region. The SCAG region was last certified in August of 2022, which means certification is due in August of 2026. The recertification team includes FHWA, FTA, Federal Lands and EPA, and Caltrans, and the respective MPOs. He briefly described the scope and methodology of the review, which is to ensure compliance with federal regulations and to document any challenges, successes and experiences related to the cooperative relationship between the MPO, state DOT and the public transit operators in the SCAG region.

Mr. Acebo then stated that the process includes a public comment period from May 1 to June 15. He shared an email link transit operators can use to send comments during the comment period and additional information to help FTA successfully document comments from the operators.

5.2 Transit Asset Management (TAM) TransAM Overview

Laura O'Neill, Director of Asset Management Products at Cambridge Systematics, provided an overview of the TAM TransAM web portal, an open-source data portal, which allows transit agencies to centrally manage assets from acquisition to disposition of inventory. She highlighted the ability of TransAM to quickly provide data necessary for TAM and National Transit Database (NTD) reporting.

Ms. O'Neill explained the various features of TransAM, including lifecycle management, bulk updates, and reporting. She described the reporting features that allow users to make customizable reports and save queries, as well as the ability for users to rerun reports frequently.

Ms. O'Neill then provided details on the NTD report generator, a close match to what the FTA requires for the NTD reporting forms. She shared that the report generator can create Excel templates that NTD modules such as the A15, A20, A30, A35, and A90 forms requires, and helps to track asset funding, budgets, as well as anticipated asset replacements. The in-built custom reporting allows generating reports that can be useful when staff turnover occurs, or when accessing data from previous years' reporting cycles.

Lastly, Ms. O'Neill shared her availability to meet one-on-one or provide technical assistance with TransAM through SCAG's current contract.

Aubrey Smith, Chair, noted that the information provided was very helpful and that VCTC is in the process of updating its TAM plan and will be reaching out to Ms. O'Neill.

Priscilla Freduah-Agyemang highlighted that, as Connect SoCal's transit targets development process begins, access to TransAM will be critical. She stated that agencies should confirm access and request training if needed sooner, to help reduce the pressure as deadlines get closer.

5.3 Metro/LADOT Mobility Wallet Update

Hector Gutierrez, Senior Manager at Metro's Office of Strategic Innovation, introduced Metro's Mobility Wallet and provided a description of how the program and the card work. Program participants can use \$1,800 for approved transportation modes, which are limited by merchant category codes for eligible uses. The team has conducted two phases of the pilot in focused areas in Los Angeles and throughout LA County.

Mr. Gutierrez highlighted that the program has been awarded \$25.2 million to date and the team is currently developing Phase Three of the program, which includes plans to increase the number of participants from 2,000 up to 10,000 participants. The program has received strong interest from the community and demonstrated how the wallet continues to support transportation needs of families across a variety of use cases.

Mr. Gutierrez shared program challenges including customer support demand, digital barriers, fraud, and data limitations. He also noted the team's considerations while developing Phase Three of the program, such as, changes to the subsidy amount or merchant codes that will allow greater utilization of the mobility wallet.

Aubrey Smith, Chair, asked about the utilization rate of the mobility wallet. He also asked if participants who use all their funding have an opportunity to request more funding during the pilot.

Mr. Gutierrez shared that during Phase One of the program participants were given \$150 a month with most participants using approximately \$100 a month and had 12 months to use the funds before they would be returned to the program. The small amount of funds that were not used were transferred to Phase Two. During Phase Two, funds were distributed in the full amount at the beginning of the program, allowing participants to purchase micromobility devices such as e-bikes. He also shared that over half the participants have used half of the funds by the midpoint of the program which indicated that some families were budgeting the money for later use.

Avital Shavit, LA Metro, added that transit agencies are familiar with closed-loop payments but have less experience with open-loop payments. She emphasized that they worked with

other agencies working on mobility wallets including Portland and Oakland to put together a scope of work and RFP that other agencies will be able to use for mobility wallets or other mobility incentives. Ms. Shavit shared that agencies interested in learning more can join their brain trust where support is provided and ideas are shared.

Priscilla Freduah-Agyemang thanked Ms. Shavit for sharing more about the brain trust and noted that agencies can learn more about mobility wallets through the initiative. Ms. Freduah-Agyemang then asked about the emergency wallets that were distributed after the Palisades and Altadena fires and inquired about their intended use. She also asked how bundling the Metro LIFE program and the Mobility Wallet work for participants.

Mr. Gutierrez shared that to support families affected by the fires, the team reviewed the program's waitlist and contacted waitlisted participants living in impacted areas. These participants received the same mobility wallet benefit of \$900 over nine months.

Mr. Gutierrez also noted that 30% of the participants in the mobility wallet program were already enrolled in the Low-Income Fare is Easy Program (LIFE). He explained that while the LIFE program provides 20 free transit rides per month, the Mobility Wallet expanded participants' access to additional transportation options. Looking ahead, Mr. Gutierrez shared that the team is excited about the potential to further integrate these programs through an open-loop payment system.

Ms. Shavit added that the open-loop system was scheduled to launch in May and agreed that they are excited about the synergies between these projects and programs. She introduced Lilly Shoup and asked her to share her resources on open-loop payment systems based on their work with Caltrans through California Integrated Travel Program (Cal-ITP).

Lilly Shoup, Rebel, added links to guides in the meeting chat which discusses resources available to provide pre-paid cards as a solution for providing mobility benefits. She shared that the second resource is a guide to creating mobility wallet programs. She also noted that the resources were created by Caltrans to help agencies navigate options and details when developing Mobility Wallet programs.

5.4 Observations from 2026 Winter Olympic Games in Milan

Michael Litschi, Director of Special Projects at Metrolink, shared that he participated in a large observer program at the 2026 Winter Olympic Games in Milan, that included various local and regional agencies related to LA28 games preparation. He stated that rail coordination and authority in Milan operates similar to Los Angeles with urban transit, regional rail, and intercity rail operating under separate agencies.

Mr. Litschi noted the differences between Metrolink's rail service and Milan regional rail service. He then highlighted the changes that Trenord (in Milan) and ATM made by extending service from midnight to 2 a.m. and increased hourly headways to 30-minute

headways. He explained how Milan incorporated a central transportation operations center for all major agencies and organizers into one operation center.

Mr. Litschi shared his experiences with signage and wayfinding, and commented that Milan could have leveraged bright colors and large signages to further support this. He noted some challenges with Milan's wayfinding that could be improved, including incomprehensible maps, small floor signage, and broken digital signage. He then shared that contactless payment worked well on the Milan Metro system but caused confusion since it was not implemented on the regional rail system. He discussed the successes of metering crowd flows within metro stations and outside venues, which helped manage crowd flow. Some key takeaways included the inconsistent wayfinding signage at stations, Google Maps used as best transit navigation tool, good connections between rail and venue shuttles and frequent headways. Finally, he noted that while there were many volunteers at venues, they were not present at rail stations, and security screenings were inconsistent.

Aubrey Smith, Chair, asked about current planning efforts regarding regional rail stations throughout the SCAG region and what partnerships are currently in place for regional transportation during the LA28 Games.

Mr. Litschi responded that currently there are no concrete partnerships with cities with regional rail stations because they are currently working on travel demand modeling in partnership with LA Metro. The modeling will help clarify where the demand will come from and support the ability to establish partnerships with cities and respective agencies. He added that Metrolink is creating a station toolkit that will include ideas that cities can use to support accessibility during the games. He agreed that agreements will need to be in place with cities to leverage station areas to their maximum potential for the games.

Priscilla Freduah-Agyemang asked whether Mr. Listchi had witnessed private-public partnership between rideshare providers and public transit agencies. She also asked about the safety conditions between day and night at transit facilities and whether there are any opportunities for safety to be improved during LA28.

Mr. Listchi shared that rideshare was limited and there was only premium service offered during his visit. He highlighted the need for rideshare companies to inform drivers of acceptable areas to drop off passengers. He shared that during his Milan experience, passengers were dropped off in secure areas that were difficult to navigate through to other areas. He also noted that he did not have any issues with safety personally and shared that the system was safe during his visit. The subway and the regional rail in Milan had security cameras everywhere that made people feel comfortable and safe. He explained Metrolink does not currently have cameras on the trains, however, the agency is seeking funding to implement them in future, though timelines may not make this possible before LA28.

5.5 Cal-ITP Updates

Lily Shoup, Rebel Group, explained that transit and rail are the backbone of integrated mobility solutions, and these services require digital infrastructure to meet the needs of consumer demand. Caltrans has begun supporting the digital infrastructure of transit by providing standardized data structures and resources at the state level.

Evan Siroky, Caltrans, discussed the successes of Cal-ITP, stating the role of Cal-ITP in providing support for General Transit Feed Specification (GTFS) creation and validation, as well as enabling contactless payments and automating discounts through mobility wallets. Caltrans intends to remove obstacles and provide resources for agencies statewide to adopt mobility wallets and other new practices.

Ms. Shoup highlighted a Cal-ITP intervention in partnership with Rebel Group called the Business Case Project that explored the marketplace for transit technologies and identified tools that Caltrans could provide to agencies across California. The project team identified the needs and challenges of agencies within California and analyzed the market conditions surrounding these needs, assessing whether the existing market conditions were deficient, efficient, or could be supported by ongoing state projects.

Ms. Gilbert, Rebel Group, highlighted that the general recommendations from their analysis were to develop standard performance metrics and standard data. She noted the importance of standardization in coordination and reporting between agencies and the state. She also stated that the state could play various roles in supporting market inefficiencies through four general roles: standardization, technical support, coordination, and procurement and contracting.

Ms. Gilbert then discussed the case studies Rebel and Cal-ITP are working to improve connectivity and to ensure that gaps in cellular service are covered by statewide data plans allowing affordable data plans for rural agencies. She also discussed GTFS Realtime, highlighting the three MSAs (Master Service Agreements) that allow agencies to purchase GTFS Realtime services without conducting extensive procurement.

Mr. Siroky shared more details about the data collection and procurement processes related to GTFS Realtime. He highlighted the support Cal-ITP has provided, including dashboards created, using data from GTFS Realtime, that show how customers are paying fares, and speed maps of transit routes that show transit speeds on roadways.

6.0 STAFF REPORT

6.1 SB79 Update

Elizabeth Carvajal, Deputy Director at SCAG, provided an update on SCAG's work on creating official maps for the SB 79 legislation. She explained that SCAG's key next step is holding a key information meeting with impacted jurisdictions and operators in areas

affected by SB 79, which are all located in Los Angeles County. She shared that the meeting would occur in approximately one month following this update. Ms. Carvajal then explained that SCAG will be taking the completed SB 79 map to its Regional Council for approval prior to the July 1st, 2026, effective date.

6.2 Innovative Clean Transit Regional Assessment Study Updates

Priscilla Freduah-Agyemang, SCAG, explained that SCAG is in the process of finalizing the Innovative Clean Transit (ICT) Regional Assessment Study. She briefly explained the Implementation Action Plan, which identifies processes for agencies and stakeholders to meet the state's 2040 goals. The Implementation Action Plan includes support for technology, workforce development, and zero emission bus (ZEB) deployment.

She also shared that SCAG would welcome one-on-one interviews as well as written feedback via email during this review phase to ensure all members can submit feedback before the final report is published.

Karl Fielding, Planning Supervisor at SCAG, added that staff will be coordinating with the RTTAC later this spring and summer for a review of the ICT draft Final Report prior to finalizing and publishing.

6.3 Connect SoCal Updates

Priscilla Freduah-Agyemang, SCAG, explained that SCAG's joint policy committee met on April 9th for a major update on the development of Connect SoCal 2050 where staff presented the initial analysis indicating slower population growth that may have implications for travel patterns, economic activity, and transportation funding. SCAG staff also summarized findings from the 2026 State of the Region Report, which documented baseline conditions in the region and identified emergent issues and future regional planning needs. Ms. Freduah-Agyemang then shared that SCAG staff presented the Connect SoCal draft policy development framework outlining key policy updates.

She also confirmed that the Regional Council approved the local data exchange and forecasted development pattern guidance principles, officially launching the Local Data Exchange (LDX) process for Connect SoCal 2050. As a result, one-on-one meetings with jurisdictions have begun and all feedback is due by November 23rd, 2026. She shared that the Technical Working Group (TWG) meeting will be held monthly and will bring together representatives across the region to share best practices and inform regional strategies. The next meeting is scheduled for May 12th at 10 a.m.

6.3 High Quality Transit Corridor (HQTC)/Major Transit Stop (MTS) Updates

Alexis Murillo Felix, Senior Regional Planner at SCAG, provided an update about the High Quality Transit Corridor (HQTC) and Major Transit Stop Interactive Map (MTS). She stated that AB 297 and AB 2553 require that SCAG update both the HQTC and MTS methodology

and maps. Department of Housing and Community Development (HCD) issued guidance on AB 297, which SCAG has implemented into the approach to ensure consistency with both the statute and guidance issued by the HCD.

Ms. Murillo Felix shared that the updates resulted in including eligible Amtrak rail stations and ferry terminals in Long Beach. As well as applying the 20-minute threshold for major transit stops and maintaining the existing 15-minute standard for HQTCs. These changes have been available in the updated maps since March 2026.

She stated that moving forward SCAG will be kicking off the Connect SoCal 2050 HQTC and MTS updates. She will be reaching out in late May to coordinate one-on-one meetings with transit operators through the summer and with county transportation commissions between mid-August and September.

7.0 ADJOURNMENT

Aubrey Smith, Chair, adjourned the meeting at 11:53 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.2
July 29, 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 Notice of Withdrawal of Guidance
for Circular 4704.1A

SUMMARY:

From: <https://www.federalregister.gov/documents/2026/05/20/2026-10103/notice-of-withdrawal-of-guidance-circular-47041a>

On May 20, 2026, The Federal Transit Administration (FTA) published Federal Register Notice 2026-10103 withdrawing Circular 4704.1A, "Equal Employment Opportunity (EEO) Requirements and Guidelines for Federal Transit Administration Recipients," which provided guidance to FTA recipients on requirements regarding external EEO programs.

This action removes a significant administrative burden for many large transit recipients by eliminating the requirement to submit comprehensive EEO program plans and documentation to the FTA for review and approval as well as FTA oversight through the Comprehensive Oversight Review process.

The withdrawal only affects transit recipients' EEO reporting requirements to FTA; it does not change the underlying obligation to comply with all applicable federal nondiscrimination requirements, including those under Titles VI and VII of the Civil Rights Act and other applicable statutes.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.3
July 29, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Transit Asset Management (TAM) Dear Colleague Letter

SUMMARY:

From: <https://www.transit.dot.gov/regulations-and-programs/dear-colleague-letters/tam-plan-update-requirement-0>

On June 16, 2026, The Federal Transit Administration (FTA) issued a Dear Colleague Letter regarding Transit Asset Management (TAM) plan update deadline of October 1, 2026. The TAM Final Rule requires FTA grant recipients to update their TAM plans at least once every four years.

The Dear Colleague letter serves to remind Accountable Executives (Chief Executive Officers and General Managers) of their responsibility to ensure TAM plans that were developed to comply with the original rule are updated by October 1, 2026.

FTA has observed a steady increase in the percentage of revenue vehicles not in a state of good repair since 2023, which underscores a growing concern that revenue vehicles are the backbone of the nation's transit systems, and inadequate maintenance can reduce safety, effectiveness, and public confidence. FTA further notes that through the implementation of strategic approaches including monitoring, maintaining, and replacing transit assets, as identified in approved TAM plans, agencies can reduce their state of good repair backlog.



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
July 29, 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) Proposes Updates,
Clarifications, and Streamlining to Bus Testing Regulation

SUMMARY:

From: <https://content.govdelivery.com/accounts/USDOTFTA/bulletins/41dd5dc>

On Friday, June 26, 2026, FTA published a Notice of Proposed Rulemaking (NPRM) seeking public comments on proposed updates to its Bus Testing Regulation, 49 CFR Part 665. Building on best practices and significant experience, FTA is proposing these updates to streamline and improve the Bus Testing Program, while ensuring the safety and quality of FTA-funded buses. Some of the proposed changes would increase the rigor of testing to address gaps, while others would relax certain program requirements to reduce the regulatory burden while still ensuring vehicle safety and reliability.

The NPRM also includes a request for information to help FTA identify and assess potential future changes to propose to the regulation, and to help FTA determine whether new or modified testing protocols are needed for testing buses featuring emerging advanced technologies.

Comments on the current NPRM must be submitted to the docket by August 25, 2026. Comments must be submitted by visiting the Federal eRulemaking Portal at [Regulations.gov](https://www.regulations.gov). The applicable DOT Docket ID Number FTA-2024-0012 must be referenced.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
July 29, 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) Notice of Funding
Opportunity to Help Connect People to Health Care and Other
Critical Services

SUMMARY:

From: <https://content.govdelivery.com/accounts/USDOTFTA/bulletins/41fbe52>

On July 9, 2026, the Federal Transit Administration (FTA) announced the Notice of Funding Opportunity to apply for \$12 million in competitive grant funding to support transit services for the FY 2026 Innovative Coordinated Access and Mobility Pilot Program (ICAM). The ICAM program helps make transportation more accessible for people with disabilities and families.

Instructions for applying are available on FTA's Website. Complete proposals must be submitted electronically through the Grants.gov by September 9, 2026.



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
July 29, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Low Carbon Fuel Standard (LCFS) for Transit Agencies Webinar

SUMMARY:

The California Air Resources Board (CARB) invites you to attend the LCFS for Transit Agencies Webinar, which will review the basics of the Low Carbon Fuel Standard (LCFS), credit generation opportunities, reporting requirements and guidance, and the 2025 updates to the regulation. Credits generated through the LCFS may help provide an additional revenue stream for transit agencies pursuing lower-carbon and renewable fuel options for their fleets. This webinar is a resource for transit operators looking to better understand how fuel pathway and infrastructure credits are earned, as well as reporting requirements and verification. The webinar will include time for questions and answers with CARB staff.

The webinar will be held on Tuesday, August 4, 2026, from 10:00 a.m. to noon. Presentation and recording will be posted on the [Innovative Clean Transit regulation](#) website afterwards. Registration is available at https://us06web.zoom.us/webinar/register/WN_waxpjj6ITx2LUOMnHTP6Zg.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.7
July 29, 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's (FTA) New Dashboard to Make
Public Transit Safety and Performance More Transparent for
Commuters

SUMMARY:

From: <https://www.transit.dot.gov/about/news/trumps-transportation-department-launches-new-dashboard-make-public-transit-safety-and>

On July 23, 2026, FTA launched a new [online data tool](#), which was designed to make it easier for Americans to access safety, security, and performance data for public transit systems nationwide.

The new online tool, [Transit Moves America](#), uses existing data FTA collects through the [National Transit Database](#) to provide a better snapshot of transit systems' safety and security, accessibility, and system reliability.

Key features of the tool are:

- Safety and security related data will be refreshed monthly
- Accessibility and efficiency data will be updated annually
- National averages related to safety and security data will be available as well as metrics for individual transit agencies
- Data will be customized to reflect conditions on bus systems and train systems
- Operating costs per passenger trip are available for the 25 largest urban areas in the nation

The release of this new online tool accompanies a [Request for Information \(RFI\)](#) issued in June, soliciting input from the transit industry and the public about how to assess the quality of public transportation service across five areas: safety and security; cleanliness; universal accessibility; real-time service data; and system reliability.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.8
July 29, 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) Notice of Funding
Opportunity to Modernize U.S. Bus Infrastructure

SUMMARY:

From: <https://www.transit.dot.gov/notices-funding/fy-2026-notice-funding-opportunity-grants-buses-and-bus-facilities-infrastructure>

On July 27, 2026, the FTA announced the opportunity to apply for \$610 million in competitive grant funding to support state and local efforts to buy buses; build bus facilities; and support workforce development through the FY 2026 Grants for Buses and Bus Facilities Infrastructure Programs.

The Notice of Funding Opportunity provides funding through these programs:

- FTA's [Grants for Buses and Bus Facilities Program](#) supports transit agencies in buying and rehabilitating buses and vans and building bus-related facilities.
- FTA's [Low or No Emission Program](#) makes funding available to help transit agencies buy or lease U.S.-built low- or no-emission vehicles, including related equipment or facilities.

Instructions for applying can be found on the FTA website. Complete proposals must be submitted electronically through the Grants.gov "Apply" function by September 21, 2026.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.9
July 29, 2026

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Southern California Association of Governments' (SCAG) August
Toolbox Tuesday Session: Advancing Clean Transit Through
Innovative Tools and Strategies

SUMMARY:

From: <https://scag.ca.gov/advancing-clean-transit-through-innovative-tools-and-strategies>

On August 18, 2026, from 1:00pm - 2:30pm, SCAG will host a Toolbox Tuesday to explore practical strategies and best practices for transitioning Southern California transit systems to zero-emission technologies.

This Toolbox Tuesday will introduce SCAG's new regional toolkit from the "Innovative Clean Transit Regional Assessment Study", as well as resources from the California Air Resources Board (CARB) and the California Department of Transportation (Caltrans), and lessons learned from transit operators across the SCAG region who have implemented zero-emission buses. Speakers include representatives from SCAG, CARB, Caltrans, the SunLine Transit Agency, OCTA and the Antelope Valley Transit Authority.

SCAG's new toolkit provides practical guidance for transit agencies to plan, procure, deploy, and operate zero-emission buses and supporting infrastructure. The toolkit also translates complex technical, operational, and organizational considerations into more accessible formats, including step-by-step guides, templates, decision-support tools, and fact sheets. These resources can help agencies make informed decisions throughout the project lifecycle while considering cost, scalability, and operational needs.

[Register](#) to attend the informative session.



Executive Order N-7-26

Transit Executive Order Briefing



Defining the Challenge

\$11.5B

invested in transit through TIRCP

\$5.1 B

Directed for Operations (or capital) via SB125

TTTF Final Report

Delivered late 2025

Operations Crisis

Significant structural deficits facing transit agencies

The Task Force diagnosis

- Transit systems face compounding revenue, ridership, and project delivery challenges
- A core theme: leverage state capacity to streamline design and delivery of public transportation



Meeting the Moment



Direct recipient for Section 5307

Caltrans offers to receive federal urbanized-area formula funds for cities that opt in.



Delivery muscle for local agencies

BRT and bus-only lane assistance on the state highway system, plus a new Statewide Active Transportation Delivery Support Team.



Transit belongs on the state highway system

Design guidance, standard plans, specs, and permitting procedures for transit infrastructure, complete within one year.



Faster Project Delivery

SB 71

Caltrans reports to CalSTA, with local partners, on how the new CEQA changes will be used to expedite transit projects.

Federal NEPA assignment

Caltrans begins the process of obtaining a NEPA assignment from USDOT and FTA to expedite transit and commuter rail delivery.

Leverage the FRA delegation

CalSTA leverages CHSRA's FRA NEPA delegation for State Rail Plan projects, with programmatic reviews where possible.



Streamlining Discretionary State Funding

Real-time dashboards

Applications, awards, funds remaining, contract and invoice processing times for every program.

Grantee Support

A grants CRM so agencies get streamlined, coordinated communication from a single source.

Guidelines updates

TIRCP, SCCP, ATP, and LPP updated to support transit priority and first/last-mile projects.

Toll revenue for transit

Guidance with the CTC on steering excess toll and managed-lane revenue to unmet transit needs.

Housing-transit link

Funding criteria and faster award processing for projects in Pro-Housing jurisdictions (with HCD).



Immediate Next Steps

Jun 26, 2026

Order signed

Jan 2027

Administration transition:
progress must be
institutionalized by now

Six 120-day
deliverables due
Oct 23, 2026;
design-guidance
work underway



Immediate Next Steps

1

First key deadline is late October 23, 2026 (120 days after EO Signing) - Six deliverables land:

1. Develop a statewide list of transit priority projects

4. Report how recent CEQA changes will expedite transit projects

2. Establish Caltrans as a Mobility Manager

5. Future State Transit Plans will adopt a service-led planning approach aligned w/ State Rail Plan

3. Caltrans offers to receive federal 5307 funds for cities that opt in

6. Establish a Statewide Active Transportation Delivery Support Team

2

Coordinate with Caltrans to identify a primary point of contact, specific staff resources, and focus on first deliverables within 120 days

3

CalSTA sets the pace for the remaining 16 items.



Questions?



Caltrans District Transit Plans

Overview and Progress Updates

SCAG Regional Transit TAC



July 2026

steer

Agenda

- Scope and Purpose
- Needs Assessment Overview
- Phase 2 Engagement Strategy Overview
- Next Steps

District Transit Plans Scope/Purpose

Project Details:

- February 2025 – February 2027
- Covers 11 Districts
- Lead: Steer
- Supporting: ARUP, MIG, & TMD

Purpose: *Identify and prioritize transit infrastructure needs on the State Transportation Network and position district-specific needs for funding and implementation.*

Needs Assessment Overview



Needs Assessment – Approach

Prioritize Needs



1. Technical Score

- Consistent statewide
- Based on Needs Assessment Criteria
- Measured using Statewide Transit Database
- Used to inform SHOPP priorities



2. District Plan Priorities

- Tailored to each district
- Founded on technical scores
- Informed by partner input (map-based survey)
- Can be addressed through various funding sources

Needs Assessment Criteria

Prioritize Needs



Transit Priority (Segment)

#	Criteria (There is a Need if...)
1	High Transit Speed Variability
2	Slow Transit Speeds
3	Poor Road Quality
4	Presence of Disadvantaged Communities
5	Unmet Transit Demand

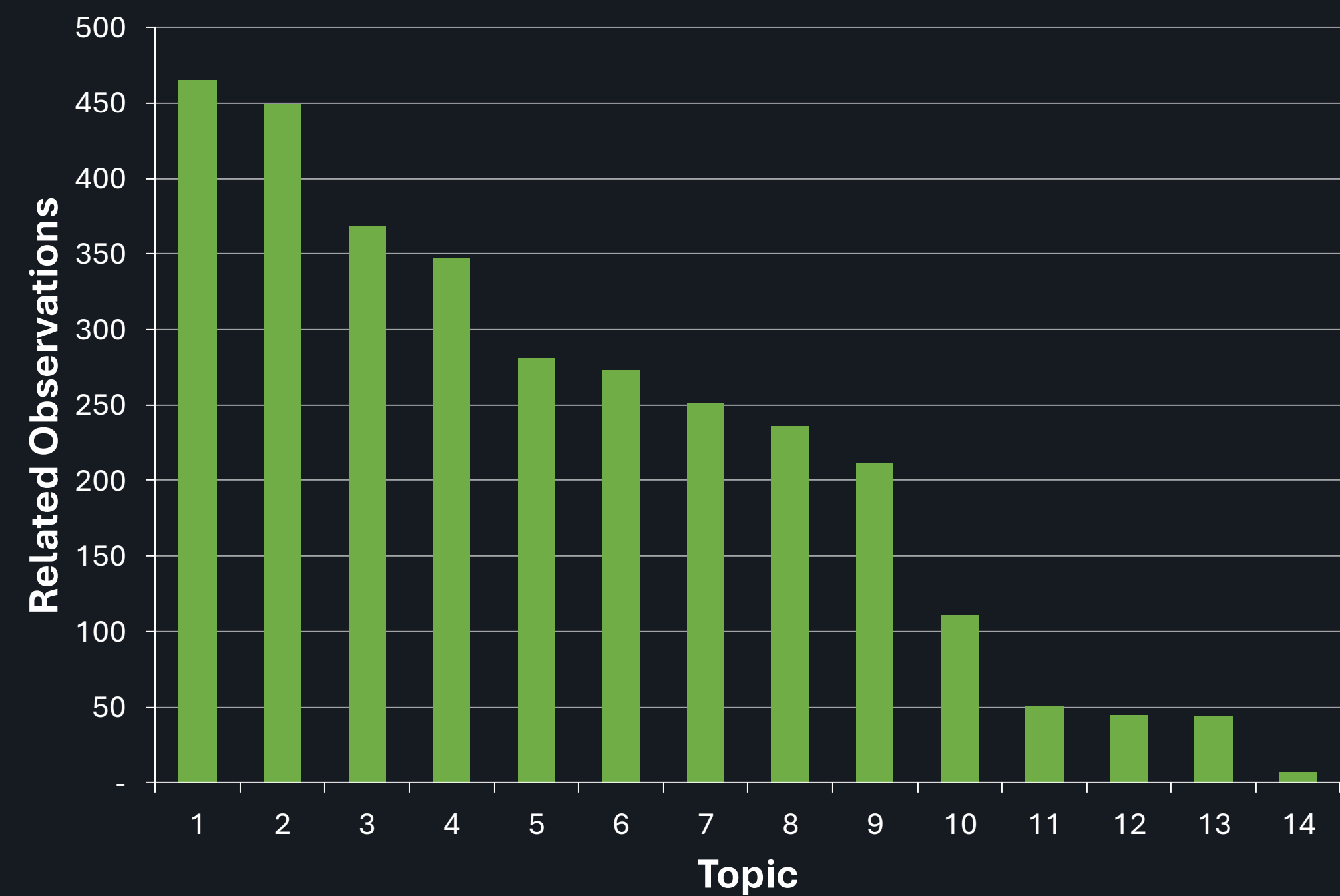


Transit Access (Stop)

#	Criteria (There is a need if...)
1	Collisions near Transit Stops
2	Limited First/Last Mile Access
3	Connection to Rail/Key Transit Stops
4	Supportive Multimodal Connectivity
5	Limited ADA Access
6	Poor weather conditions
7	Presence of Disadvantaged Communities
8	Unmet Transit Demand

Fall 2025 – Engagement Findings

2. District Plan Priorities



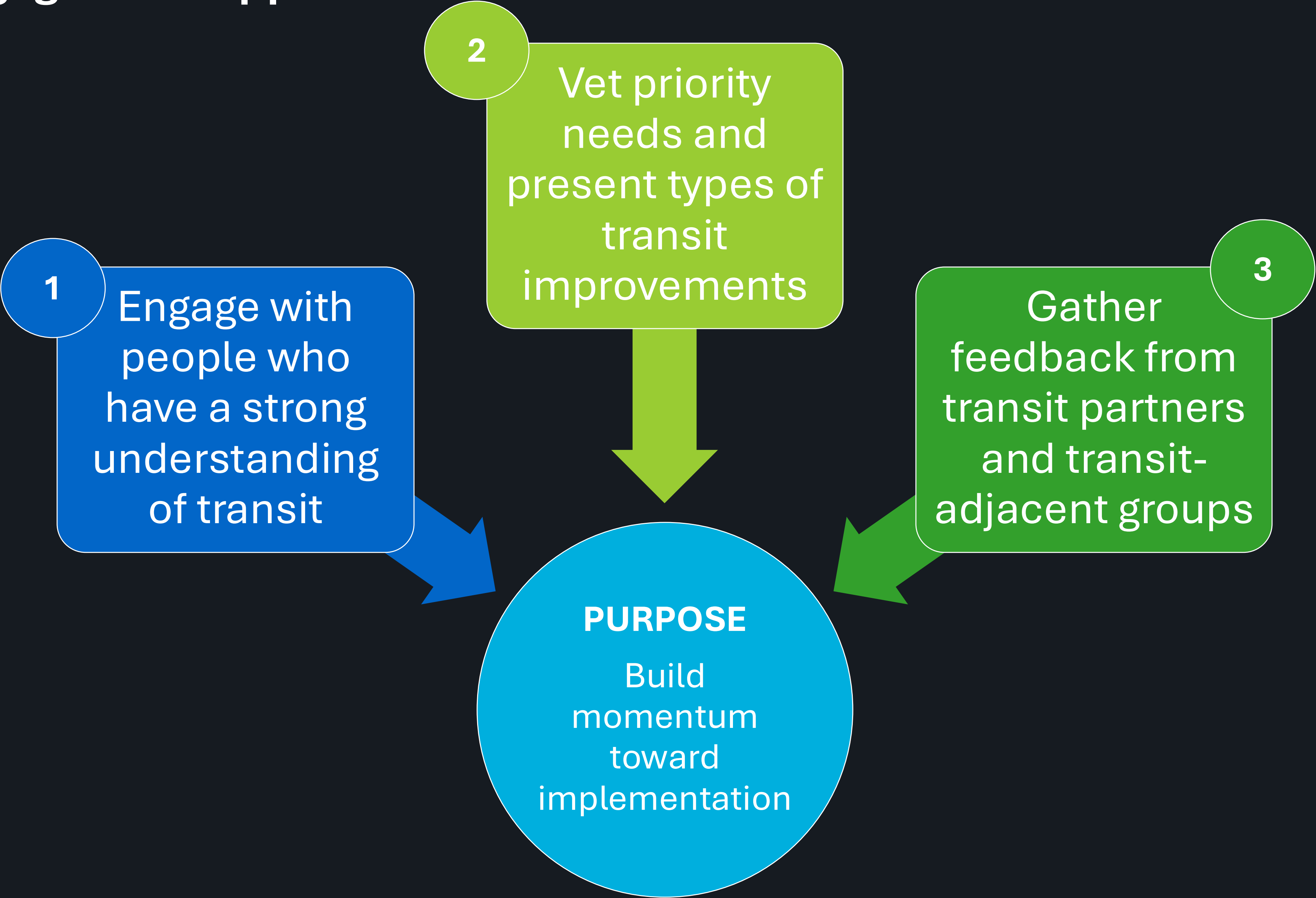
Number	Topic
1	Limited First/Last Mile Access
2	Limited ADA Access
3	Poor Weather Conditions
4	Poor Lighting*
5	Slow Transit Speed
6	Signage and Wayfinding*
7	Connection to Rail Key Transit Stops
8	Inadequate Stop Spacing or Location*
9	Collisions near Transit Stops
10	Electric EV or Alt. Fuel*
11	Disaster Evacuation Climate Change*
12	Poor Road Quality
13	Unmet Transit Demand
14	Presence of Disadvantaged Communities

*Not covered in technical score

Phase 2 Engagement



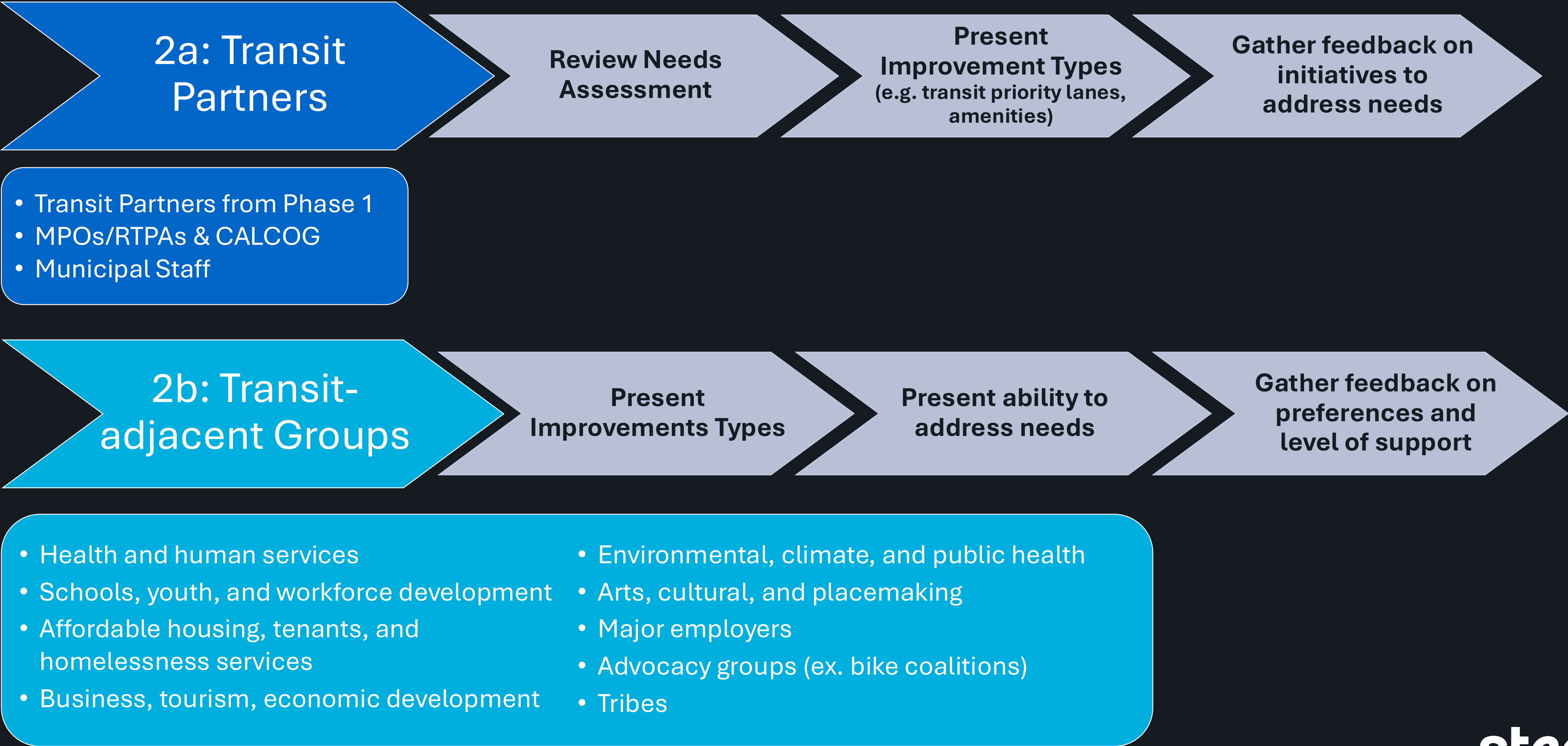
Phase 2 Engagement Approach



Phase 2a and 2b

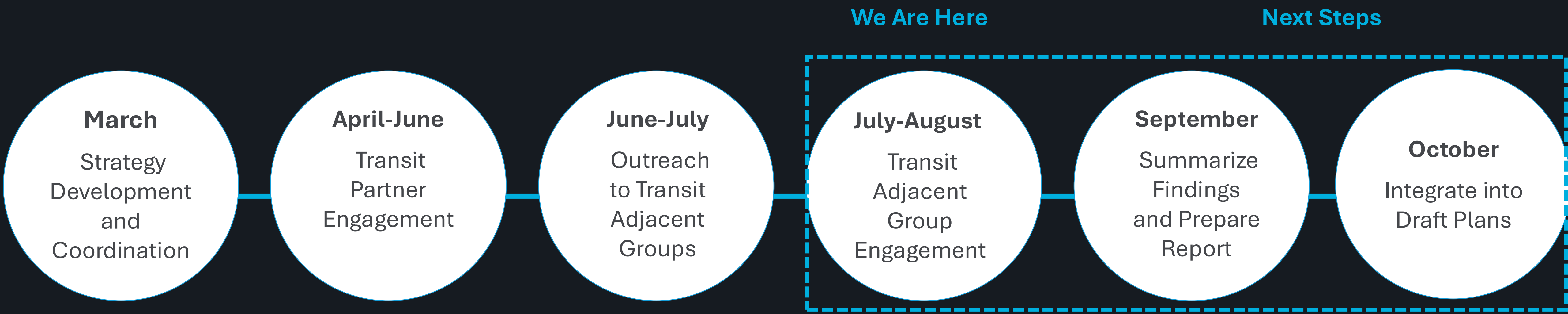


Phase 2a and 2b



Tier	Technical Scores	Partner Verification
TIER 1 High Need	Identified as high need in the technical analysis, with some segments or stops scoring above the 90th percentile	Need confirmed by transit partners through the engagement process
TIER 2 Medium Need	Identified as medium need in the technical analysis (predominantly at or above the 80th percentile), OR not identified in the technical analysis	Need verified by transit partners, OR raised as a priority need by partners where technical data does not capture local context

Phase 2 Timeline - 2026



Questions?

HQ Points of Contact:

Audrey Ogden – District Transit Plans Contract Manager
Audrey.ogden@dot.ca.gov

Jessica Downing – Office of Transit Planning
Jessica.downing@dot.ca.gov

District Points of Contact:

D7: Karen Herrera

Karen.herrera@dot.ca.gov

D8: Darleen Mendez

Darleen.mendez@dot.ca.gov

D11: Alyssa Ahn

Alyssa.ahn@dot.ca.gov



Bus Stop Safety and Accessibility Plan (BSSAP)

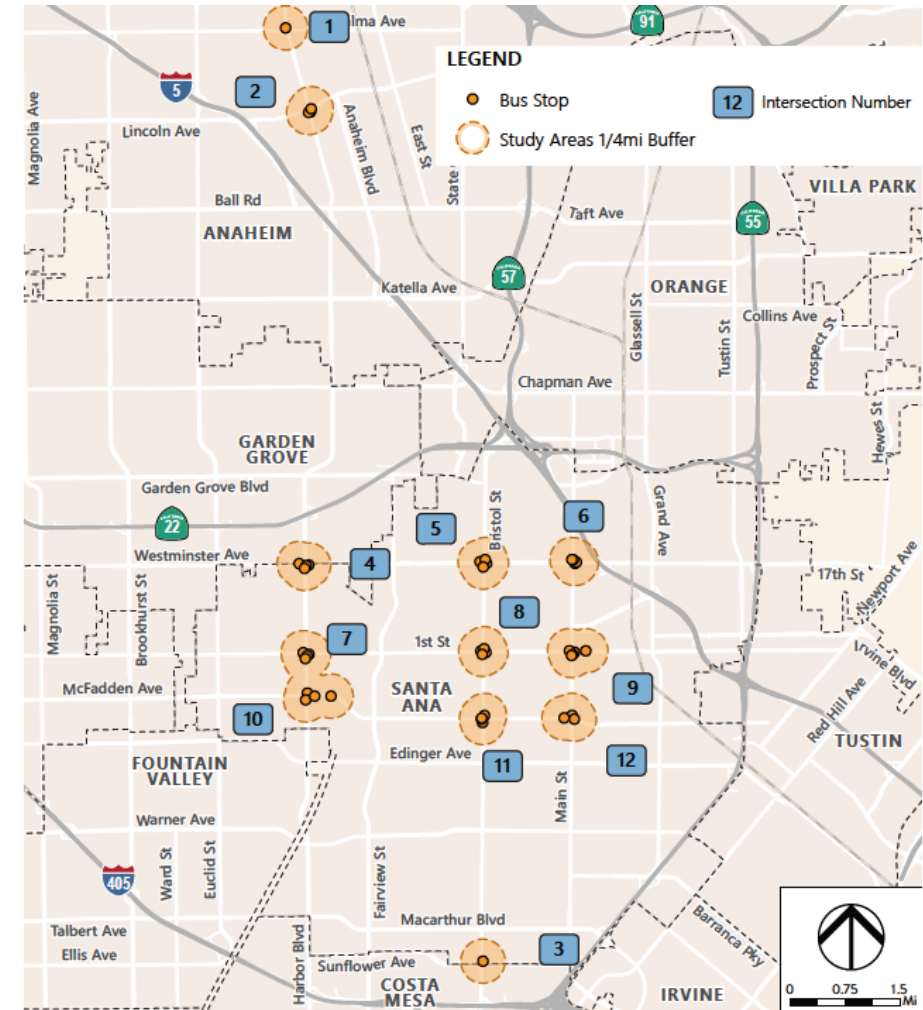
Transit Committee

May 14, 2026



Background

- The BSSAP identified safety and access improvements serving 41 OC Bus stops in Orange County.
- Project goals focus on improving pedestrian safety and reducing severe injuries and fatalities, advancing equitable access for underserved populations, and supporting sustainable mobility.
- The BSSAP positions participating agencies to pursue funding for implementation.





Study Areas

- Selected based on highest ridership and no overlapping OCTA projects
- 12 street intersections across Anaheim, Costa Mesa, Garden Grove, and Santa Ana
- ¼-mile study areas around each intersection
- 12,538 total daily boardings

#	INTERSECTION NAME	DAILY BOARDINGS	JURISDICTION
1	Harbor Blvd / La Palma Ave	307	Anaheim
2	Harbor Blvd / Lincoln Ave	711	Anaheim
3	Bristol St / Sunflower Ave	314	Santa Ana / Costa Mesa
4	Harbor Blvd / Westminster Ave	1,164	Santa Ana / Garden Grove
5	Bristol St / 17th St	1,487	Santa Ana
6	Main St / 17th St	1,363	Santa Ana
7	Harbor Blvd / 1st St	1,238	Santa Ana
8	Bristol St / 1st St	1,216	Santa Ana
9	Main St / 1st St	1,388	Santa Ana
10	Harbor Blvd / McFadden Ave	1,069	Santa Ana
11	Bristol St / McFadden Ave	1,496	Santa Ana
12	Main St / McFadden Ave	785	Santa Ana
Total		12,538	

Project Development Process

- **Technical Analysis:** Data-driven safety, equity, and access analysis
- **Community Engagement:** Digital and in-person outreach activities
- **Recommendations:** Toolkit and intersection-level improvements (30% design and cost estimates)
- **Implementation:** Project prioritization and funding strategy





Existing Conditions

- Study areas are on major arterials; several locations exceed 150,000 vehicles/day
- 176 pedestrian-or-bicycle involved collisions within ¼ mile of study intersections, including 30 fatal or severe injuries
- Many study areas fall within disadvantaged communities

#	STUDY INTERSECTION	TOTAL PEDESTRIAN & BICYCLE COLLISIONS	
		PED	BIKE
1	Harbor Blvd / La Palma Ave	3	3
2	Harbor Blvd / Lincoln Ave	7	9
3	Bristol St / Sunflower Ave	5	0
4	Harbor Blvd / Westminster Ave	0	4
5	Bristol St / 17th St	10	6
6	Main St / 17th St	10	5
7	Harbor Blvd / 1st St	6	3
8	Bristol St / 1st St	13	9
9	Main St / 1st St	7	6
10	Harbor Blvd / McFadden Ave	15	9
11	Bristol St / McFadden Ave	23	10
12	Main St / McFadden Ave	6	7
Total		105	71

Activities

- 12 Community Walk Audits
- 3 Technical Advisory Committee Meetings
- 3 Community Advisory Group Meetings
- 3 Community Workshops
- 1 Project Survey
- 1 Pop-up Go Human Demonstration Event

Outcomes

- 115 Walk Audit Participants
- 164 Walk Audits Forms
- 152 Project Surveys
- 188 Workshop Participants



What We Heard

- Lighting Concerns (dark waiting areas, crosswalk visibility, shelter lights)
- Accessibility Barriers (sidewalk condition/obstructions; curb ramps/ADA needs)
- Shelter and Seating; need for shade/weather protection
- Cleanliness and Maintenance issues (trash, graffiti, perceptions of safety at stops)
- Safety and traffic conditions (crossing time, speed/turn conflicts, crosswalk quality)



Recommendations

- High-visibility crosswalks and enhanced pedestrian crossing treatments
- ADA-compliant curb ramps and widened or repaired sidewalks
- Pedestrian-scale lighting and supplemental crossing illumination
- Bus stop shelters, seating, shade, and real-time transit information
- Traffic calming features such as curb extensions, lane narrowing, and hardened centerlines





Project Prioritization

Criteria and Weighting

- Collision History – 25%
- Network Connectivity – 20%
- Proximity to Key Destinations – 20%
- Benefits to Underserved Communities – 10%
- Safety and Security - 10%
- Transit Ridership – 7.5%
- Readiness for Implementation - 7.5%

PROJECT/ STUDY INTERSECTION	TOTAL SCORE	RANK
City of Anaheim		
Harbor Blvd/ Lincoln Ave	54.4	1
Harbor Blvd/ La Palma Ave	40.4	2
City of Santa Ana		
Bristol St/ McFadden Ave	80.1	1
Bristol St/ 1st St	74.8	2
Bristol St/ 17th St	72.3	3
Main St/ 17th St	71.5	4
Harbor Blvd/ McFadden Ave	69.4	5
Main St/ 1st St	55.8	6
Harbor Blvd/ Westminster Ave	52.5	7
Harbor Blvd/ 1st St	48.9	8
Main St/ McFadden Ave	47.7	9
Bristol St/ Sunflower Ave	28.6	10



Cost Estimates

#	STUDY INTERSECTION	TYPE OF PROJECT COST				
		Project Approval and Environmental Document (PA&ED)	Plans, Specifications and Estimates (PS&E)	Right of Way (ROW)	Construction (CON)	Total Project Cost
1	Harbor Blvd / La Palma Ave	\$94,960	\$201,790	\$270,000	\$1,365,050	\$1,931,800
2	Harbor Blvd / Lincoln Ave	\$128,470	\$272,999	\$270,000	\$1,846,756	\$2,518,225
3	Bristol St / Sunflower Ave	\$39,099	\$83,084	\$270,000	\$562,041	\$954,224
4	Harbor Blvd / Westminster Ave	\$46,479	\$98,768	\$270,000	\$668,136	\$1,083,383
5	Bristol St / 17th St	\$95,567	\$203,079	\$270,000	\$1,373,768	\$1,942,414
6	Main St / 17th St	\$37,360	\$79,389	\$270,000	\$537,043	\$923,791
7	Harbor Blvd / 1st St	\$35,871	\$76,225	\$270,000	\$515,638	\$897,734
8	Bristol St / 1st St	\$163,361	\$347,142	\$270,000	\$2,348,314	\$3,128,818
9	Main St / 1st St	\$54,543	\$115,903	\$270,000	\$784,048	\$1,224,494
10	Harbor Blvd / McFadden Ave	\$36,701	\$77,990	\$270,000	\$527,577	\$912,268
11	Bristol St / McFadden Ave	\$38,299	\$81,384	\$270,000	\$550,541	\$940,224
12	Main St / McFadden Ave	\$53,068	\$112,769	\$270,000	\$762,850	\$1,198,687

Anaheim Total Cost:
\$4.4 million

Santa Ana Total Cost:
\$13.2 million

Next Steps

- Partner Coordination
- Advance Priority Projects
- Grant Funding





LOS ANGELES
WORLD CUP
HOST CITY SUPPORTER



Metro®

OFFICIAL
PUBLIC TRANSIT
PROVIDER

World Cup Recap

Ready, Set, Go!



Event Specific Considerations		Page
	Purpose & Need	Mission & Vision
		Advocacy
		Internal Coordination
		External Coordination
		Transportation Demand Forecast
	Service Plan	Special Event Service Plan
		Construction/Concurrent Efforts
		Speed and Reliability
		First/Last Mile
		Event Process Monitoring and Improvements
	Safety & Emergency Management	Safety & Security
		Emergency Operations Center (EOC)
		Crowd Management
	Customer Experience	Accessibility & Universal Mobility
		Customer Information, Signage, and Wayfinding
		Fare Payment
		Surprise & Delight
	Agency-Wide Success Strategies	Weather Resiliency
		Budget
		Training
		Workforce
		Technology
		Contingency Planning
		After Action

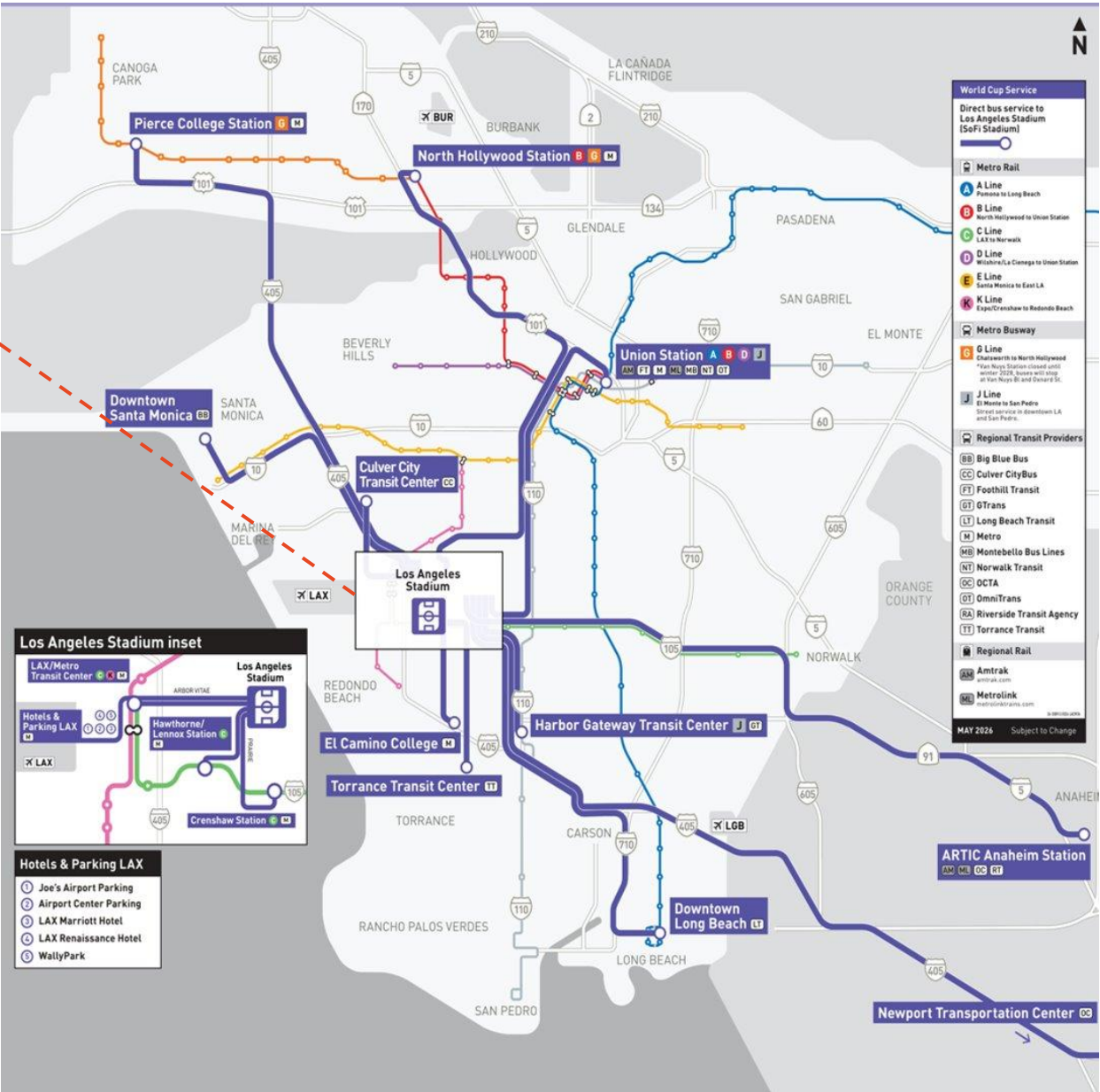
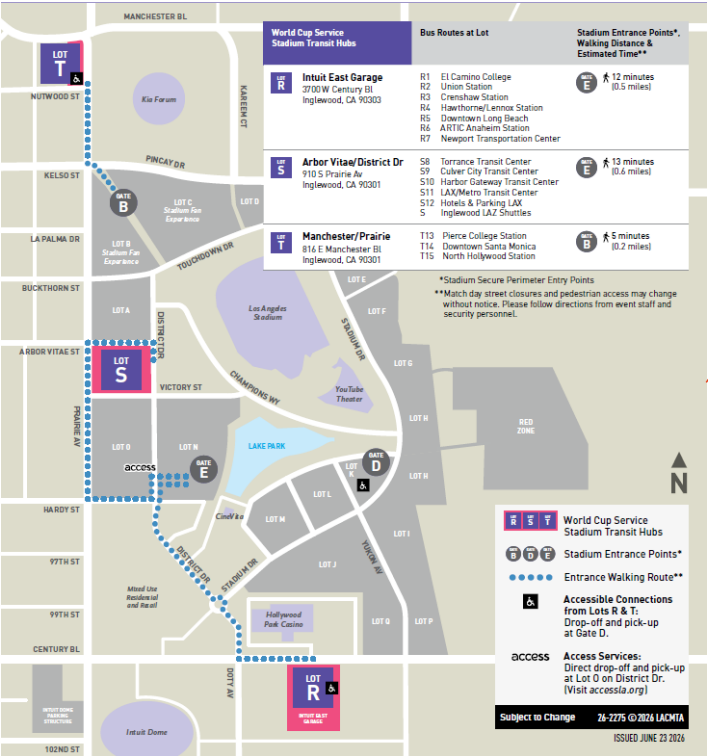
Portfolios and Workstreams

Service	WCGETS Service Planning
	WCGETS Fleet Enhancements
	WCGETS Operations
	Safety & Security
	Speed and Reliability
	Temporary Park & Ride Facilities
Access	Infrastructure
	Customer Info/Signage/Wayfinding
	Accessibility/Universal Mobility
	Marketing/Communications
	Fare Payment/Integrated Ticketing/TAP
	Finance & Budget
Experience	Metro Station Events and Activations
	Metro MVP Program
	Surprise and Delight
	Heat Mitigation

WCGETS Service Plan



This is a team event...



World Cup Ridership



WCGETS Ridership

Route	Description	12-Jun	15-Jun	18-Jun	21-Jun	25-Jun	28-Jun	2-Jul	10-Jul	Total
R1	El Camino College	693	708	404	448	852	1,494	1,270	802	6,671
R2	Union Station	4,052	4,852	4,902	4,868	3,436	5,316	4,972	4,370	36,768
R3	Crenshaw Station	541	788	868	1,114	532	1,290	1,374	1,054	7,561
R4	Hawthorne/Lennox Station	1,379	2,134	2,160	2,544	1,622	2,144	2,752	2,536	17,271
R5	Downtown Long Beach	766	868	912	1,108	1,158	1,092	972	612	7,488
R6	ARTIC Anaheim Station	1,436	1,858	2,504	3,062	1,866	2,970	2,634	1,980	18,310
R7	Newport Transportation Center	454	574	494	714	544	584	602	492	4,458
S10	Harbor Gateway Transit Center	650	1,040	840	1,100	640	1,074	918	556	6,818
S11	LAX/Metro Transit Center	2,130	2,658	2,800	3,080	2,354	3,100	2,556	2,894	21,572
S12	Hotels & Parking LAX	2,449	3,236	3,818	3,594	3,566	4,172	4,382	4,464	29,681
S8	Torrance Transit Center	696	1,112	1,256	1,210	982	1,230	1,130	758	8,374
S9	Culver City Transit Center	954	2,118	1,940	2,216	2,276	2,574	2,158	2,062	16,298
T13	Pierce College Station	564	1,476	1,156	1,336	660	1,018	1,026	742	7,978
T14	Downtown Santa Monica	937	1,258	1,596	1,732	1,934	1,830	1,754	1,588	12,629
T15	North Hollywood Station	840	1,526	1,462	1,698	1,014	1,648	1,644	1,156	10,988
Total		18,541	26,206	27,112	29,824	23,436	31,536	30,144	26,066	212,865

Rail World Cup Ridership

Route	Description	12-Jun	15-Jun	18-Jun	21-Jun	25-Jun	28-Jun	2-Jul	10-Jul	Total
	A Line	1,372	4,673	12,522	3,829	11,418	6,455	32,134	403	72,806
	B Line	(1,381)	1,094	7,567	15,460	2,097	16,718	1,297	-9	42,843
	C Line	5,966	4,323	6,758	7,970	5,224	9,021	5,996	5,595	50,853
	D Line	1,060	388	20,712	562	2,118	-315	1,931	53	26,508
	E Line	20,179	4,891	10,386	-2,081	3,961	2,374	9,222	3,931	52,863
	K Line	2,886	3,669	3,209	3,436	3,186	5,320	3,065	2,394	27,165
Total		30,082	19,038	61,154	29,176	28,004	39,573	53,645	12,366	273,038
% Increase		9%	7%	25%	23%	11%	30%	19%	4%	18%

WCGETS + Rail World Cup Ridership

Total		48,623	45,244	88,266	59,000	51,440	71,109	83,789	38,432	485,903
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WCGETS Control Centers



EOC – Multidisciplinary



WCGETS OC – Bus Ops

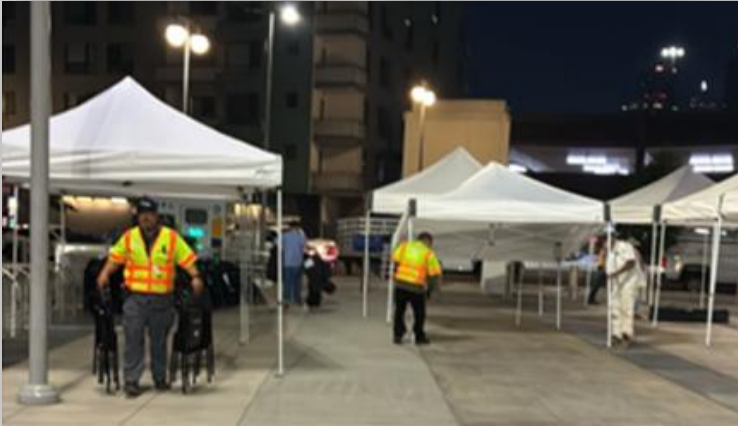
Station and Terminal Operations



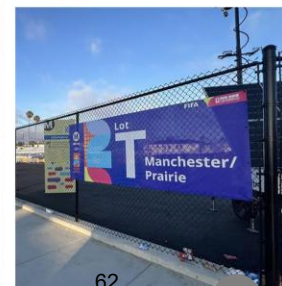
WCGETS Fleet



Facilities and Infrastructure



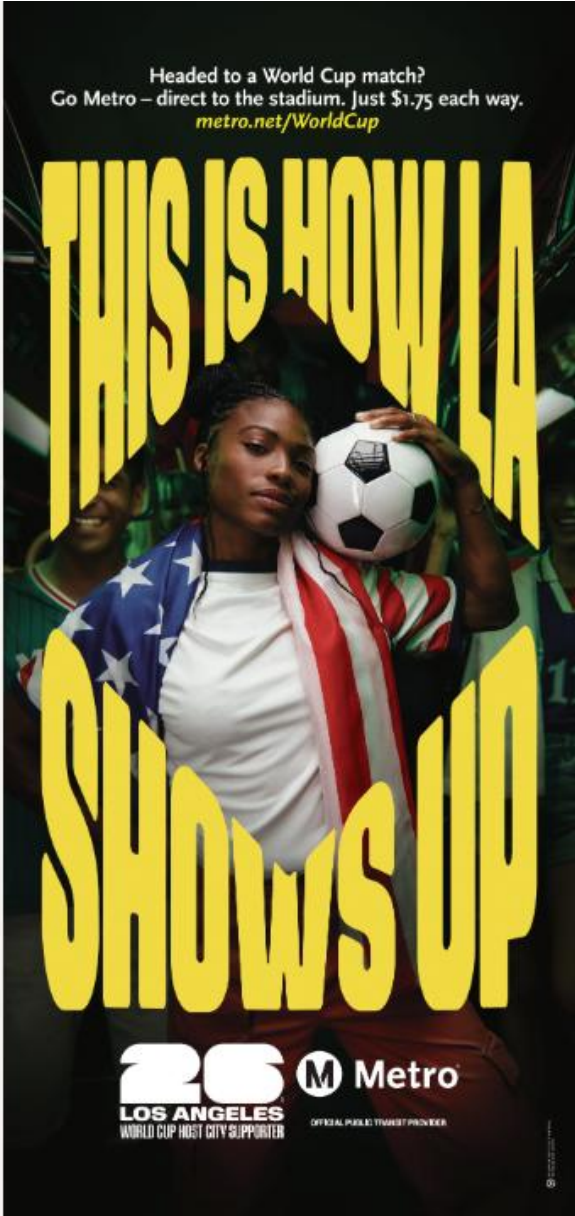
Signage and Wayfinding



TAP and Fare Payment



Media Stories



Los Angeles Times
Amid backlash over World Cup parking and transportation, LA Metro offers a solution



Accessibility and Heat Mitigation



Metro Values in Practice (MVP)



Metro Station Events and Activations



Arigatou ありがとう Vielen Dank

Dank u wel Asante

Merci Kiitos Shukriya

Ačiū Gracias 谢谢

Thank you

Hvala

Děkuji Danke Vinaka

Go raibh maith agat

감사합니다 Shukran

Gamsahamnida شكراً Tank yuh



Simi Valley Transit **ON DEMAND**

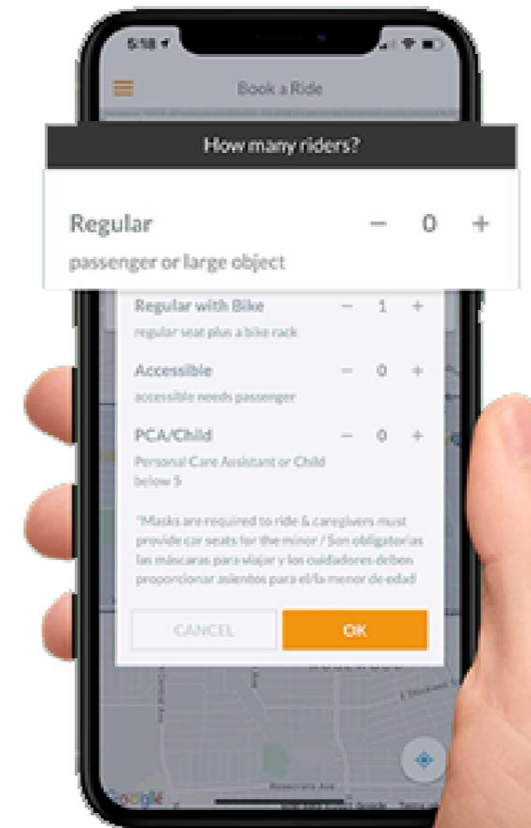


Simi Valley Transit

- Located in Ventura County, City of Simi Valley
- Operate fixed-route, paratransit, microtransit services
- 48 staff team members
- Population: 126,000
- 42 square miles within the City

What is Simi Transit On Demand ?

- Pilot Program
- Simi Valley On Demand is a shared, curb-to-curb microtransit service.
- Provides transportation within designated service zones.
- Shared ride service.
- Available to the general public, seniors, and individuals with disabilities.



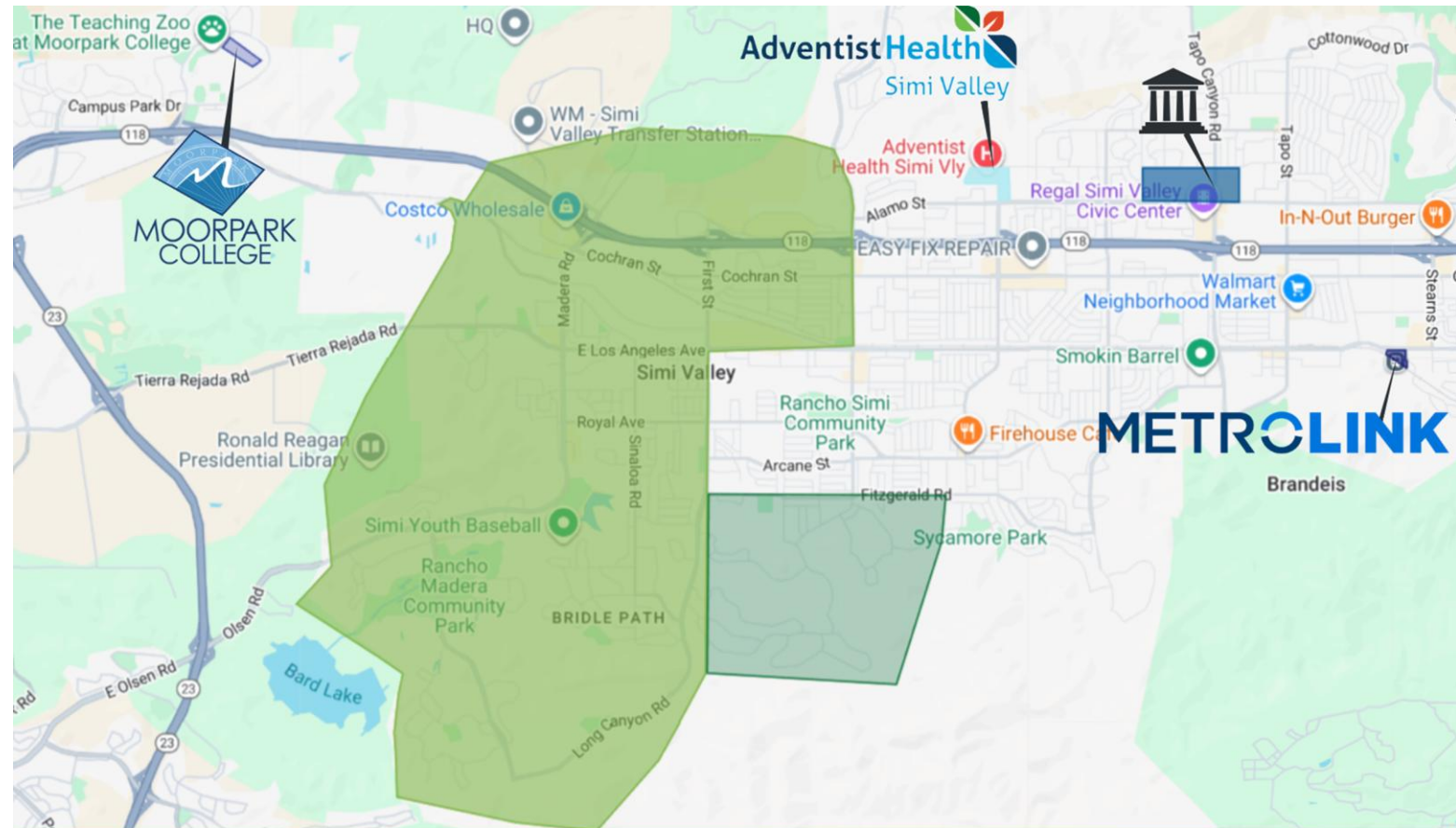
Service Zones

Service Zones:

- Wood Ranch / Bridle Path
- Adventist Health Medical Center
- Civic Center
- Simi Valley Metrolink Station
- Moorpark College

Travel is available:

- Within any service zone
- Between any of the listed service zones



SVT On Demand Service Zones

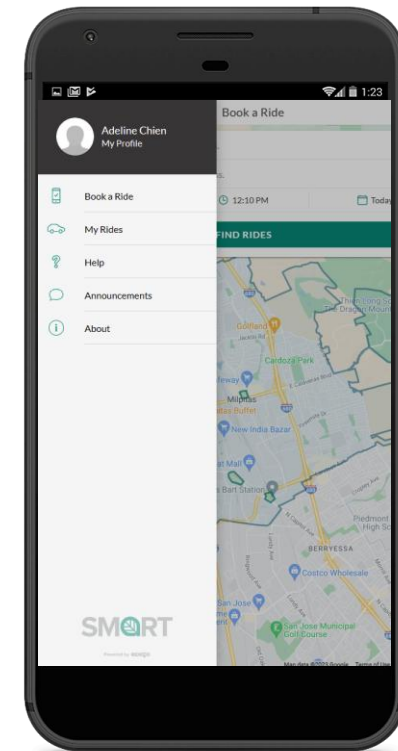
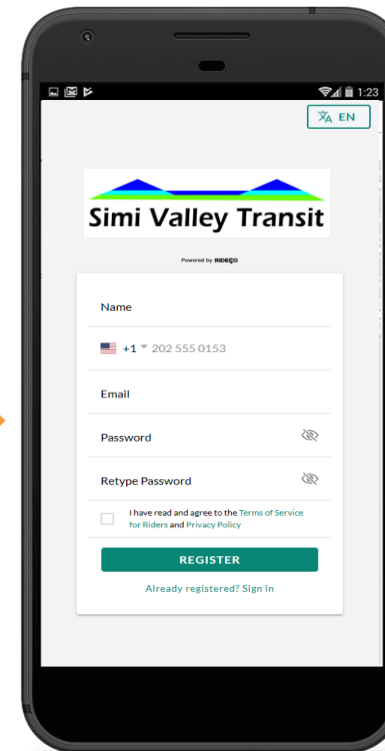
How To Book A Ride

Choose one of three convenient ways:

- Download the FREE Simi Valley On Demand app
- Visit book.svt.rideco.com
- Call [\(805\) 583-6464](tel:8055836464)



Create an account on the Simi Valley On-Demand app and begin booking rides



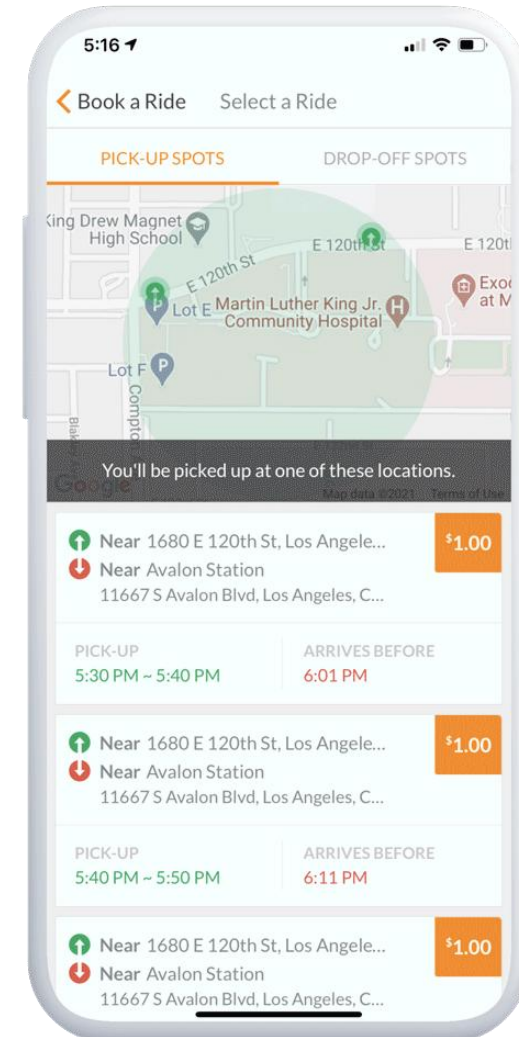
App: How To Book A Ride

Step 1

- Enter your pickup and drop-off locations.
- Select from saved locations or tap the map if you don't know the address.

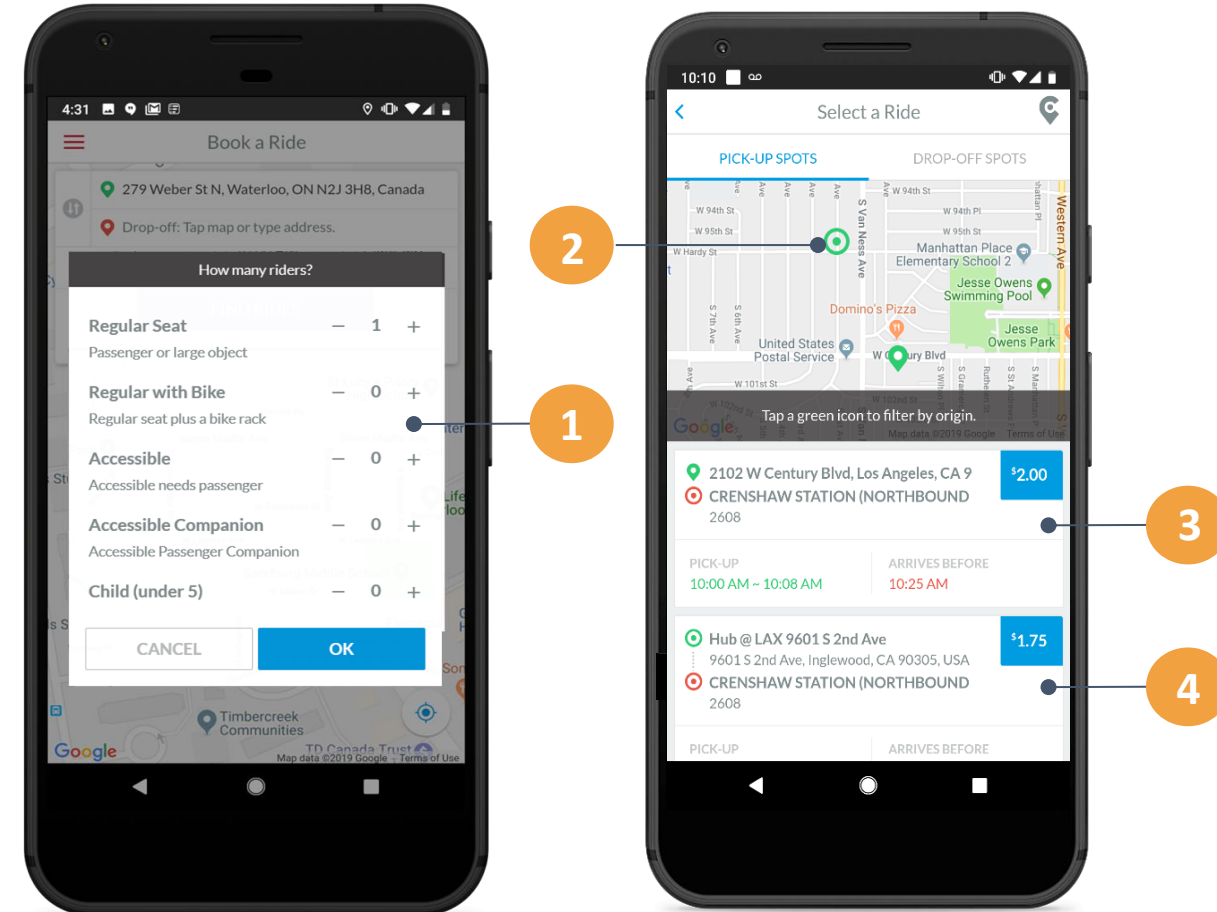
Step 2

- Choose your travel date and time.
- Request a ride immediately or schedule it in advance.



Seat Booking & Trip Options

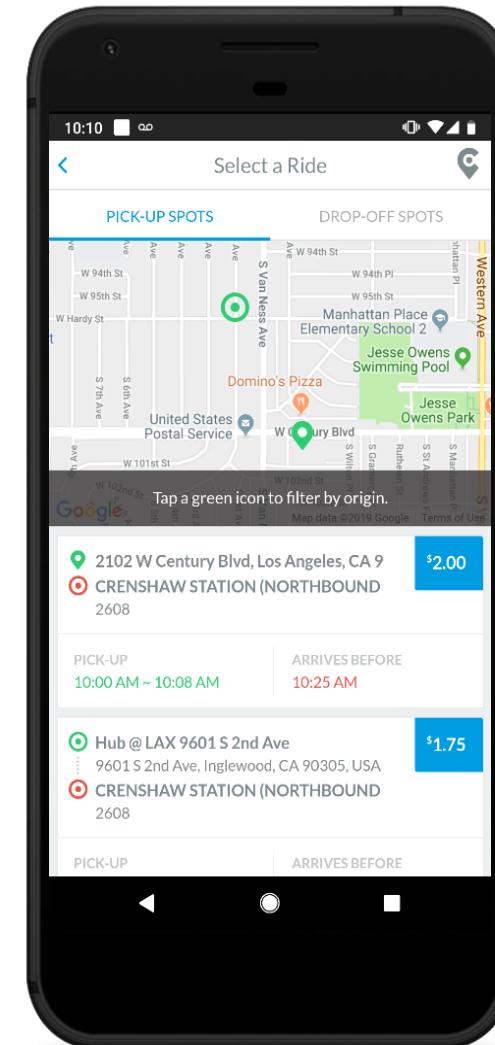
1. Select the number of passengers.
2. Request space for a mobility device or add companions.
3. Review your pickup location.
4. Choose from the available trip options with estimated pickup and drop-off times.



Coordinate with Your Schedule

Plan Your Trip with Confidence

- Book rides based on your travel needs.
- “Arrive By” trips help connect with scheduled buses and Metrolink service.
- Designed to make transfers easier and more reliable.



Hours & Fares



Hours of Operation

Monday–Friday: 8:00 AM – 6:30 PM

Fares

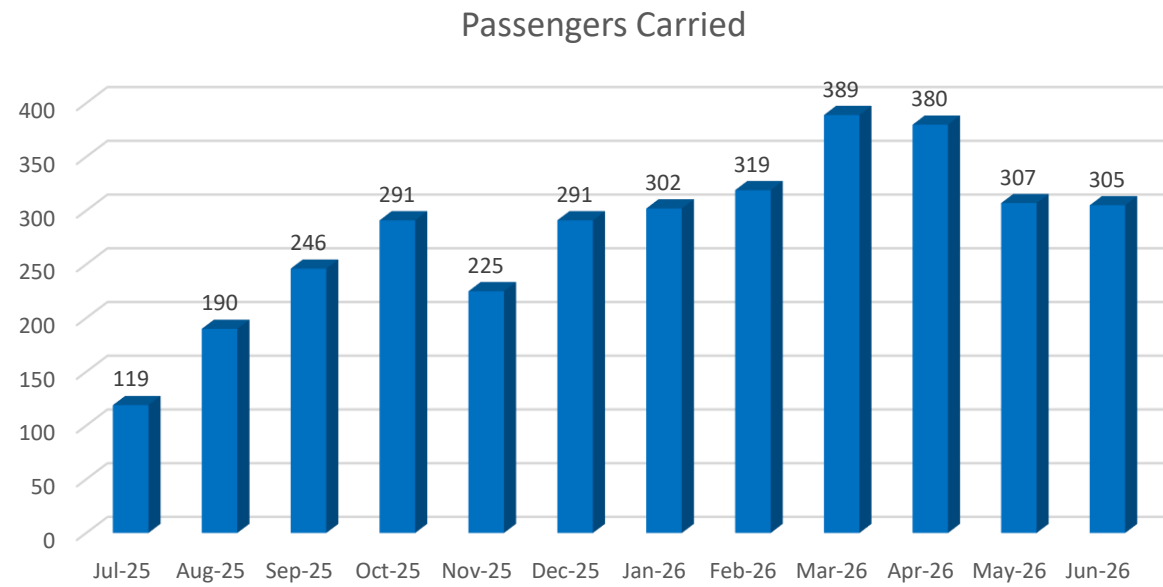
- General Public: **\$4.00**
- Seniors & Disabled Riders: **\$3.00**

Payment Options

- Cash
- Credit Card



Ridership



Benefits of Simi Valley On Demand

- Affordable transportation throughout Simi Valley.
- Expands access to areas not served by fixed-route buses.
- Same-day ride availability, when space is available.
- Easy trip booking through the app, online, or by phone.

On-Demand Vehicle



Keys to Success/Lessons Learned

- Community Engagement
- Marketing
- Vehicle Deployment
- Rider Promos
- Strategic Planning (before/during/after)

On Demand



THANK YOU

Simi Valley Transit
ON DEMAND

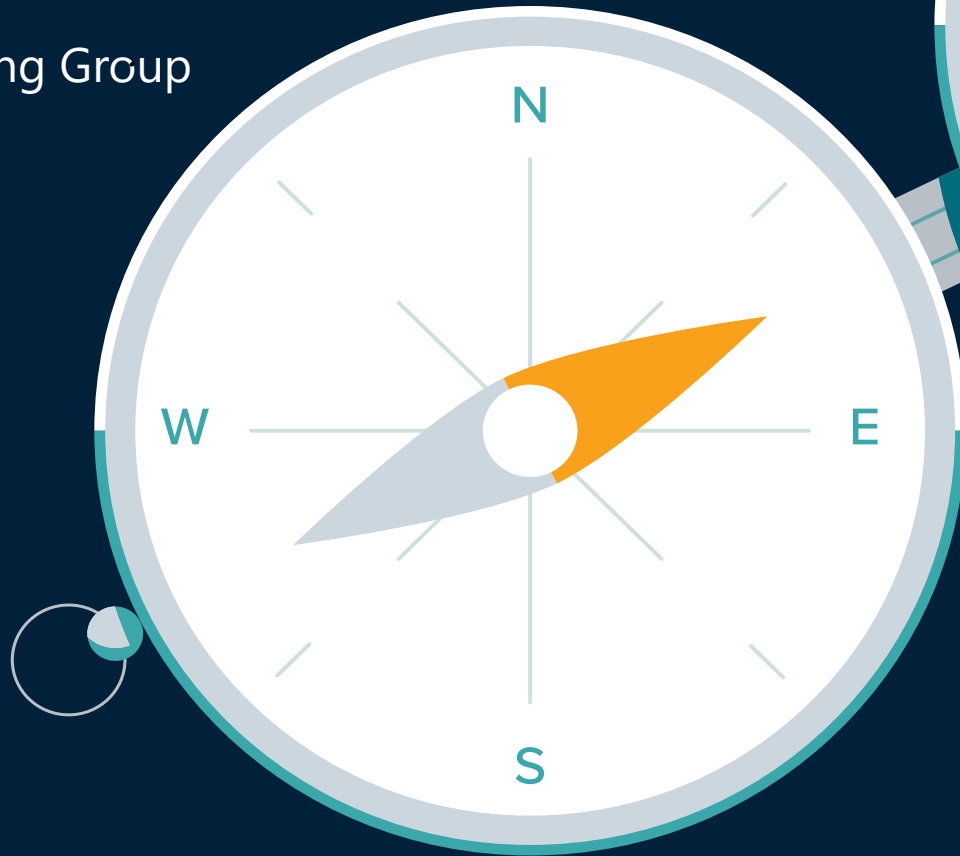


**SCAN QR TO
DOWNLOAD THE APP**

svtondemand.com

Connect SoCal 2050: Regional Planning Policies and Implementation Strategies Update

Regional Planning Working Group
July 14, 2026



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

Connect SoCal 2024 Key Policy Elements

Vision and Goals

What we want the region to be by 2050

Regional Planning Policies

Provide guidance for integrating land use and transportation

Implementation Strategies

Guide where SCAG will lead, partner or support plan implementation

Connect SoCal 2024 Vision and Goals



"A Healthy, Prosperous, Accessible and Connected Region for a More Resilient and Equitable Future"



MOBILITY

Build and maintain a robust transportation network



ENVIRONMENT

Create a **healthy** region for the people of today and tomorrow



COMMUNITIES

Develop, connect and sustain **livable and thriving** communities



ECONOMY

Support a sustainable, efficient and productive regional environment that provides **opportunities for all**

Connect SoCal 2024: Policy Areas



MOBILITY

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

COMMUNITIES

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

ENVIRONMENT

- Sustainable Development
- Air Quality
- Clean Transportation
- Natural and Agricultural Lands Preservation
- **Climate Resilience***

ECONOMY

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

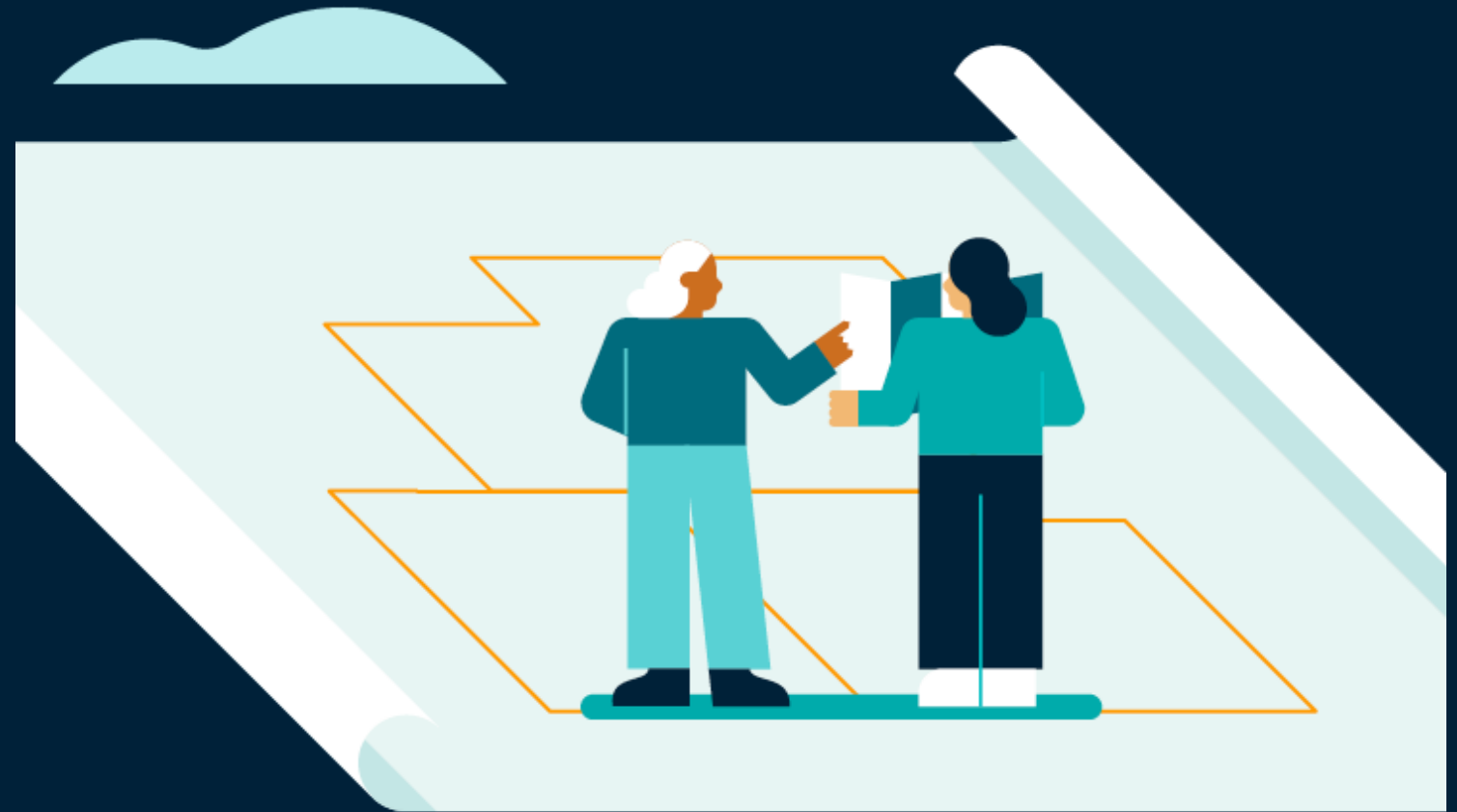
* New policy area for Connect SoCal 2024

Connect SoCal 2024 Implementation Progress



June 2026 Update

- Fourth progress update since adoption of Connect SoCal 2024 in April 2024
- Milestone updates for **71** Implementation Strategies.
- In total, SCAG progressed on **84 of 93** strategies since April 2024.



Updating the Regional Planning Policies and Implementation Strategies

CONNECT SOCAL 2024

88 Regional Planning
Policies

93 Implementation
Strategies

- 
- A large, light blue arrow pointing from the left box towards the right box, indicating a transition or update.
- Reduce duplication
 - Simplify and clarify policy direction
 - Strengthen implementation and coordination

**CONNECT
SOCAL
2050**

Connect SoCal 2050 Policy Discussion



- Are there any policy areas or emerging issues you feel are missing from the previous framework?
- How could the policies better support your work?
- How could the policies be more helpful in pursuing funding opportunities?

Policy Development Next Steps



- **Now through August:** Stakeholder engagement on preliminary policy updates
- **August:** First meeting of the Connect SoCal 2050 Subcommittee
- **October:** Adopt Policy Development Framework
- **Fall:** Discussions at Policy Committees on potential subject-specific policy element updates

THANK YOU!

For more information, visit:

scag.ca.gov/connect-socal

Or contact:

Leslie Cayton, **cayton@scag.ca.gov**



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