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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, July 30, 2025
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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, July 30, 2025

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

1.0 CALL TO ORDER

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

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

3.0 RECEIVE AND FILE

Time Page

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(Alexis Murrillo-Felix, SCAG) | 9 |
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(Priscilla Freduah-Agyemang, SCAG) | 28 |
| 3.4 | <u>How Transit Agencies Are Overcoming Workforce Shortages Without Expanding Their Fleet</u>
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| 3.6 | <u>Eno Transit Construction Costs Data Explorer</u>
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REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, July 30, 2025

4.0 INFORMATIONAL ITEMS

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<u>Microtransit Pilot</u>
(Gustavo Gomez, ICTC) | 20 | 36 |
| 4.2 | <u>City of Riverside & RTA Pilot Project</u>
(Jennifer Nguyen, RTA) | 20 | 46 |
| 4.3 | <u>VCTC Open Loop Payment System</u>
(Matt Miller, VCTC) | 20 | 56 |
| 4.4 | <u>Metro Fare Capping Policy Update</u>
(Allison Higgins, Metro) | 20 | 68 |

5.0 STAFF REPORT

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| 5.1 | <u>CalSTA Transit Transformation Task Force Update</u>
(Priscilla Freduah-Agyemang, SCAG) | 5 | 79 |
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6.0 ADJOURNMENT

*The next Regional Transit Technical Advisory Committee meeting is tentatively
scheduled for Wednesday, October 29, 2025.*

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

May 28, 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
Diana Chang	City of Culver City Bus
Ron Profeta	City of Riverside
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Alfredo Torales	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Corie Zamora	City of Santa Clarita Transit
Nick Echeverri	City of Santa Clarita Transit
Joe Raquel	Foothill Transit
Vanessa Rauschenberger	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Marisol Barajas	Long Beach Transit
Carolyn Jones-Mentor	Long Beach Transit
Chun Leung	Los Angeles Department of Transportation
Lori Huddleston	Los Angeles Metro
Kasey Shuda	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Rory Vaughn	Metrolink
Lamicia Butler	Montebello Bus Lines
Alfredo Machuca	Montebello Bus Lines
Chris Wood	Montebello Bus Lines
Lamicia Butler	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System
Alex Shippee	Omnitrans
Ben Nolen	Omnitrans
Angel Garfio	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority
Sam Kaur	Orange County Transportation Authority

Regional Transit Technical Advisory Committee (RTTAC) – May 28, 2025

Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Rick Kaczerowski	Riverside Transit Agency
Nicole Soto	San Bernardino County Transportation Authority
Mairany Anaya	San Bernardino County Transportation Authority
Nancy Strickert	San Bernardino County Transportation Authority
James Lee	Torrance Transit System
Dana Curtis	Victor Valley Transit Authority
Miya Edmonson	Caltrans
Carlo Ramirez	Caltrans D7
Karen Herrera	Caltrans D7
Kirk Schneider	Caltrans D7
Linda Mendez	Caltrans D7
Lorna Foster	Caltrans D8
Seth Cutter	Caltrans D12
Lauren Gilbert	Caltrans Rebel Group

SCAG Staff:

Priscilla Freduah-Agyemang	Kevin Diep
Turner Lot	

1.0 CALL TO ORDER

Jennifer Nguyen, Riverside Transit Agency, Chair, called the meeting to order at 10:06 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 March 26, 2025, RTTAC Meeting
- 3.2 2025 Federal Transit Administration (FTA) Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY2025 Notice of Funding Opportunity
- 3.3 Caltrans Report on Transit Technology Ecosystem
- 3.4 Federal SANDAG Interactive Web Map for the LOSSAN Rail Corridors
- 3.5 American Public Transportation Association (APTA) Fundamentals of Transit Payments Guide

Priscilla Freduah-Agyemang, SCAG, reviewed the Receive and File items. Priscilla pointed members to item 3.2 FTA Low-No and Bus and Bus Facilities Competitive Programs. She also informed members of the upcoming FTA workshop on June 6 to learn more about the grants.

4.0 INFORMATIONAL ITEMS

4.1 LA 2028 Mobility Concept Plan

Kasey Shuda, Senior Director, office of strategic innovation, LA Metro, shared updates on the 2028 Olympic Games. She provided an overview of the sports scheduled including the those recently added. She shared its the first time the Paralympics will be held in US. She reviewed the final venue lists and the corresponding updated LA 2028 Games venue map. Next, she reviewed the Games Governing structure and the organizations involved in planning for the games. Ms Shuda discussed Metro's Mobility Concept Plan, the cost and funding for related projects and grants received so far, for some of the projects. She shared that funding remains one of the key challenges to implementing the Mobility concept plan and meeting the goals of hosting the Olympics. Another challenge is the parking restrictions at the venues due to the fact that the Olympics is a National Special Security Event (NSSE), which means how people get to the venue and back is important, making transit even more relevant for the games.

Priscilla Freduah-Agyemang, SCAG, asked how transit agencies across the region can get involved. Ms. Shuda responded that Metro is hosting a regional transportation summit on June 12th and 13th. Metro has invited all 88 local cities in Los Angeles, and some of the regional transit agencies to be a part of this workshop, especially agencies in the hosting cities.

4.2 CalSTA Transit Transformation Task Force Update

Lorelle Moe-Luna, Multimodal Services Director, RCTC shared updates from the April Transit Transformation Task Force Meeting, where they discussed accessible transportation, capital construction costs and timelines, Transportation Development Act (TDA) reform, additional funding needs and revenue generation, and an overview of the draft final report outline. She reviewed the draft strategies and recommendations for the TDA reform, and additional funding needs and revenue generation. She shared the weblinks to the staff reports and recommended RTTAC members review and share feedback with CalSTA. She noted the next meeting will be held on June 10 at the LA Metro Board room and shared options to attend virtually.

4.3 Caltrans Priority Transit Technology Roadmap

Lauren Gilbert, Rebel Group, shared the Caltrans Priority Transit Technology Roadmap. The roadmap is meant to give transit agencies ongoing technical support for future technology procurements. Ms. Gilbert provided an overview of the work leading to determining the transit technology ecosystem. She shared the initial report includes results from surveying

some transit agencies across the state, analysis from the follow-up interviews conducted with transit agencies who opted for that, and findings from engaging with the technology vendor market to understand their products. She highlighted key findings from the initial evaluation of the technology market to understand market failures and potential mismatch. The results from the initial research led to the prioritization of the transit technology ecosystem into two categories 1) Systems Caltrans is already researching and providing technical assistance and 2) those that could benefit from ongoing support. The five priority technologies identified were the Automated Passenger Counters (APC), Charge Management Software (CMS), Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL), Connectivity and Transit/Traffic Signal Priority (TSP). Each of these priority technologies experience at least one type of market inefficiency categorized into market existence, market competition, product interactions, access to market and market knowledge.

She then reviewed the general recommendations for the priority technologies, which include, transit agency education, easier purchase/procurement options and interoperability between technologies. Each of the technologies also had specific recommendations. Finally, she reviewed the state's roles identified to help address the market inefficiencies such as standardization, coordination, technical support and procurement, and contracting. In terms of next steps, Ms. Gilbert shared the Rebel group will continue to support Caltrans to help transit agencies to procure these technologies.

Jennifer Nguyen, Chair, RTA, asked for contact information for the free technical support mentioned during the presentation. Ms. Gilbert shared contact information with RTTAC members.

4.4 OC Wave – Open Payment System

Sam Kaur, Manager of Revenue and Grants, Orange County Transportation Authority (OCTA), shared their new fare media, WAVE, and how it will integrate with their upcoming fare collection system. WAVE is planned to launch in October 2025. She highlighted that the WAVE card represents a major step forward in how OCTA manages fare collection, offering a modern, convenient, and equitable experience for the transit riders. OCTA's current fare payment system is 24 years old. She mentioned two board decisions that led to OC WAVE and upcoming fare media changes. First, the OCTA board in October 2023, approved the implementation of the new Rider Validation System (RVS). Then, in November 2024, the Board also adopted fare policy amendments to include fare capping and a free 2-hour transfer period to be implemented with the RVS.

She shared the key features and benefits of the new fare payment options including the daily and monthly fare cap and the free 2-hour transfer. The new system will allow funds to be stored in a centralized system rather than on the card itself, which eliminates the need for upfront pass purchases providing significant financial flexibility for riders who may not be able to afford the upfront cost of a monthly pass to continue to earn and pay as they go. The RVS will includes a new mobile app to all riders with a smartphone, which

can be downloaded from apple and android app stores. Riders can create an account and add a virtual card for free, load funds with debit/credit card, and load cash at retail locations. It also offers a good option for the unbanked and underbanked riders. The RVS also includes reduced fare programs for seniors and students. OCTA is working with institutions to set up web portals. OCTA will also expand retail locations from the current more than 100 to more than 400 to make it seamless for riders. The RVS will also include open payment and support contactless credit and debit cards. OCTA launched a new website and client portals to support the new payment system.

Ms. Kaur reviewed the outreach and rider campaigns OCTA launched to ensure communication with the community and transparency about the details of the WAVE fare media. Next steps, prior to the anticipated launch in October 2025 include planned functional institutional testing, public awareness campaign and education, and pilot testing.

Priscilla Freduah-Agyemang, SCAG, asked about the general concerns of those who opted to continue to use cash despite the new system. Ms. Kaur responded that despite attempts to clarify the benefits of creating an account, including the ease of reimbursements in the event a riders' account has such issues, privacy remains a major concern. Riders worry that with the app or by creating the account, OCTA can track their personal data including their traffic patterns and know where they are. For others, the issue is about the fact that they don't want change. They prefer others try the system first, before they can feel comfortable using it themselves.

4.5 Riverside Transit Agency (RTA)'s Open Loop Payment System

Rick Kaczerowski, Chief Technology Officer, and project manager of RTA's revenue collection system shared the agency's open loop payment system. The system was launched in March 2023 as part of a larger farebox and mobile ticketing replacement project. Mr. Kaczerowski reviewed the features of the open loop payment system. Each Genfare farebox contains an integrated open payment tap reader that accepts credit cards with the tap-to-pay logo. The reader also accepts Apple and Google pay devices, such as smartphones and smart watches. Each farebox also contains a QR code reader for Mobile passes and magnetic stripe reader for paper passes, and cash and coin mechanisms. RTA did not accept credit cards for on board payments prior to the launch. RTA's farebox also accepts account-based smart cards with a preloaded cash balance for single ride and day pass purchases. RTA is currently working with Genfare to set up the smart cards. He clarified that since transactions are batch processed to speed up boarding process, to reduce dwell time and transaction fees, an invalid card would work once, until the system puts it in "bad list". Basically, a rider would be granted a free trip if they are using an invalid card until the system identifies it.

Next, he reviewed the statistics of the program. Following the launch open loop payment forms 15% of all single ride transactions, and 3.3 % of all ridership. Lastly, Mr. Kaczerowski

shared some of the lessons learned which will help to analyze the program and what comes next.

Priscilla Freduah-Agyemang, SCAG, asked if there are plans to introduce the smartcard readers soon. Mr. Kaczerowski responded that his team is currently working on it. He also clarified that the smart card will be for cash balance only if the rider has an account balance on the card, similar to the OCTA WAVE model. If a rider registers their card, they will get to protect their balance, but it would just be used as holding a balance, not an actual pass product. The plan is to tie the smart card system to the fare capping policy RTA may be recommending as part of an ongoing comprehensive operational analysis.

Rory Vaughn, Metrolink, asked whether riders who get on the bad list are ever taken off. Mr. Kaczerowski responded that the RTA Finance department can remove someone from the bad list.

5.0 STAFF REPORT

5.1 SCAG's Innovative Clean Transit Regional Assessment Study Update

Priscilla Freduah-Agyemang, SCAG, shared updates on the upcoming Innovative Clean Transit Regional Assessment Study. Ms. Freduah-Agyemang shared background to the study as the California Air Resources Board's Innovative Clean Transit Regulation (ICT), which has requirements for transit agencies to publish a zero-emission bus (ZEB) rollout plan and to fulfill ZEB purchase requirement for their respective transit agencies. She highlighted the ICT classification, the ZEB adoption schedule and some initial SCAG work on clean transportation. She reviewed the study goal and objectives to support the region in its transition to ZEBs by 2040 by assessing the efforts of the region's transit operators to develop and implement ZEB rollout plans, and evaluate the readiness of the region to transit to ZE transit fleets. The study will begin in June and end by Summer 2026. SCAG will continue to share updates with the RTTAC and the SCAG policy committees throughout the duration of the Study.

6.0 ADJOURNMENT

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



AGENDA ITEM 3

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Alexis Murillo-Felix, Senior Regional Planner
(213) 630-1461, felix@scag.ca.gov

Subject: Transportation Trends Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in March 2025. Overall, in March 2025, the region's bus ridership is 14 percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 12 percent vs. 29 percent, respectively, in March 2025, relative to March 2019). Metrolink's rail ridership in March 2025 was 31 percent lower than it was in March 2019 (excluding Arrow Line ridership, which did not exist in March 2019). Vehicular travel has recovered at a more robust rate. In the years following the onset of the pandemic, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. After briefly eclipsing the pre-pandemic baseline in February 2024, for the first time since the onset of the pandemic, overall VMT declined back to about five percent below pre-pandemic levels between March 2024 and March 2025, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of March 2025. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained between 30 and 35 percent since then. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

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

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

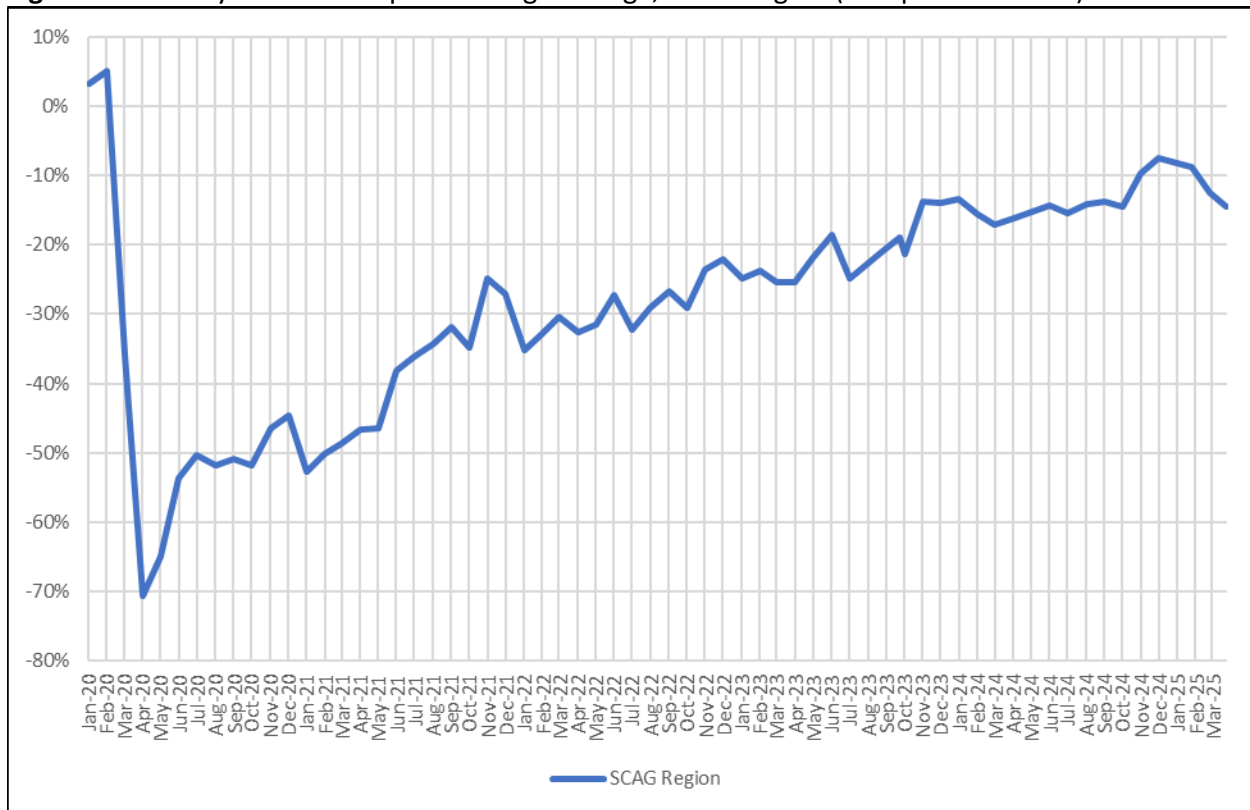
SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority (L.A. Metro)'s Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics, line level trends, and historical information for L.A. Metro's bus and rail systems.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

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

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

Overall Transit/Rail Trends

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

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


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

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

Bus Operator	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec	FY25 Qtr3 Jan-Mar
Anaheim Transportation Network	-9%	-20%	-14%	-11%
Antelope Valley Transit Authority	-39%	-40%	-41%	-38%
Beach Cities Transit (City of Redondo Beach)	-33%	-28%	-30%	-35%
City of Commerce Municipal Buslines	34%	31%	30%	-11%
City of Glendale*	-25%	-27%	-14%	-3%
City of Los Angeles Department of Transportation	-19%	-13%	-15%	-27%
City of Pasadena	-21%	-25%	-24%	-28%
Culver City Municipal Bus Lines	-34%	-32%	-24%	-34%
Foothill Transit	-21%	-17%	-13%	-17%
Gold Coast Transit	4%	2%	2%	-4%
City of Gardena Transportation Department	-21%	-20%	-17%	-17%

Bus Operator	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec	FY25 Qtr3 Jan-Mar
Imperial County Transportation Commission	23%	-11%	-5%	-10%
Long Beach Transit	-23%	-21%	-15%	-22%
Los Angeles County Metro	-12%	-11%	-11%	-16%
Montebello Bus Lines	-48%	-48%	-45%	-51%
Norwalk Transit System	-17%	-12%	-14%	-16%
Omnitrans	-34%	-34%	-30%	-33%
Orange County Transportation Authority	-4%	-1%	1%	-6%
Riverside Transit Agency	-33%	-32%	-27%	-31%
Santa Clarita Transit	-13%	-9%	-5%	-11%
Santa Monica's Big Blue Bus	-32%	-36%	-26%	-23%
SunLine Transit Agency	-35%	-38%	-31%	-31%
Torrance Transit System	-36%	-32%	-32%	-35%
Ventura Intercity Service Transit Authority	-36%	-30%	-27%	-35%
Victor Valley Transit Authority	-30%	-28%	-26%	-30%
TOTAL	-15%	-14%	-13%	-17%

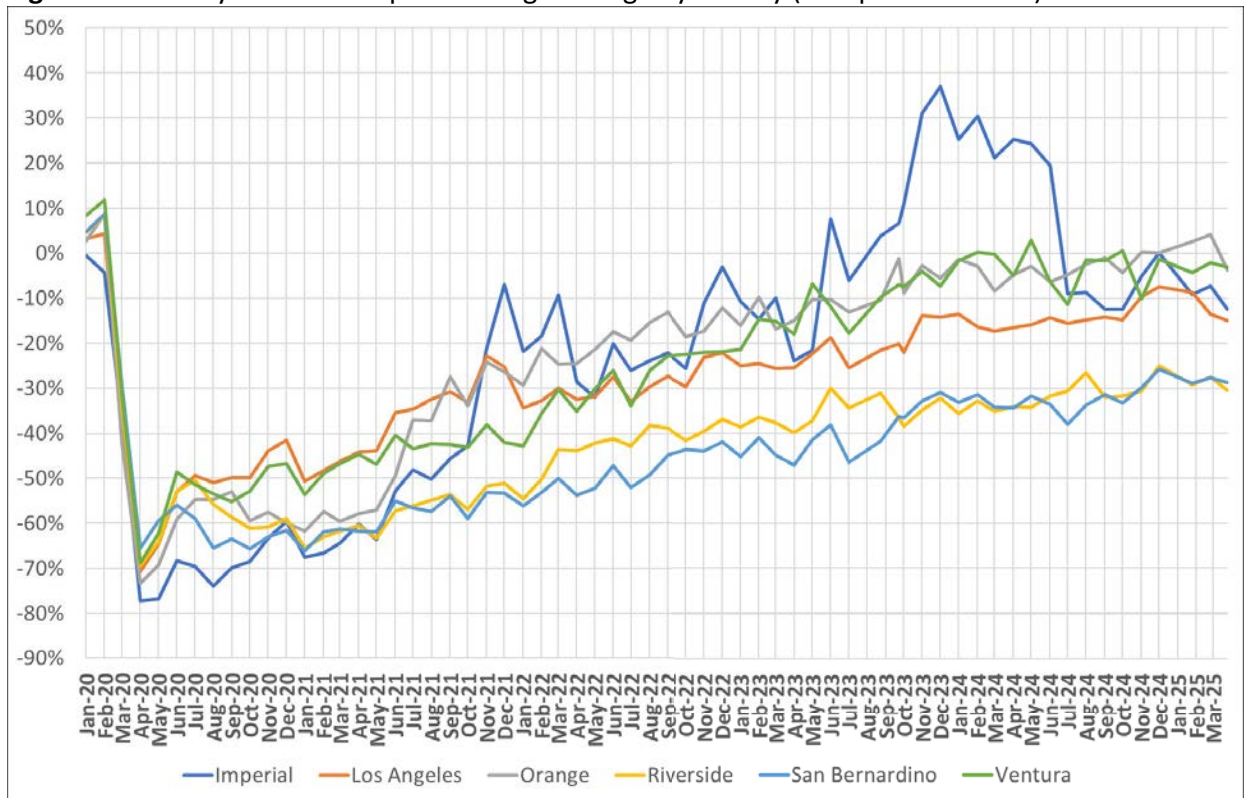
Source: Federal Transit Administration National Transit Database, as of May 2025.

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

Most counties in the region have experienced moderate gains in transit ridership over the course of the past year, with San Bernardino County experiencing the most significant percentage increase of eight percent when comparing March 2025 to March 2024. Meanwhile, Los Angeles, Orange, and Riverside counties have experienced a smaller gain of three, five, and seven percent respectively. Ventura County experienced a three percent loss in ridership year-over-year. Imperial County is the only county in the region experiencing a significant loss in ridership, with a 28 percent decrease over the same period. The significant decrease in ridership over the previous year is likely influenced by Imperial County's substantial ridership growth at the end of 2023 and into early 2024. For example, in December 2023, Imperial County experienced a 41% increase in ridership compared to December 2022. Overall, regional bus ridership increased by three percent year-over-year between March 2024 and March 2025.

Overall, these trends represent a significant improvement from March 2020, when regional transit ridership was down by 36 percent against March 2019. However, bus ridership remains below pre-pandemic levels (December 2019) in all counties, as shown in **Figure 2**. Although bus ridership in March 2025 was down by four percent in Orange County, in January and February of 2025, bus ridership was three and four percent above pre-pandemic levels respectively. The region's overall bus ridership was 14 percent below pre-pandemic levels (March 2019).

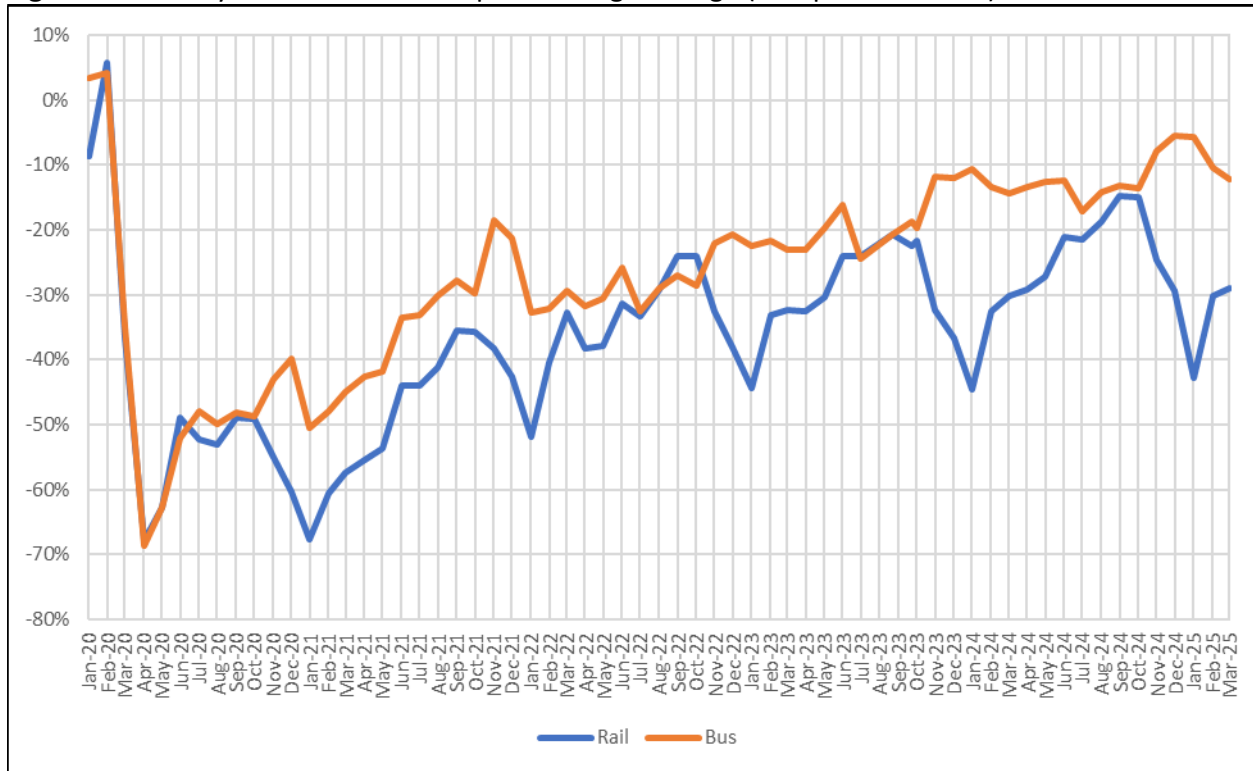
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



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

Data reported by L.A. Metro for its bus and rail systems through March 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly three percent in March 2025 compared to March 2024, marking the 28th consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by two percent over the same time period. Although these trends are an improvement from March 2020, they remain below pre-pandemic levels. For example, compared to March 2019, bus ridership in March 2025 was down 12 percent, and rail ridership was down 29 percent over the same time period.

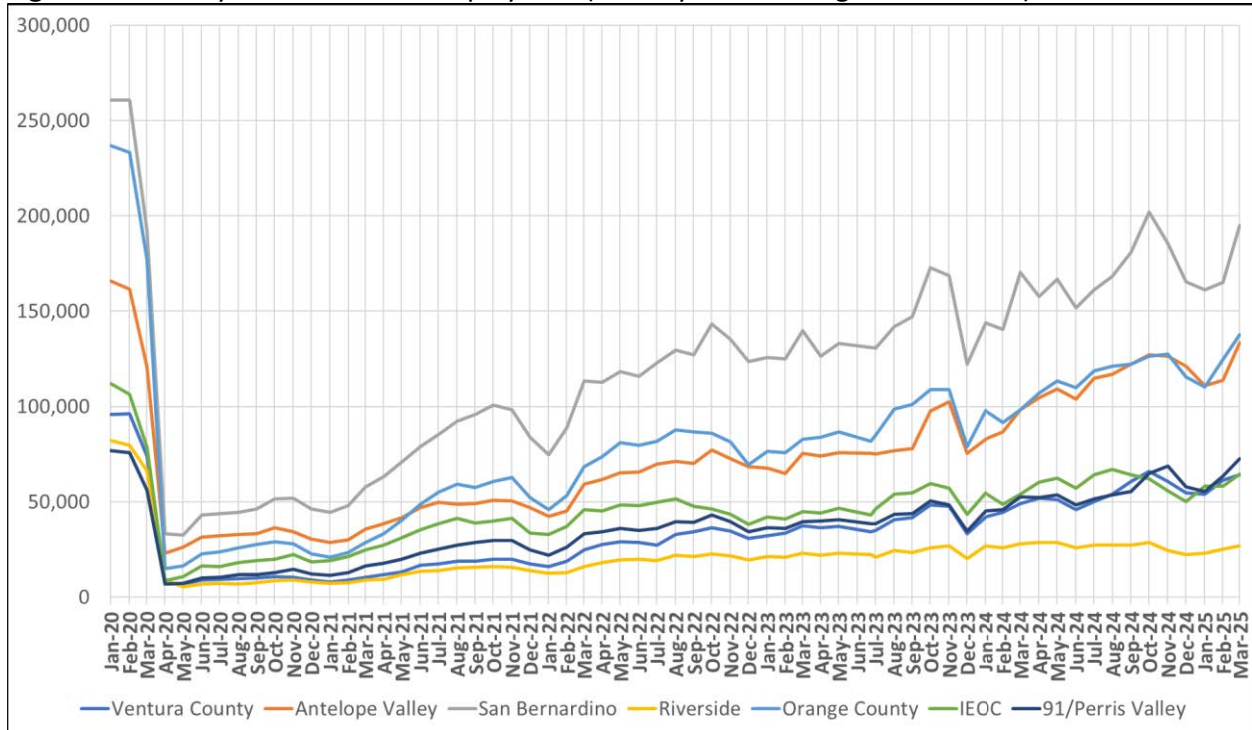
Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, as of May 2025.

Figure 4 reflects total monthly ridership data reported by Metrolink by line through May 2025. Overall, Metrolink regional rail ridership is up by approximately 26 percent in March 2025, compared to March 2024, with the Arrow line experiencing the most significant increase at 43 percent followed by the Orange County line with a 40 percent increase and the 91/Perris Valley line with a 38 percent increase. The Antelope Valley and Ventura County lines experienced increases of 36 and 31 percent, respectively while all other lines besides Riverside County experienced growth. The Riverside County line had a five percent decrease in year-over-year ridership.

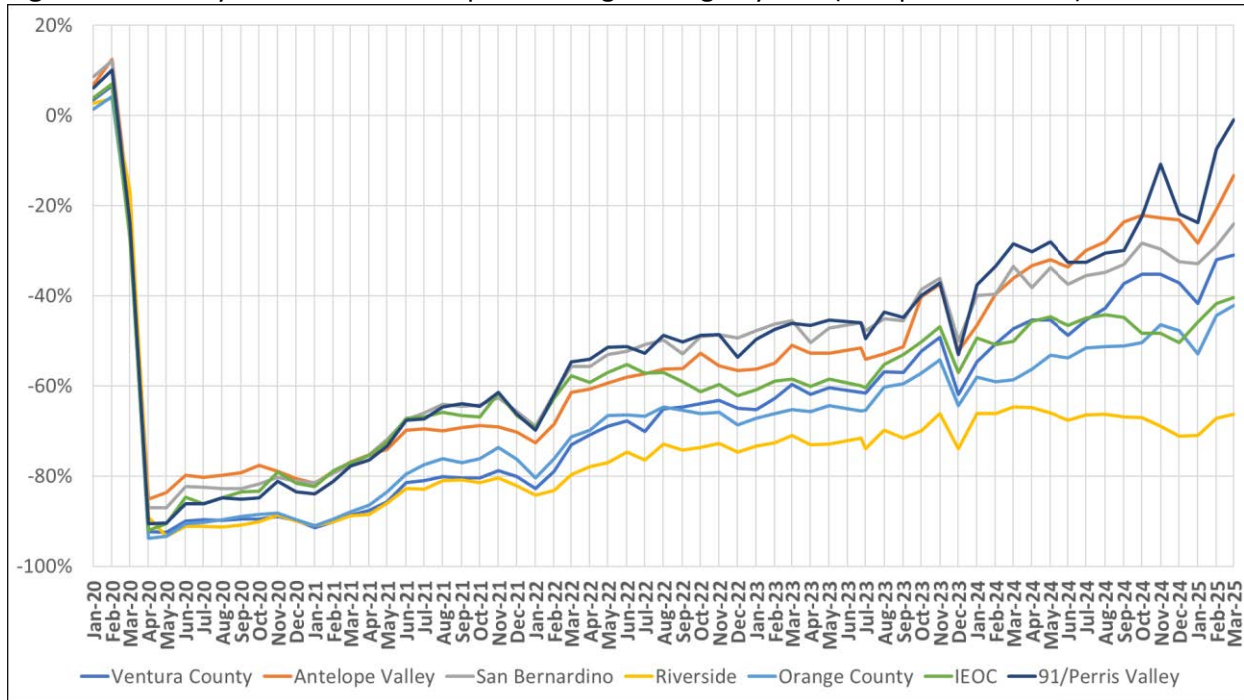
Figure 4. Monthly Metrolink Ridership by Line (January 2020 through March 2025)



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

Total Metrolink ridership is still 31 percent lower than it was pre-pandemic at this time (March 2025 compared to March 2019). On October 21, 2024, Metrolink added 32 new weekdays trains, a nearly 23 percent increase in systemwide service, to better accommodate local travel and regional passenger rail by increasing weekday service levels and optimizing connections. The San Bernardino line received the majority of new weekday trains with 18, while the Orange County line added seven. On January 27, 2025, Metrolink implemented additional service changes to the San Bernardino line to better manage track capacity issues while retaining service improvements. These service adjustments are reflected in **Figure 5** which shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019. For the LOSSAN (Los Angeles-San Diego-San Luis Obispo) Agency, \$27 million was awarded to increase Amtrak Pacific Surfliner trip frequency by three roundtrips to a total 13, a return to pre-pandemic levels. However, service restoration for Amtrak Pacific Surfliner is on hold since the Orange County Transportation Authority (OCTA) has temporarily suspended passenger rail service through San Clemente for approximately six weeks, beginning Monday, April 28, 2025. This suspension is due to emergency stabilization work needed on a stretch of track threatened by coastal erosion and landslides. This closure affects service and ridership on Amtrak Pacific Surfliner and Metrolink Orange County and Inland Empire-Orange County lines.

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

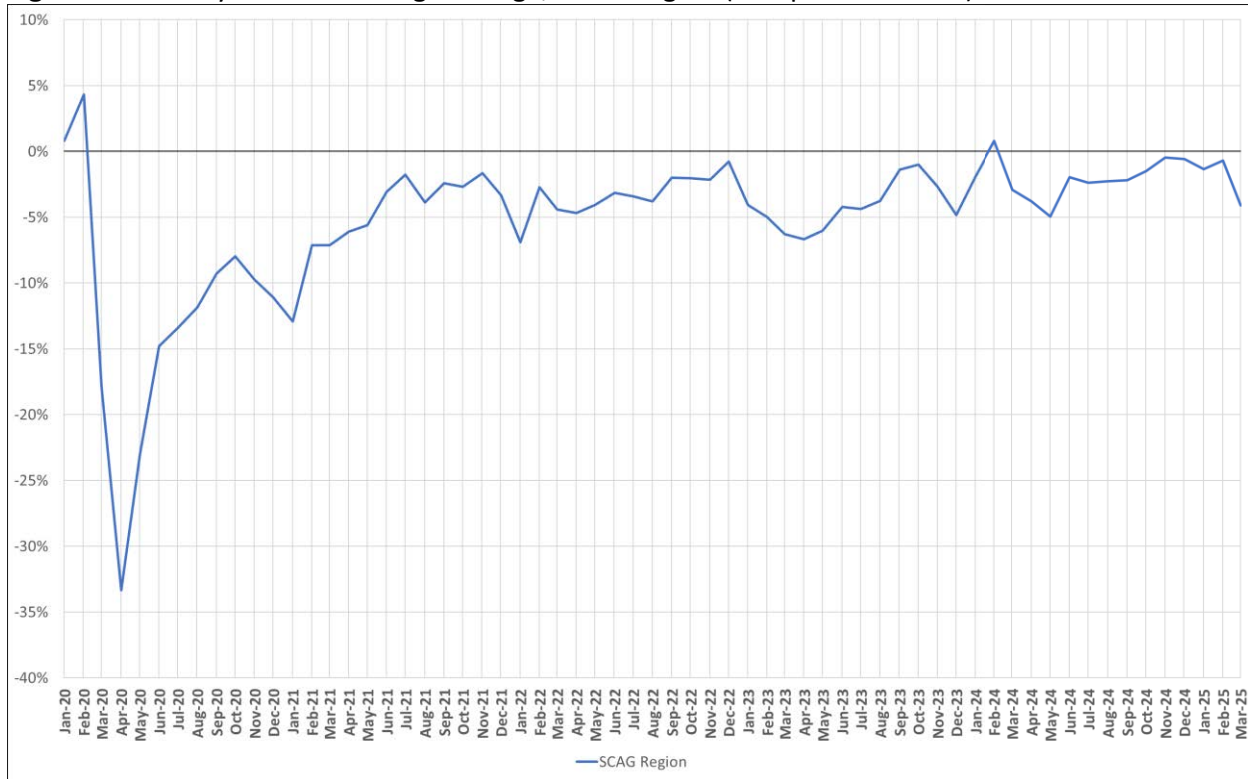


Source: Southern California Regional Rail Authority, as of May 2025.

Overall Vehicular Travel Trends

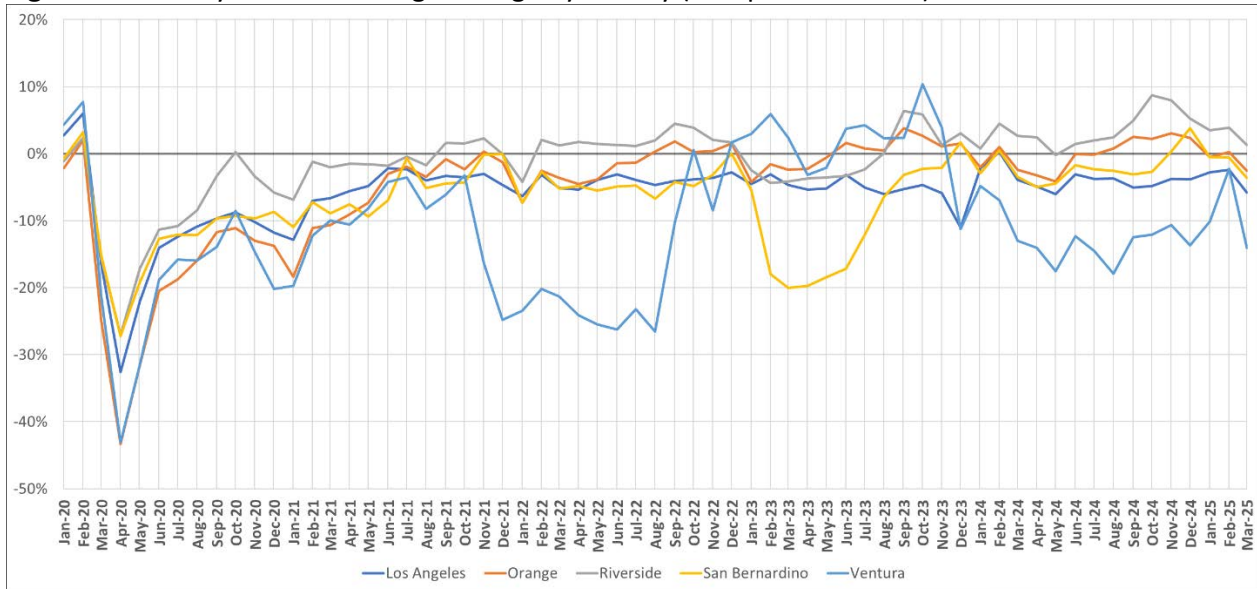
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed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

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



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

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

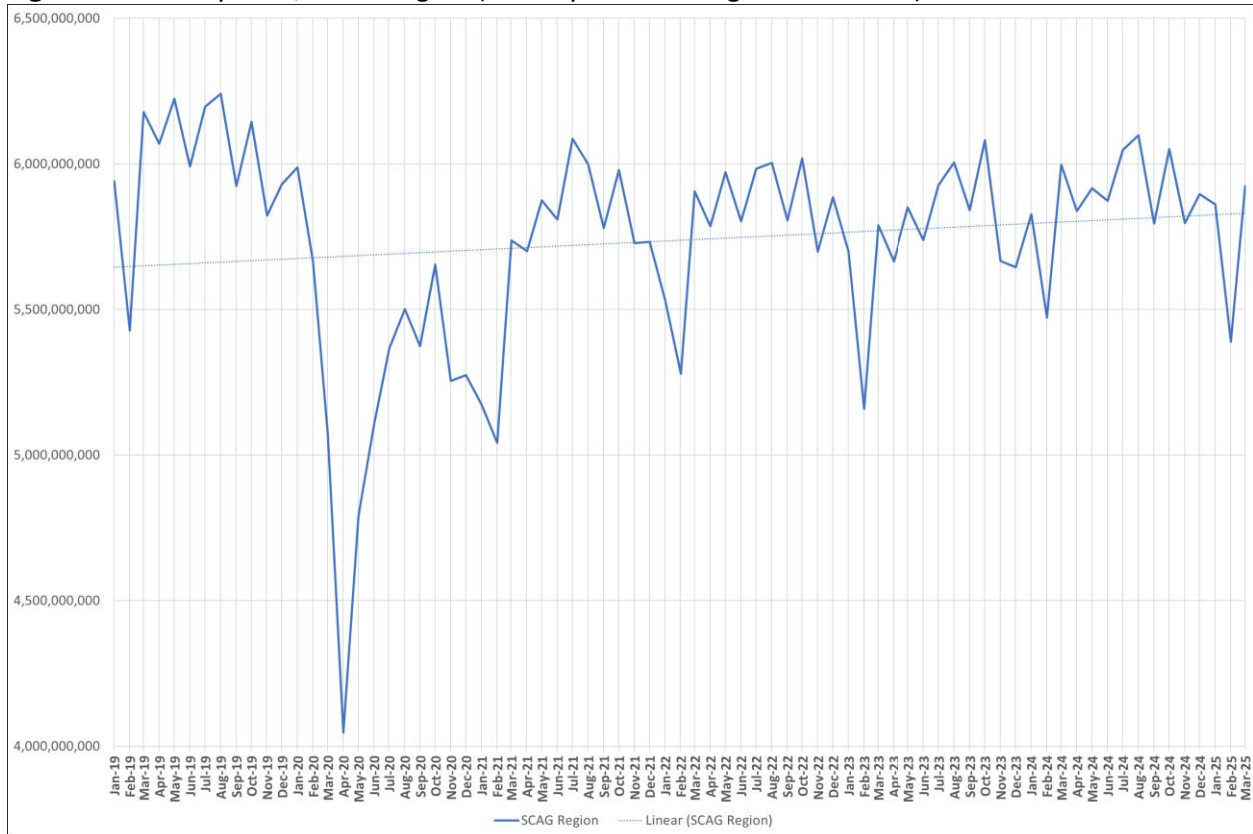


Source: California Performance Measurement System (PeMS), as of May 2025.

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

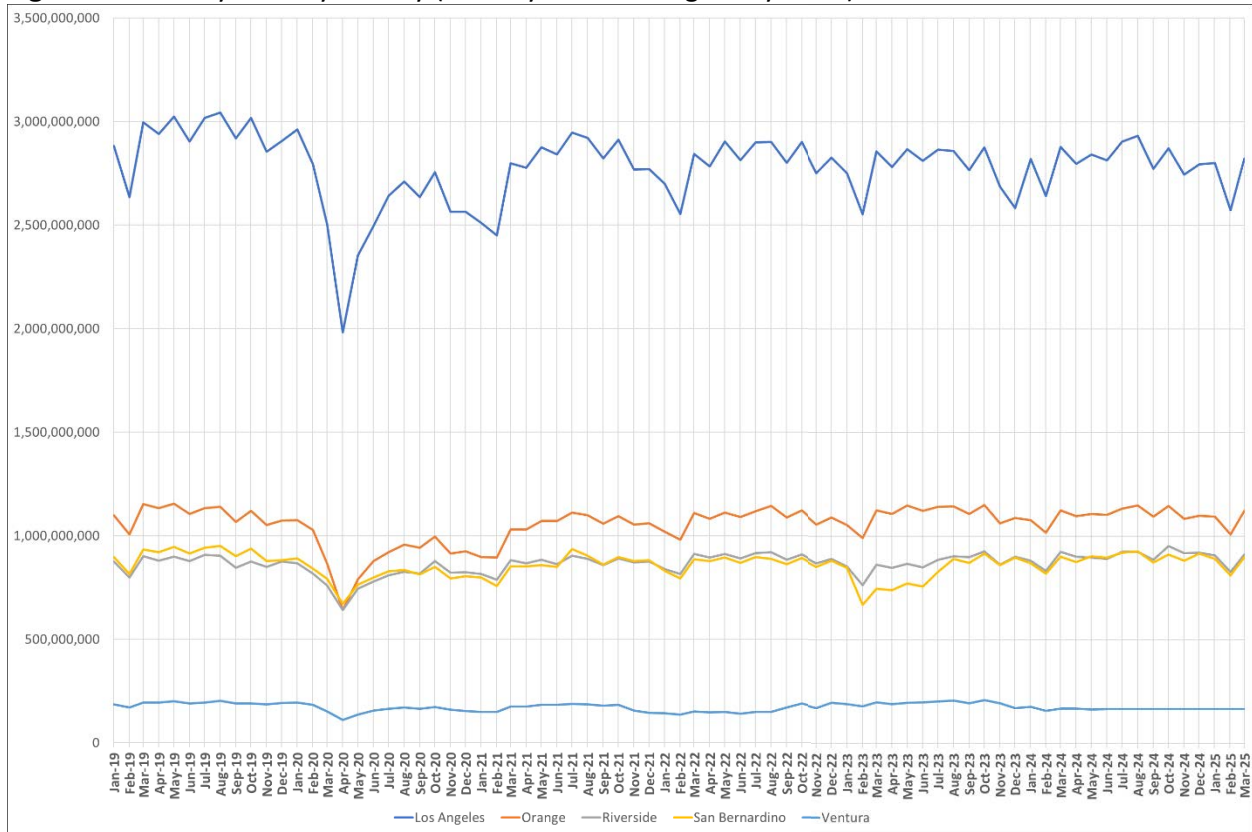
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through March 2025)



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

Figure 9. Monthly VMT by County (January 2019 through May 2025)

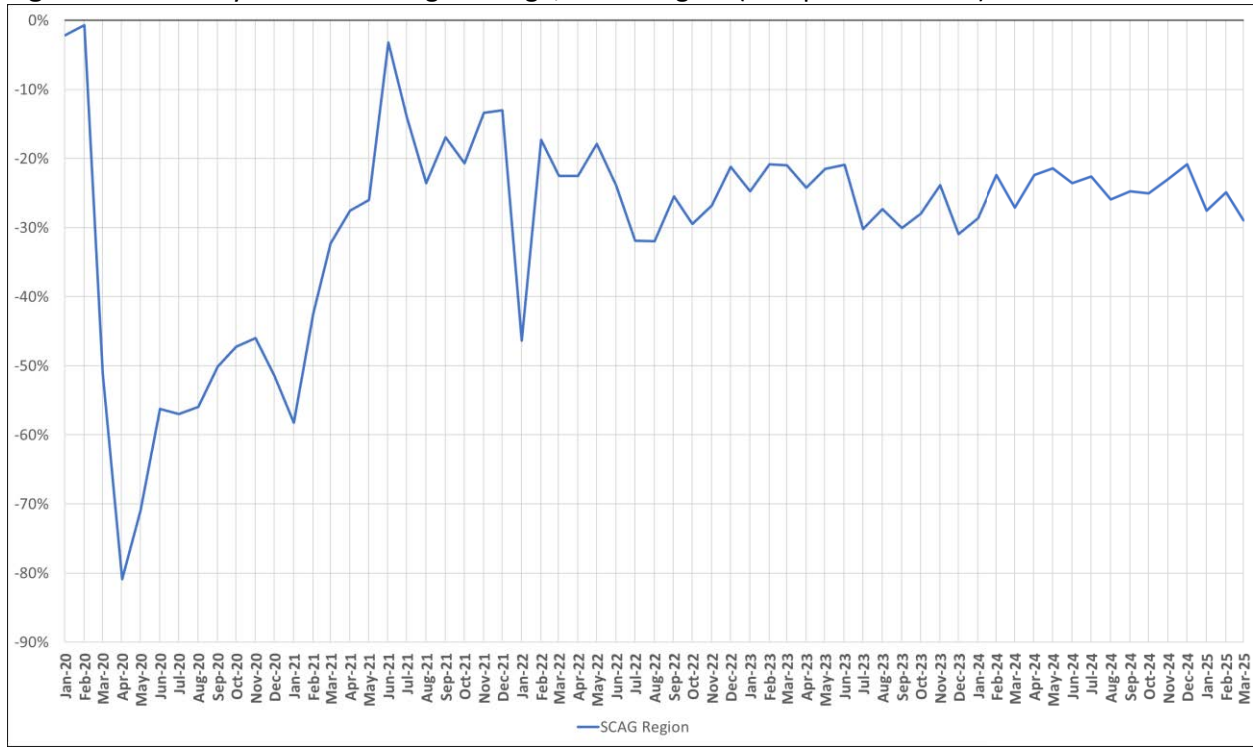


Source: California Performance Measurement System (PeMS), as of May 2025.

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

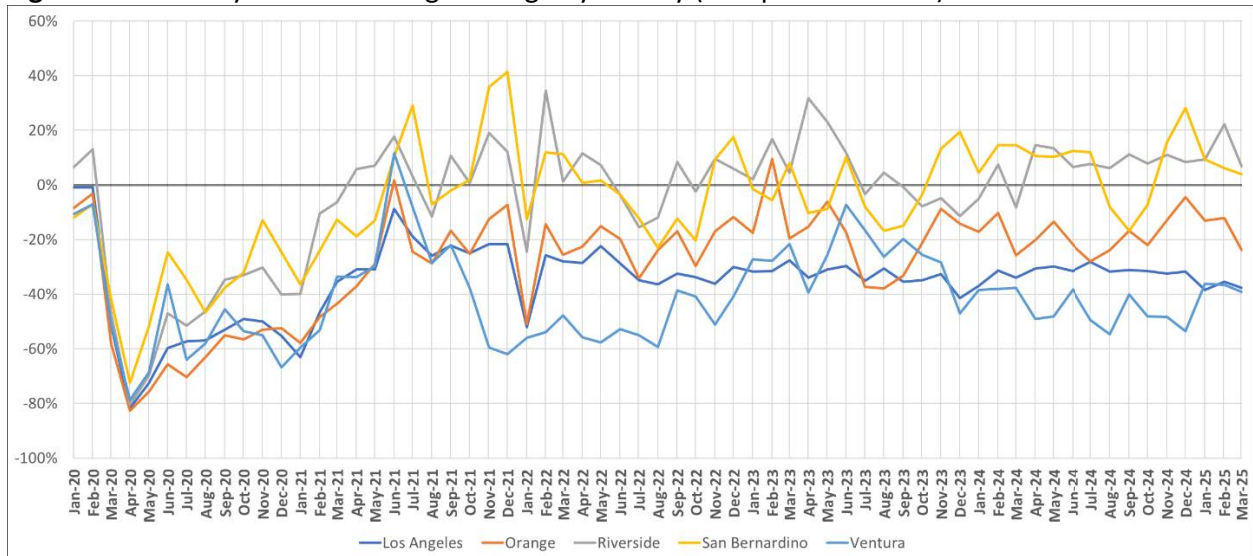
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

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



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

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



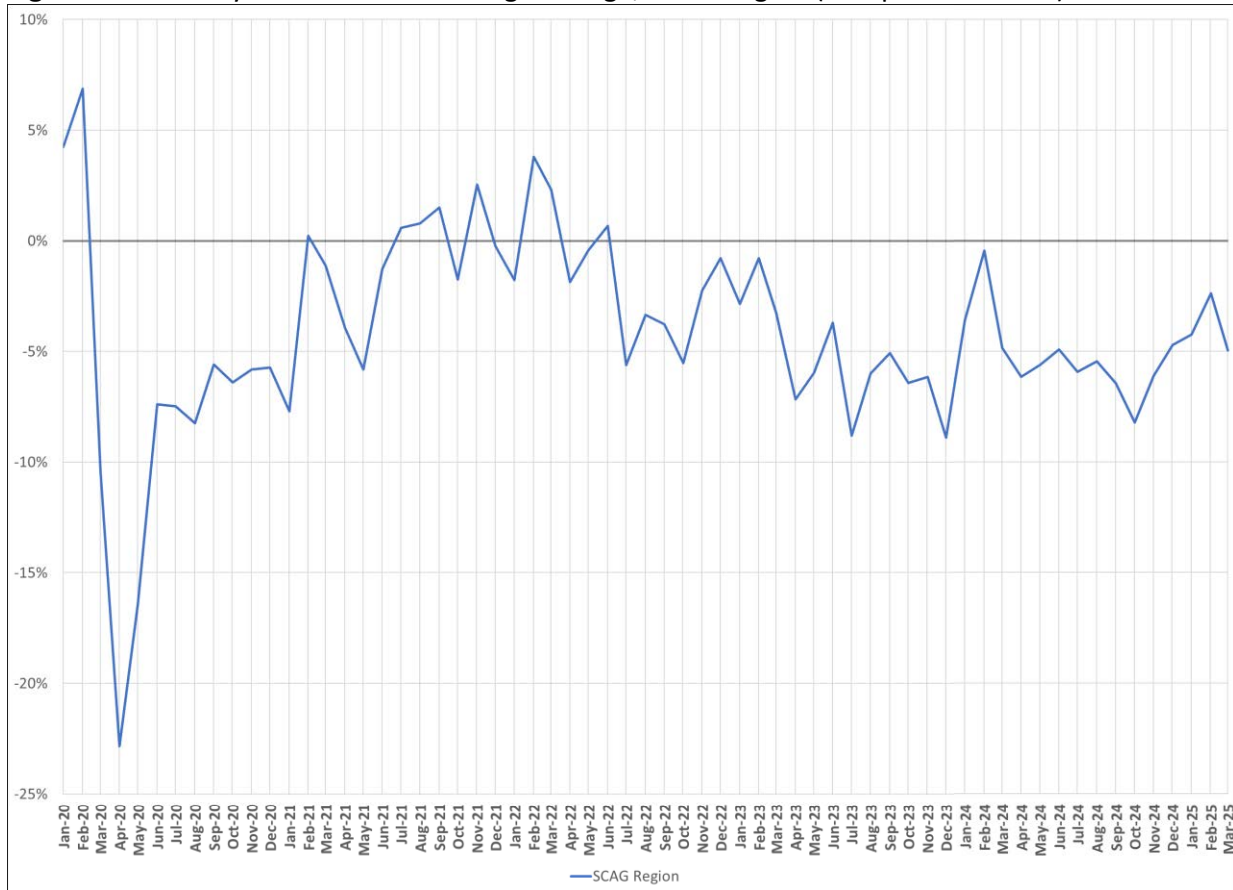
Source: California Performance Measurement System (PeMS), as of May 2025.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the onset of the pandemic. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about five percent below the pre-pandemic baseline by the end of March 2025. In general, the regional trend in truck VMT since the middle of 2022 seems to be continued regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels, before achieving near-parity with pre-pandemic levels in February 2024. Since February 2024, truck VMT levels have hovered around -5 percent.

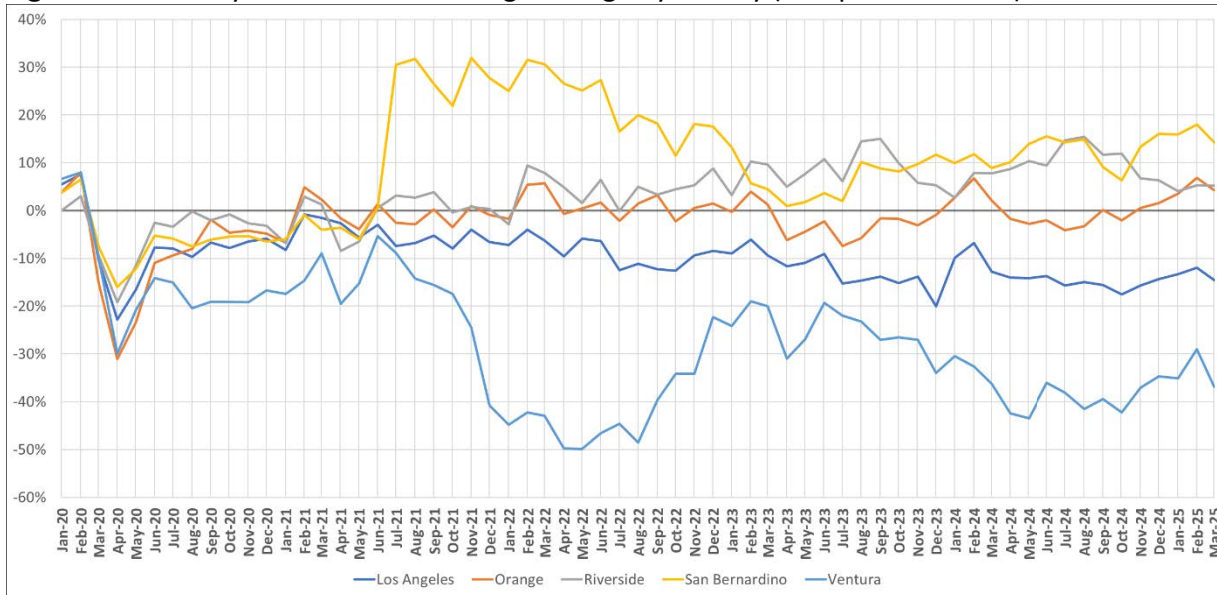
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on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

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



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

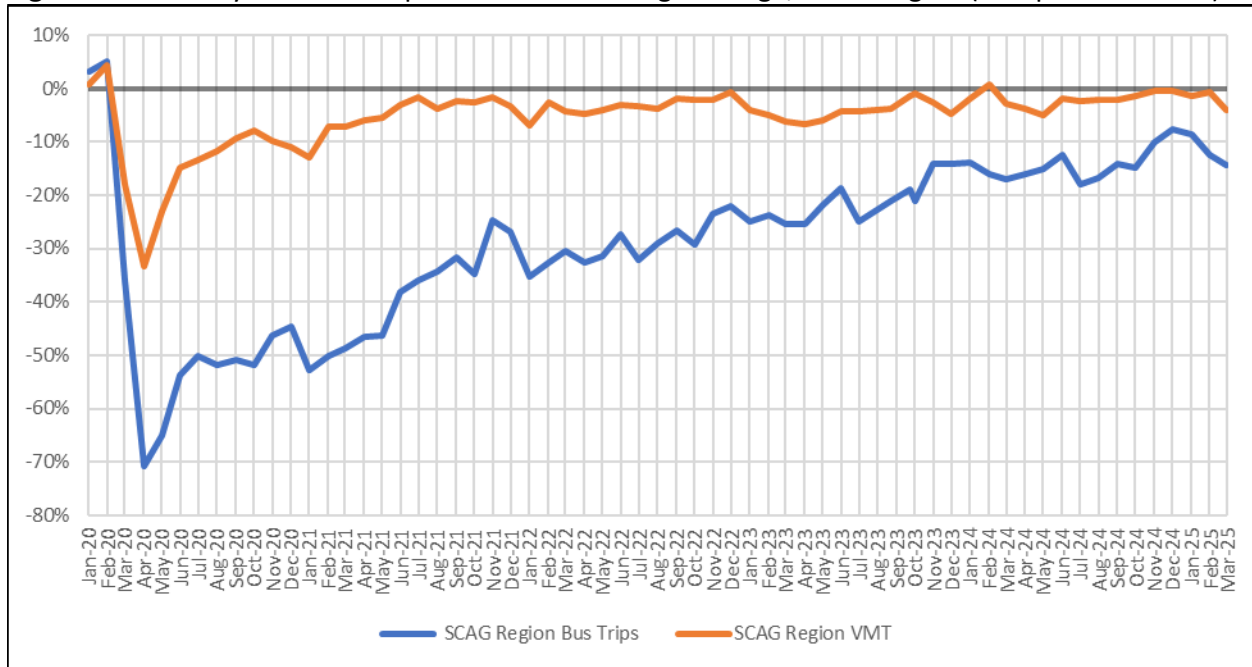
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



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

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month's totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about 14 percent below its pre-pandemic baseline level as of May 2025, is greater than the deficit in VMT of about four percent below its pre-pandemic baseline level in March 2025. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic, and both continue to gradually approach their pre-pandemic baselines.

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

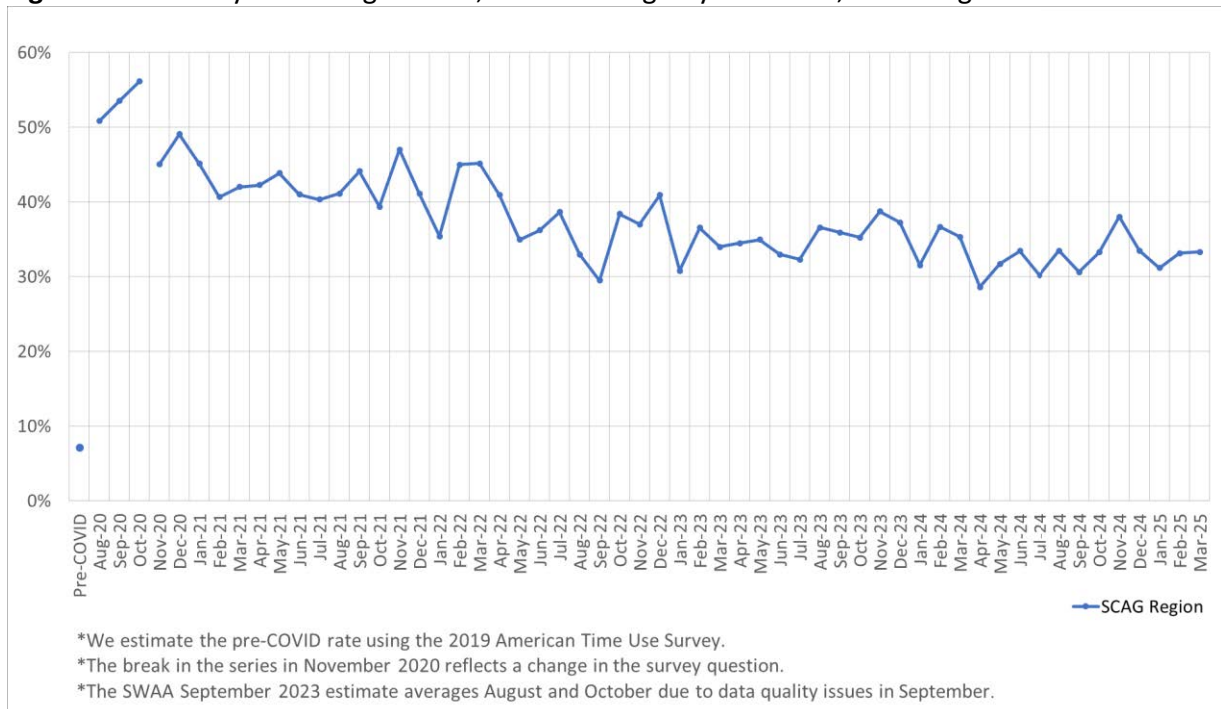


Source: Federal Transit Administration National Transit Database and California Performance Measurement System (PeMS), as of May 2025.

Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained relatively consistent, hovering between 30 and 35 percent. As of March 2025, the current rate stands at 33 percent.

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



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

NEXT STEPS:

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

FISCAL IMPACT:

None.



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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Transportation Commission**

July 8, 2025

The Honorable Toks Omishakin, Secretary
California State Transportation Agency (CalSTA)
400 Capitol Mall, Suite 2340]
Sacramento, CA 95814

Subject: Advancing Transit/Rail Through the Transit Transformation Task Force

Dear Secretary Omishakin:

On behalf of the Southern California Association of Governments (SCAG), I want to recognize and applaud the critical work that the California State Transportation Agency (CalSTA) and Caltrans are facilitating through the Transit Transformation Task Force (TTTF). The Task Force represents a significant step toward strengthening California's transit/rail systems, and SCAG appreciates the opportunity to participate, representing the priorities of our region's 100+ transit/rail operators while providing a regional planning perspective on the future of transit/rail. Since 1991, the SCAG region has invested more than \$196 billion in transit (2019 dollars), supporting strategies to meet the mobility and environmental goals included in the region's long-range plan, Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). However, more work is needed to not only maintain existing transit/rail use and operations, but to deliver future projects and services.

As the Task Force has discussed, California's transit/rail systems face several pressing challenges that demand urgent attention. Among them is the need to identify future funding to not only sustain transit/rail, including for operators facing fiscal cliffs, but implement the growth envisioned in our plans. Transit/rail's fiscal issues pose a significant threat to its long-term stability, highlighting the need for comprehensive long-range financial planning. Furthermore, additional stable funding mechanisms must be prioritized to effectively and flexibly address operational and capital needs, ensuring that transit/rail systems remain efficient, accessible, and capable of serving California's evolving mobility demands, as well as climate objectives.

Regional ridership continues to underperform, emphasizing the need for more targeted efforts to facilitate growth and ensure long-term viability, especially as new travel patterns are forcing changes to how we plan and implement transit service. Additionally, the implementation of Innovative Clean Transit (ICT) initiatives presents substantial financial hurdles, requiring strategic investment, support, and additional accommodations. These challenges are further compounded by California's preparation to host the 2026 World Cup, 2027 Super Bowl, and 2028 Olympic and Paralympic Games, events in which transit/rail will play a key role in managing transportation demand in the SCAG region.

Securing Additional Funding

Among the challenges we face, securing adequate funding stands out as the most critical. While updates to existing funding sources, such as the Transportation Development Act (TDA), will provide some relief, they alone will not suffice given the scale of need. To ensure the long-term viability of California's transit/rail systems, it is essential to preserve SB125 and the Transit and Intercity Rail Capital Program (TIRCP) to maintain continued investment.

Exploring innovative funding mechanisms such as road user charges, congestion pricing, and priced managed lanes can provide long-term financial stability. Many of California's MPOs, including SCAG, already anticipate these as future funding sources within our Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). Furthermore, given the success of [New York's congestion management program](#) in reducing vehicle miles traveled and generating significant revenue for transit, implementing context-sensitive congestion pricing in the near term is a strategy that warrants serious consideration.

In addition to advancing congestion pricing, the Task Force needs to consider bond measures like Proposition 1B (2006) and Assembly Bill 939 (2025), to fund transit and sustainable transportation throughout California. To support an initiative like this, the Task Force will need to better articulate an overarching vision for transit/rail that builds upon existing state, regional, and local plans. A compelling and accessible framework that extends beyond greenhouse gas reduction goals and provides for an equitable distribution, addressing multiple policy objectives such as housing production, safe mobility and equity, can unite stakeholders, policymakers, and the public in a common mission.

Reconsidering ICT's Timeline

We need to reconsider the timeline for implementing the state's Innovative Clean Transit (ICT) requirements. ICT compliance places a heavy financial strain on transit agencies, as vehicle and infrastructure costs are double those of existing fleets. While clean transit initiatives are essential, the current timeline for ICT implementation risks redirecting scarce funding away from critical improvements. It limits the ability of transit agencies to maintain current levels of service and expand service in the future. In a revenue-constrained environment, prioritizing ICT compliance under the existing schedule could come at the cost of implementing investments that drive ridership growth, including service expansion and transit priority enhancements.

Evaluating Performance

We need to ensure that current and new funding are tied to performance measures that strengthen accountability and drive measurable improvements across transit/rail systems. A performance-based approach should motivate more efficiency, coordination, and resource optimization, ultimately benefiting riders through more seamless, reliable, and effective service. Transit providers currently report on several metrics at the federal level. Aligning performance metrics with existing reporting requirements would not only improve clarity and streamline transit agency workload, but will provide the state, region and individual transit agencies an improved understanding of performance without additional state oversight. Priorities should be set at the regional or county levels of government, which have a long history of efficiently investing in transit improvements in coordination with transit/rail agency partners. This would also ensure broad-based geographic support for transit/rail strategies. By aligning financial support with demonstrated outcomes, California can foster a more resilient transit/rail network that adapts to evolving needs while maximizing public investment. Many of California's MPOs,

including SCAG, already evaluate transit performance through our plans ([RTP/SCS](#), [FTIP](#)) for federal purposes and are positioned to support these efforts without creating an additional layer of state oversight. MPOs are also able to ensure sensitivity to differing land use, transportation, and economic conditions.

Prioritizing Actionable Solutions

Prioritizing key actionable solutions is critical, with strategic investments focused on expanding frequent, reliable, and accessible transit/rail systems that drive ridership growth and deliver tangible benefits in both the near-, medium-, and long-term. Additionally, solutions should align with existing goals and funding needs outlined in plans such as Regional Transportation Plans, California Transportation Plan 2050, California State Rail Plan, and SB 1121 State and Local Transportation Needs Assessment. Clearly defining the strategies based on their timeframe for implementation is essential, especially for those requiring legislative support. The performance expectations need to be tailored to the demographic and travel characteristics of each subarea so that the funding is fairly distributed throughout regions, similar to the Local Transportation Fund (LTF) revenues. Furthermore, the Task Force needs to determine implementation roles by assigning clear responsibilities for the highest priority actions to ensure accountability and effective coordination across agencies and stakeholders. This will strengthen the impact of the Task Force's work and advancing California's transit/rail systems in a meaningful way.

SCAG is committed to collaborating with CalSTA, Caltrans, and the Task Force to address these challenges and seize opportunities that will advance transit/rail throughout California. We appreciate your leadership and look forward to continued engagement in these critical discussions.

Sincerely,



Kome Ajise

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
July 30, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: How Transit Agencies Are Overcoming Workforce Shortages
Without Expanding Their Fleet

SUMMARY:

From: https://knowledgehub.apta.com/resource/spare-how-transit-agencies-are-overcoming-workforce-shortages-without-expanding-their-fleet?utm_source=apta-knowledge-hub&utm_medium=cast&utm_campaign=APTA_SPARE_SOLO_060325

Public transit is at a tipping point. With rider needs changing, driver shortages, and growing financial pressures, agencies face a big question: how can they do more with less? Riders want flexibility—whether it's getting to the grocery store, a doctor's appointment, or running errands on their own schedules instead of fixed timetables. At the same time, transit agencies are under economic strain. According to the American Public Transportation Association (APTA), half of all agencies expect fiscal challenges, and 71% of the largest ones foresee a financial cliff within the next five years.

This guide provides an overview of:

- How to scale services without adding vehicles – Meet fluctuating demand while keeping costs low.
- How top agencies are using mixed fleets to cut costs – Real-world examples of success.
- The impact of FTA policy changes on transit operations – What agencies need to know now.
- How to maintain operational control while integrating external fleets – Ensure compliance and efficiency without losing oversight.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
July 30, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: ADA Compliance for Transit Agencies

SUMMARY:

From: https://caltransithub.org/resource/ecolane-ada-compliance-for-transit-agencies?utm_source=california-transit-association-knowledge-hub&utm_medium=cast&utm_campaign=CALIFORNIATRANSITASSOCIATION_ECOLANE_S_OLO_061625

The ADA Readiness Kit is a step-by-step guide to assessing compliance with checklists, expert tips, and key questions to uncover hidden gaps. The toolkit discusses why ADA compliance matters, the cost of non-compliance, compliance and funding eligibility, wheelchair accessible vehicles, among other topics.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.6
July 30, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Eno Center of Transportation Transit Construction Costs Data
Explorer

SUMMARY:

From: <https://projectdelivery.enotrans.org/transitcostsexplorer/>

The dashboard is a visual representation of Eno's global database of rail transit projects from the recent reports Saving Time and Making Cents: A Blueprint for Building Better Transit and On the Right Track: Rail Transit Project Delivery Around the World.

The database includes projects constructed between 1978 and 2024, adjusted for inflation using Engineering News Record's Construction Cost Index and adjusted for construction cost parity using purchasing power parities as determined by the Organization for Economic Co-operation and Development (OECD). Projects are categorized based on the Federal Transit Administration's modal definitions. In order to further standardize between countries and projects, the construction costs exclude the cost of rolling stock and support facilities (i.e. storage and maintenance facilities). Eno regularly updates the database as new projects are completed and new information becomes available. Therefore, as new projects are added, aggregate statistics will vary from Eno's published reports.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.7
July 30, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Eno Center for Transportation Study on the Federal Transit
Administration (FTA) Capital Cost Database

SUMMARY:

From: <https://projectdelivery.enotrans.org/fta-capital-costs-database/>

The Capital Costs database created and regularly updated by the FTA, documents the as-built costs for 54 federally funded projects in the following modes: bus rapid transit, commuter rail, light rail, heavy rail and trolley. It is openly accessible at <https://www.transit.dot.gov/capital-cost-database>. The FTA database is intended for performing historical cost analysis and developing order-of-magnitude cost estimates for conceptual transit projects. Project costs are tracked in FTA's Standard Cost Categories and the project costs have been validated. The purpose of the Capital Cost Database is not to prepare a detailed cost estimate. Instead, the database should be used for preparing conceptual, ballpark estimates for conceptual projects or for better understanding the unique characteristics of a cost estimate by comparing the costs to historical experiences. The Capital Cost Database is updated on a recurring basis.

The purpose of the Eno study is to analyze the FTA data to reveal trends, derive insight and lessons for the transit industry, while providing recommendations to improve the data collected in the database.



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.8
July 30, 2025

To: Regional Transit Technical Advisory Committee (RTTAC)

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

Subject: Caltrans Draft Director's Transit Policy

SUMMARY:

From: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/division-transportation-planning/transit-planning/ct-draft-directors-transit-policy-a11y.pdf>

Caltrans has released the Draft Director's Transit Policy in accordance with Senate Bill (SB) 960 Wiener, Statutes of 2024) for a 30-day public comment period. Caltrans' first Director's Transit Policy, which will guide the Department's long-term commitment to supporting public transit on the State Highway System. The policy outlines Caltrans' intent to integrate flexible, context-sensitive transit solutions for people of all ages and abilities. Comments are welcome through Monday, August 18, 2025 and can be submitted using this [form](#).

Caltrans will also be hosting a virtual stakeholder workshop on Wednesday, August 6, 2025. [Register](#) to attend, ask questions and share feedback directly with the Caltrans team.

Calexico on Demand Microtransit Pilot

SCAG RTTAC Meeting

July 30, 2025



Calexico
ON DEMAND

Overview

- Launched in January 2023 as a pilot micro-transit service in the City of Calexico
- Funded through Clean Mobility Options (CMO)
- SRTP 2018 suggested to introduce a intra-city circulator (Garnet Line) in the City of Calexico



Community Needs & Mobility Gaps

03



No rideshare services in Calexico



Cost-effective transportation solutions for car-free residents and visitors

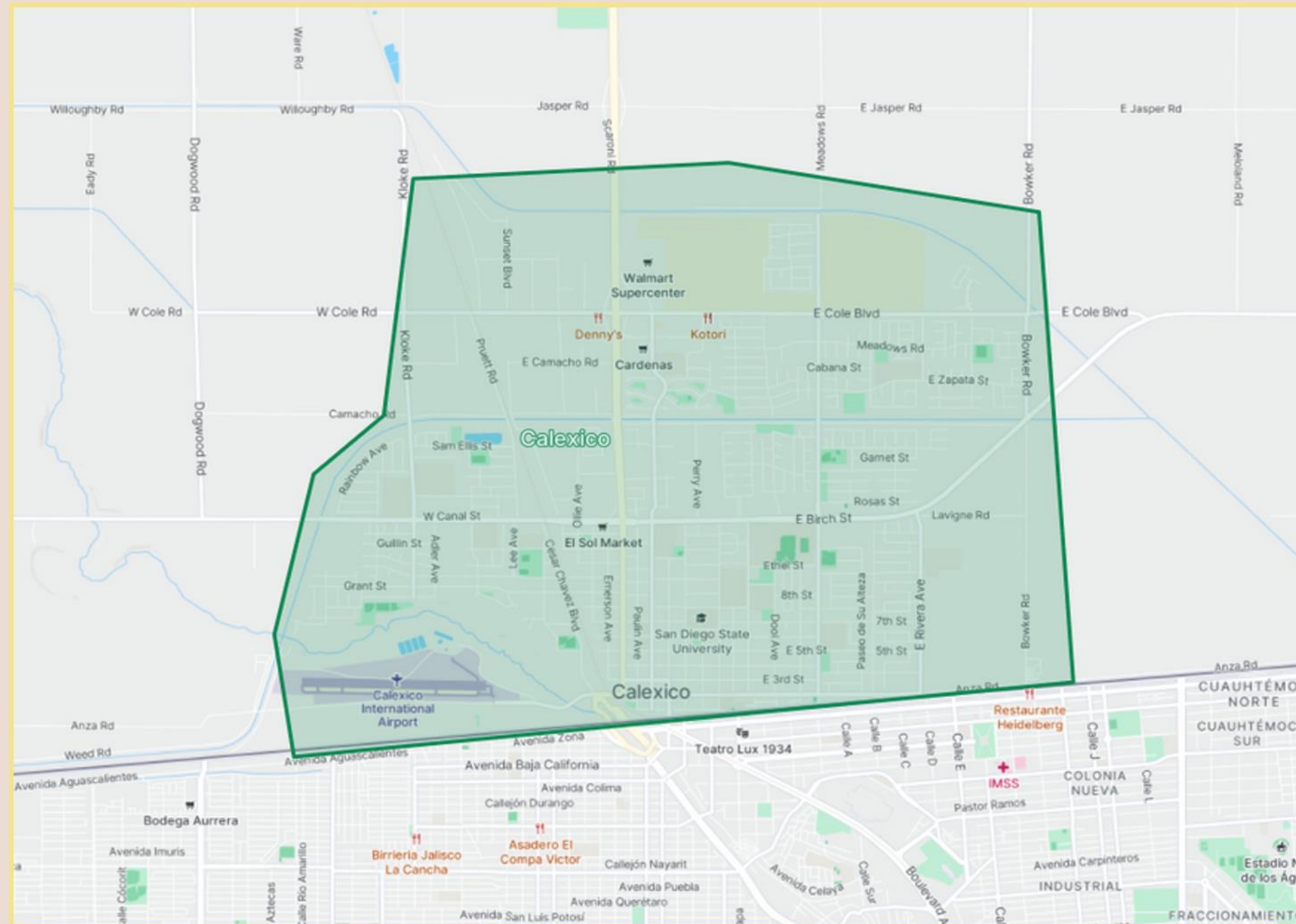


High volume of visitors through Calexico West POE



Service Area Map

04





Calexico
ON DEMAND

05

How the Service Works

Riders can:

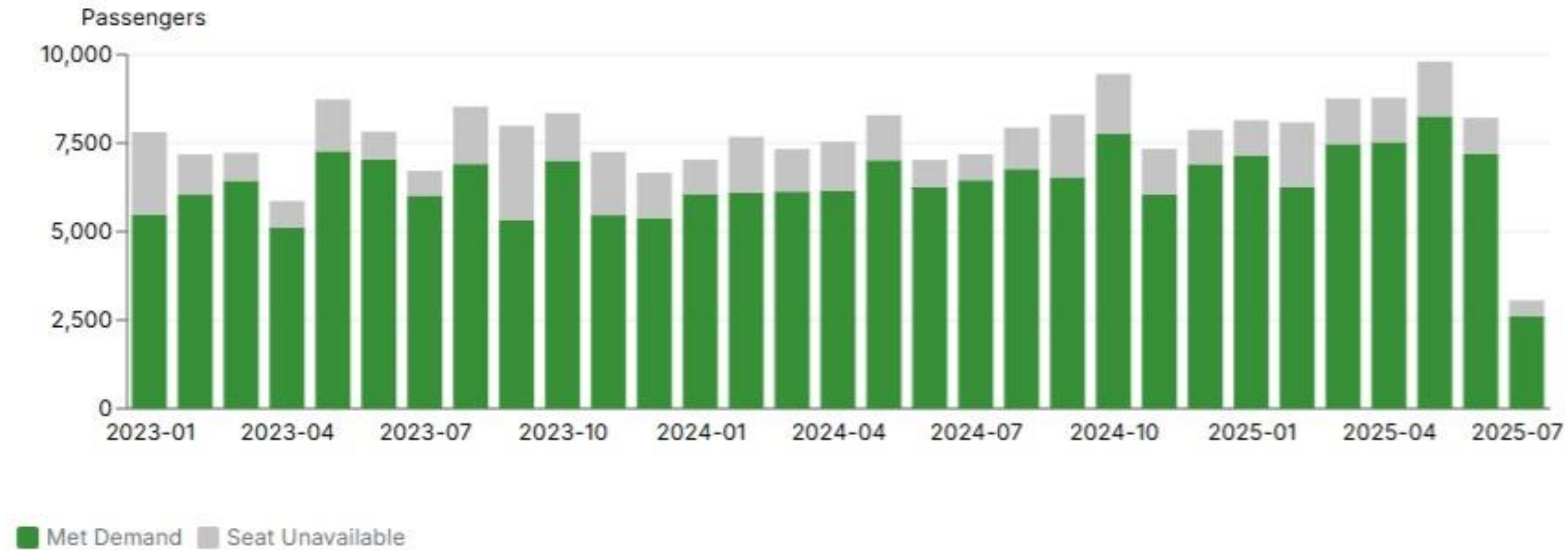
- Use the mobile app or call to request a ride
- Be picked up curb-to-curb within 30 minutes
- Pay a nominal fare (\$2 general public, \$1 Seniors/Persons with Disabilities)
- ADA Passengers link up with our Dial-a-ride service IVT Ride



Metrics to Date

Met Demand

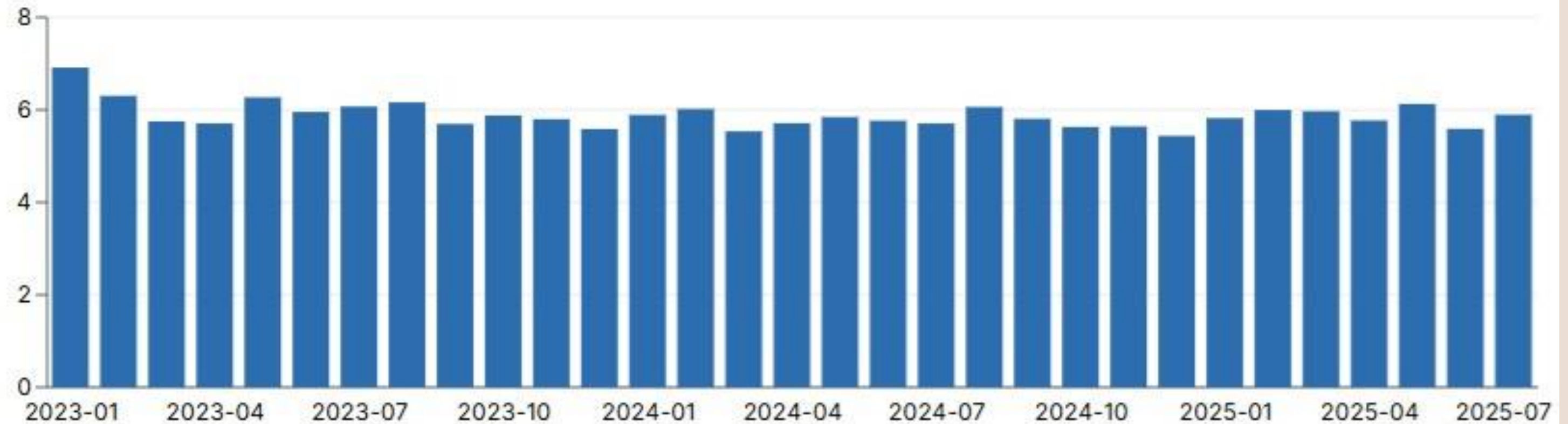
Number of ride requests (passengers) met with a ride proposal.



Metrics to Date

Productivity

Completed rides / vehicle revenue hours



Outreach and Rider Feedback

08



Viaje a cualquier lugar en Calexico por \$2 o menos.

Calexico On Demand, patrocinado por el programa Clean Mobility Options (CMO) Voucher, funciona como un servicio de transporte compartido que llega cuando usted quiera, hasta donde usted quiera.

¡Viaje GRATIS hasta el 9 de Febrero de 2023!

- ✓ Reserve viajes directamente desde su teléfono inteligente.
- ✓ Espere por su vehículo en la puerta de su casa, en cuestión de minutos.
- ✓ Disfrute un viaje compartido a Gran Plaza Outlets, West Border Crossing o a cualquier lugar de la ciudad sin necesidad de un vehículo.

Horarios de servicio:
6am-6pm, de Lunes a Viernes.

Escanee para obtener más información.

Powered by QVIA

Clean Mobility Options (CMO) forma parte de las Inversiones del Clima de California, una iniciativa estatal que destina miles de millones de dólares de Cap-and-Trade para la reducción de gases de efecto invernadero, fortalecimiento de la economía y mejoramiento de la salud pública y el medio ambiente – especialmente en comunidades desfavorecidas.

- Conducted outreach via flyers, social media, and partner organizations
- Flyer distribution within the city and at the Calexico West POE
- Bilingual materials
- First month free rides



What's Ahead



Evaluate pilot success and potential extension or expansion



Explore integration of virtual bus stops



Modify current Dial-a-ride service to integrate micro transit for the general public via mobile app



Thank You

Gustavo Gomez
Senior Transportation Planner
gustavogomez@imperialctc.org
760.592.4494



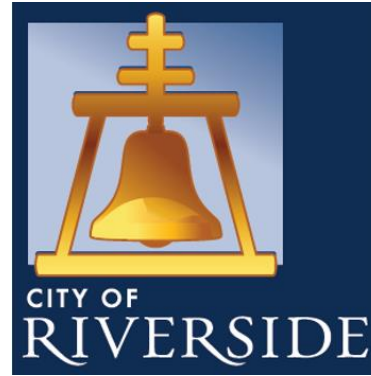
Ohmio Pilot Project

**SCAG Regional Transit Technical
Advisory Committee Meeting**

July 30, 2025

Introduction

- In February 2024, the Board authorized staff to enter into discussions with the City of Riverside on a partnership to operate autonomous, electric vehicles.
- In August 2024, RTA entered into an agreement with the City of Riverside for the 2-year Ohmio Pilot Project.
- Partnership between the City of Riverside, Ohmio and RTA.
- Worked closely with Local Amalgamated Transit Union (ATU) 1277.



Ohmio, Inc.

- Established in 2016
- Headquartered in New Zealand
- Growing demand in U.S.
- Global operation:
 - United States - JFK Intl. Airport
 - New Zealand & Australia
 - South Korea
 - Netherlands & United Kingdom
 - Finland



Ohmio LIFT Autonomous Shuttle

Ohmio Grand Opening



Ribbon Cutting



Riverside Municipal Airport



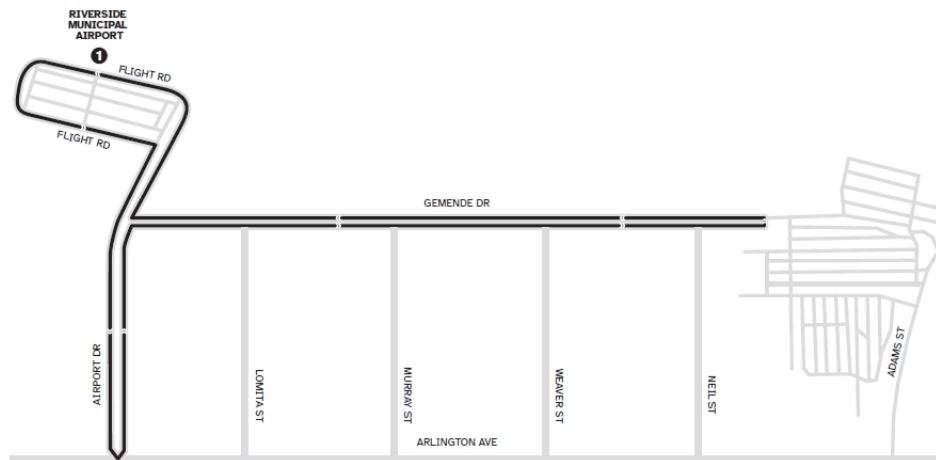
OHMIO PILOT

OP OHMIO PILOT | MONDAY THROUGH SATURDAY

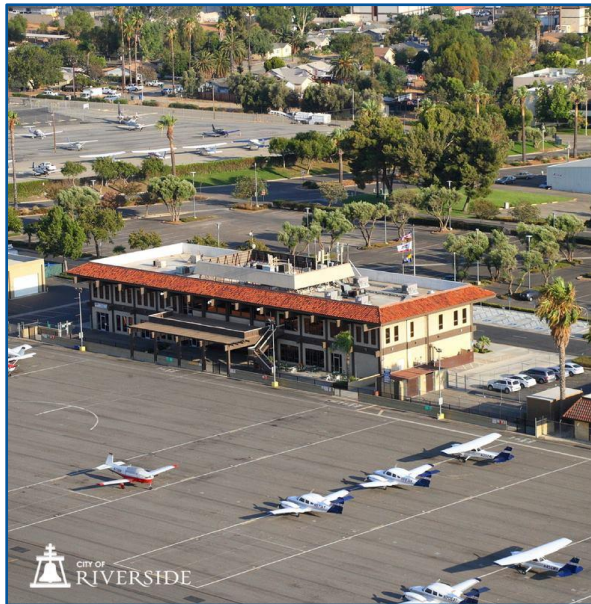
EVERYONE RIDES
FREE

RIVERSIDE MUNICIPAL AIRPORT
1
7:00
Vehicle departs every 20 minutes until
3:00

- A.M. times are in PLAIN, P.M. times are in BOLD
- The ride takes approximately 10 minutes
- No service on Sundays or:** Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day



Year One Locations



Riverside Municipal Airport



UCR



Downtown Riverside

Benefits

- High tech jobs and career pathways
 - Safety drivers
 - Mechanics/technicians
- Draws talent and investment into our region
- First of its kind
- Improved access to transit
 - First-mile/last-mile connections
 - Harder to serve areas
 - Underserved/low ridership areas



Thank you

Jennifer Nguyen

Director of Planning

jnguyen@riversidetransit.com

(951) 565-5132



Ventura County Transportation Commission

Update on Open-Loop Fare Collection

July 30, 2025 Regional Transit Technical Advisory Committee



Modernizing Fare Collection Across Ventura County

- Opportunities and Partnerships
- Planning for & Implementing on VCTC Intercity Service
- Marketing & Outreach Efforts
- Working with State and Local agencies to deploy regionally





Ventura County Transportation Commission (VCTC)

- Regional Transportation Planning Agency for Ventura County
- Plan & Manage many programs including:
 - **Intercity Bus Service**
 - **Regional Transit Technology Implementation**
 - **Regional Transit Planning**
 - Motorist Aid (Freeway Service Patrol)
 - Active Transportation Planning
 - Planning for Sustainability
 - Santa Paula Branch Line Railroad



VCTC Intercity Service

- Five Commuter Routes serving Ventura, Santa Barbara & L.A. Counties
- Fleet of 36 diesel coaches & five electric coaches (41 total)
- Service area covers ~400 square miles
- 405,000 annual passenger trips
- Serves as the connecting service between the cities in Ventura County



Partnerships & Opportunities

- Santa Barbara County Association of Governments (SBCAG) & VCTC
 - Partnership funds a route between Ventura County & Santa Barbara
 - SBCAG was awarded SCCP funding for 101 freeway improvements & Open-Loop readers for VCTC Fleet
- SCAG & VCTC
 - CTC Partnership Program funding Countywide deployment of open-loop system
- Cal ITP, VCTC & Local Agencies
 - Cal ITP consultant staff providing a lot of support
 - Local agency collaboration & coordination



Ventura County
Transportation
Commission



VCTC Intercity Planning & Implementation

- Goals: To increase ridership & improve passenger experience
- Strategy: Modernize Fare Payment with Open-Loop Technology
- Worked with Cal ITP staff to develop scope of work
 - VCTC required the ability for system to offer fare capping, free transfers, different fares by route type
- Solicited proposals from vendors through Master Services Agreement (MSA)
- Interviewed Vendors & awarded contracts
 - Payment Readers: Kuba, Inc.
 - Transit Processor: Enghouse Transportation
 - Payment Processor: Elavon
- Launched Tap2Ride on June 23rd

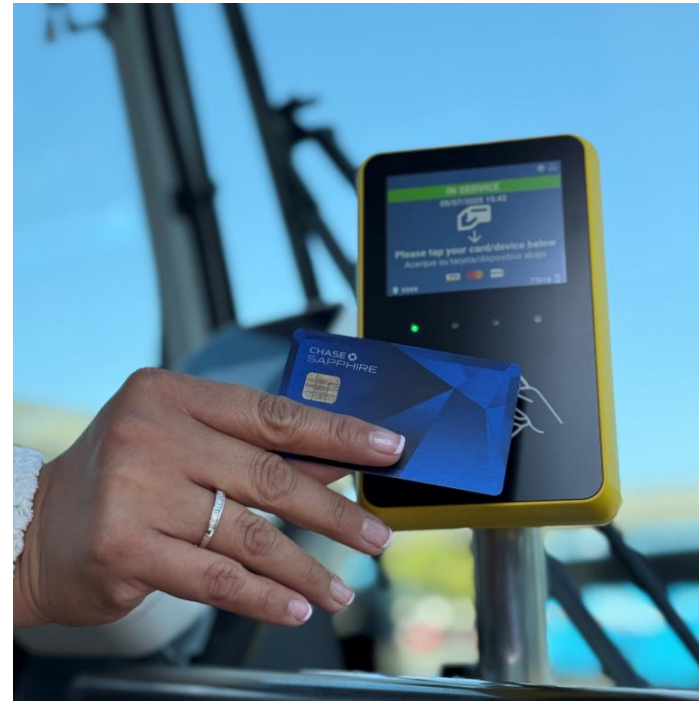


Marketing & Outreach

- Instagram, Facebook, & X ongoing campaigns
- Printed materials inside buses
- Dedicated landing page on Website
- Customer Service Rep scripts
- Bus Operators
- Upcoming:
 - Videos explaining benefits of fare capping
 - Printed material on display at transit pass sales outlets
 - Pop-up outreach at transit centers



TAP2RIDE



**Your ride is just one
tap away with
Tap2Ride**





VCTC Intercity Next Steps

- Launching of Reduced Fares through Login.gov
 - Seniors 65+
 - ADA/Disabled/Medicare Cardholders
 - Veterans
- In person enrollment events
 - Assisting reduced fare eligible riders register cards
- Reduced Fare Education Campaign



Countywide Deployment of Tap2Ride

- Outreach with Agencies
 - VCTC & Cal ITP staff met one on one in person with leaders of each agency
 - Allowed for clear & transparent communication about project
- Working with same open-loop vendors
- VCTC & Cal ITP staff to developed regional scope of work for each vendor & solicited quotes
- Contract Structure
 - VCTC will hold one contract with Kuba for payment readers
 - Each agency will hold individual contracts with Enghouse & Elavon – allows fares to be deposited directly to each agency
- Current Step:
 - Agencies reviewing contract language for Council & Board authorization





Benefits & Opportunities

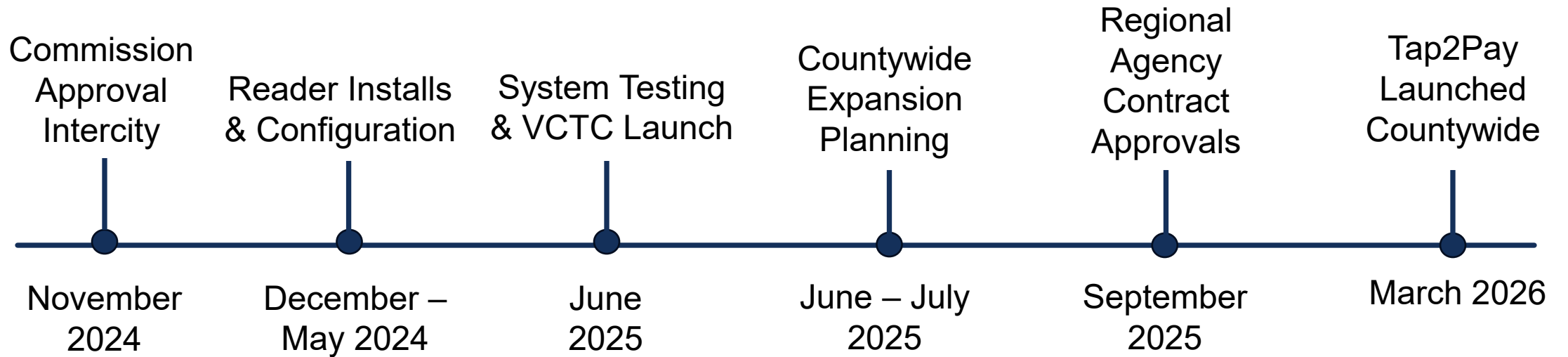
Benefits

- Provide seamless intercity & intracounty travel
- Free transfers between operators
- Lower fare collection cost
- Does not tie up passengers' money on bus pass

Opportunities

- Increase transit ridership – attract new riders
- Implement Countywide Fare Capping
- Individual fare caps by agency
- Reduced fare benefits

Tap2Pay Project Timeline





Questions?



Metro Fare Capping Update

SCAG Regional Transit Technical Advisory Committee
July 30, 2025

2023 Fare Changes

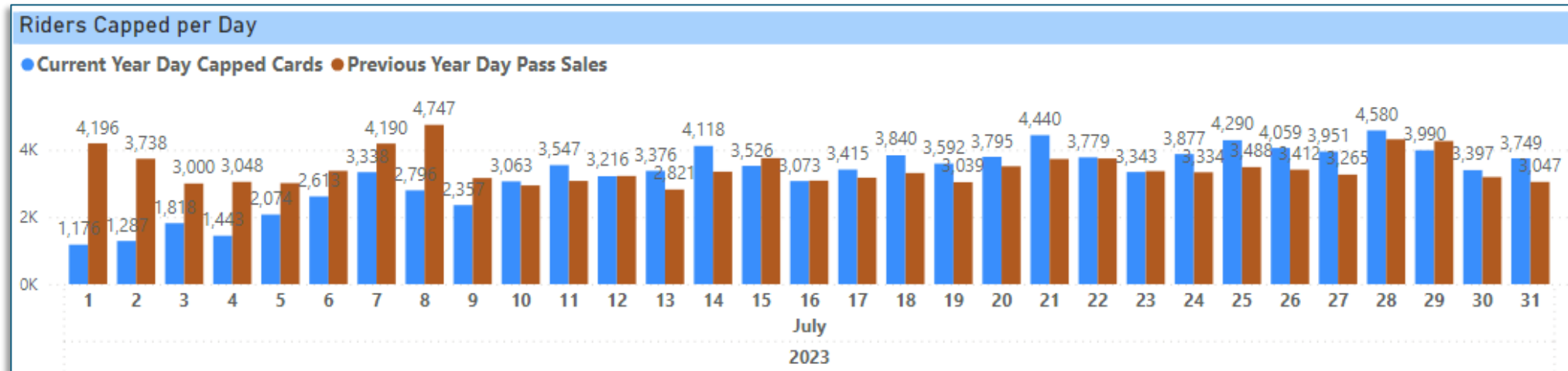
- All Metro Passes were replaced with fare capping
- One base fare for all Reduced Fare riders: Lowered base fare for Students K-12 (\$1.00) and College/Vocational (\$1.75) to \$0.75
- One base fare for all levels of service: No more upcharges on Metro J Line (Silver) and Express Bus services
- LIFE Riders: Metro LIFE customers receive 20 free rides per month including 2 hours of free transfers. After the free 20 rides are used up, customers pay per ride until they reach their 1-Day or 7-Day Cap
- TAP cards now have a 15-year expiration date. Digital TAP cards and Reduced Fare TAP cards continue to be free

Key Benefits Remained:

- Metro 2-hour free transfers: Riders continue to receive 2 hours of free one-way transfers with each paid ride on TAP
- For Senior/Disabled riders: Peak (\$0.75) and Off-Peak (\$0.35) pricing remained

1-Day Cap – First 30 Days

- 700,000 TAP cards were activated for fare capping
- More riders benefitted from the 1-Day cap than the Metro Day Pass in 2022
- 79,000 1-Day caps reached since July 10, 2023, compared to 71,400 1-Day passes sold by the same date in 2022



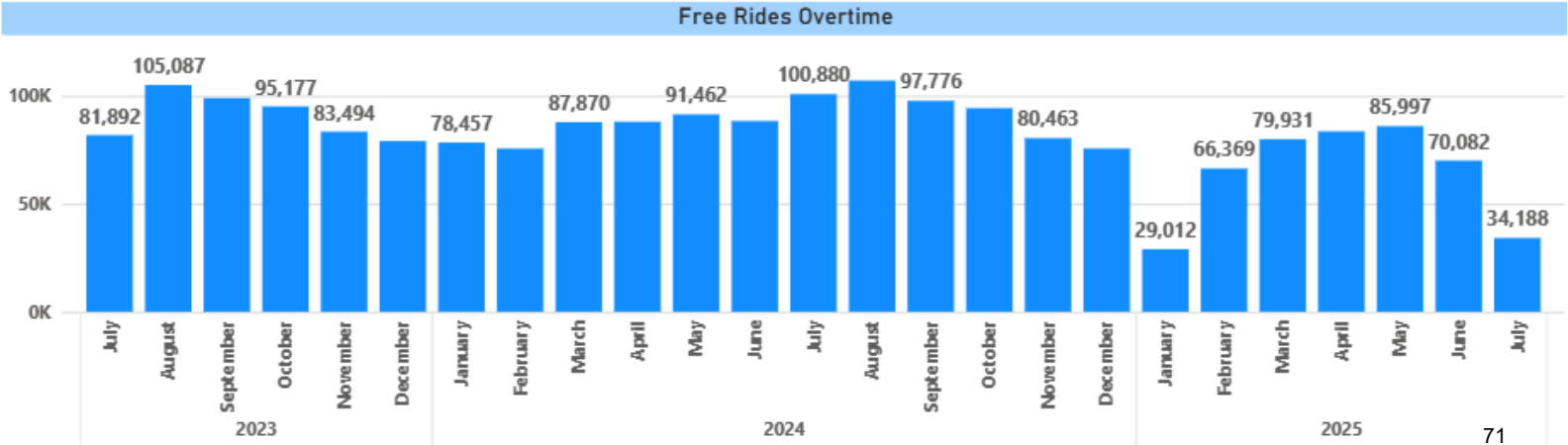
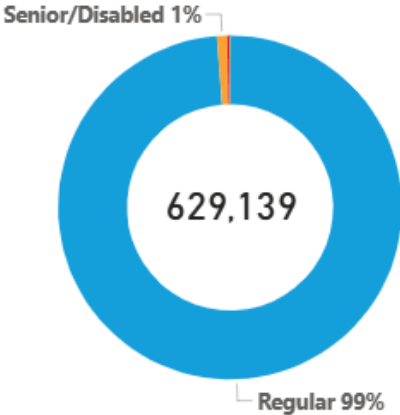
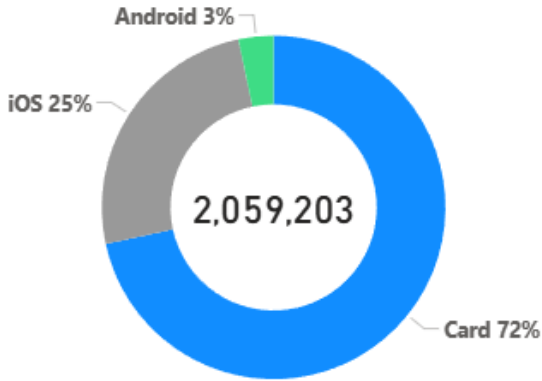
1-Day capped cards began to outpace 2022 Day Pass sales ten days after launch

2025
1-Day
Fare Capping
Update

Fare Capping 1-Day Stats

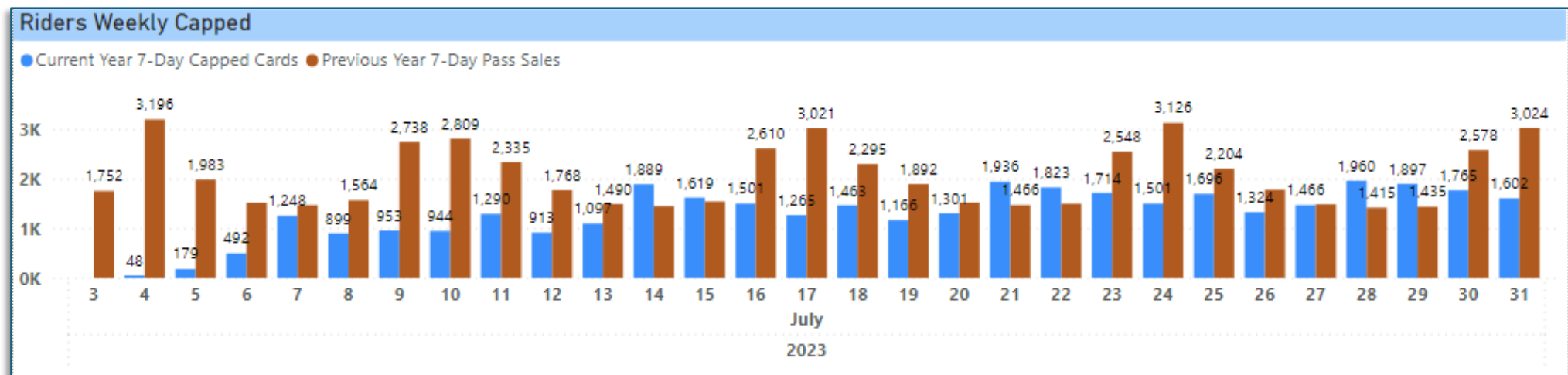
2025 Update

1-Day Statistics				
SV Transactions	Free Ride %	Capped Riders %	Cards with Fare capping	Money Saved
113,379,448	1.82%	16.55%	4,749,086	\$1,161,010
Free Rides		Riders Capped		



7-Day Cap – First 30 Days

- LA Metro was the first to offer a flexible 7-Day cap, which allowed riders to choose their start date. Other major cities only offered a fixed Monday to Sunday weekly cap
 - New York MTA has since adopted the 7-Day flexible cap
- 7-Day capped cards began to exceed Metro 7-Day pass sales after 14 days of launch, but on average were still below 2022 sales. This indicated that people save money with the new "pay as you go" model as opposed to buying a pass that they did not receive the full value from



2025 7-Day Fare Capping Update

Fare Capping 7-Day Stats

2025 Update

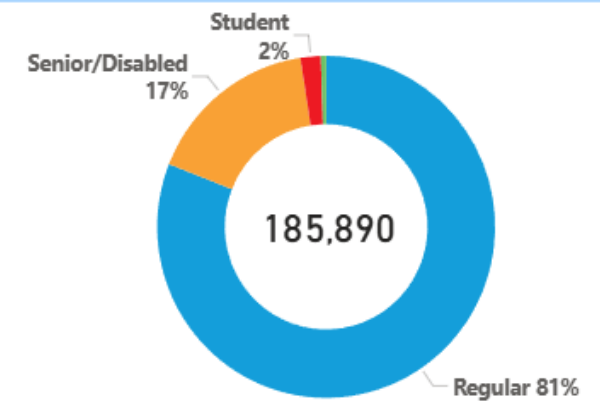
7-Day Statistics

SV Transactions 113,379,448	Free Ride % 2.84%	Riders Capped % 4.89%	Cards with Fare capping 4,749,086	Money Saved \$3,337,016
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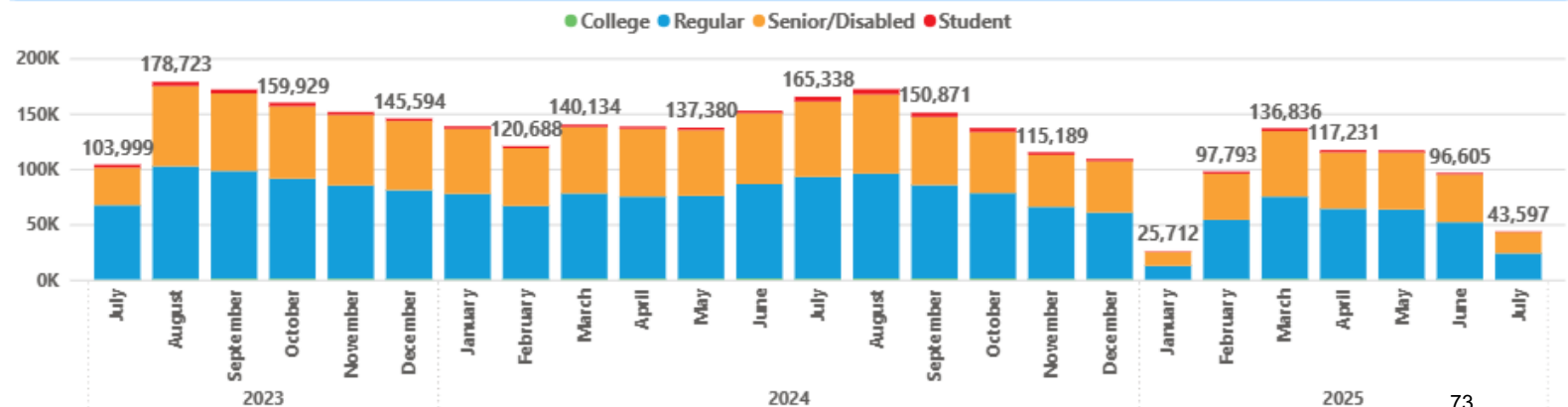
Free Rides



Riders Capped



Free Rides Overtime



What's up next: TAP Plus

Spring
2026

Contactless payment for Full Fare Riders

When using a credit/debit card to pay fare, riders will:

- **Participate in fare capping**
 - When riders use the same credit/debit card to tap, their card will not be charged fare once they have reached the 1-Day or 7-Day fare cap
- **Receive 2-hour free transfers**
 - Customers who pay with credit/debit cards will receive 2-hours of free transfers on Metro when they tap with the same credit/debit card when transferring
 - Customers will also be able to pay for interagency transfers as well

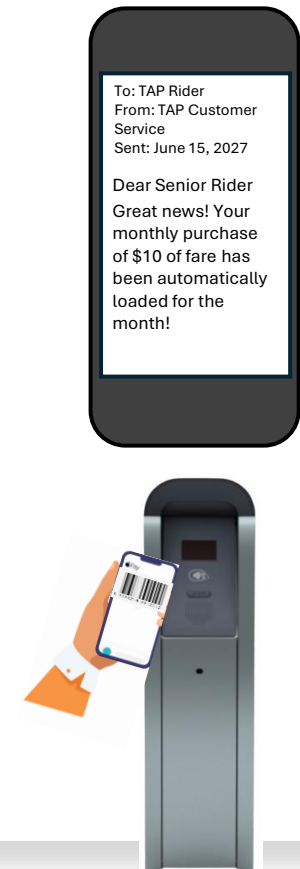


**Early
2027**

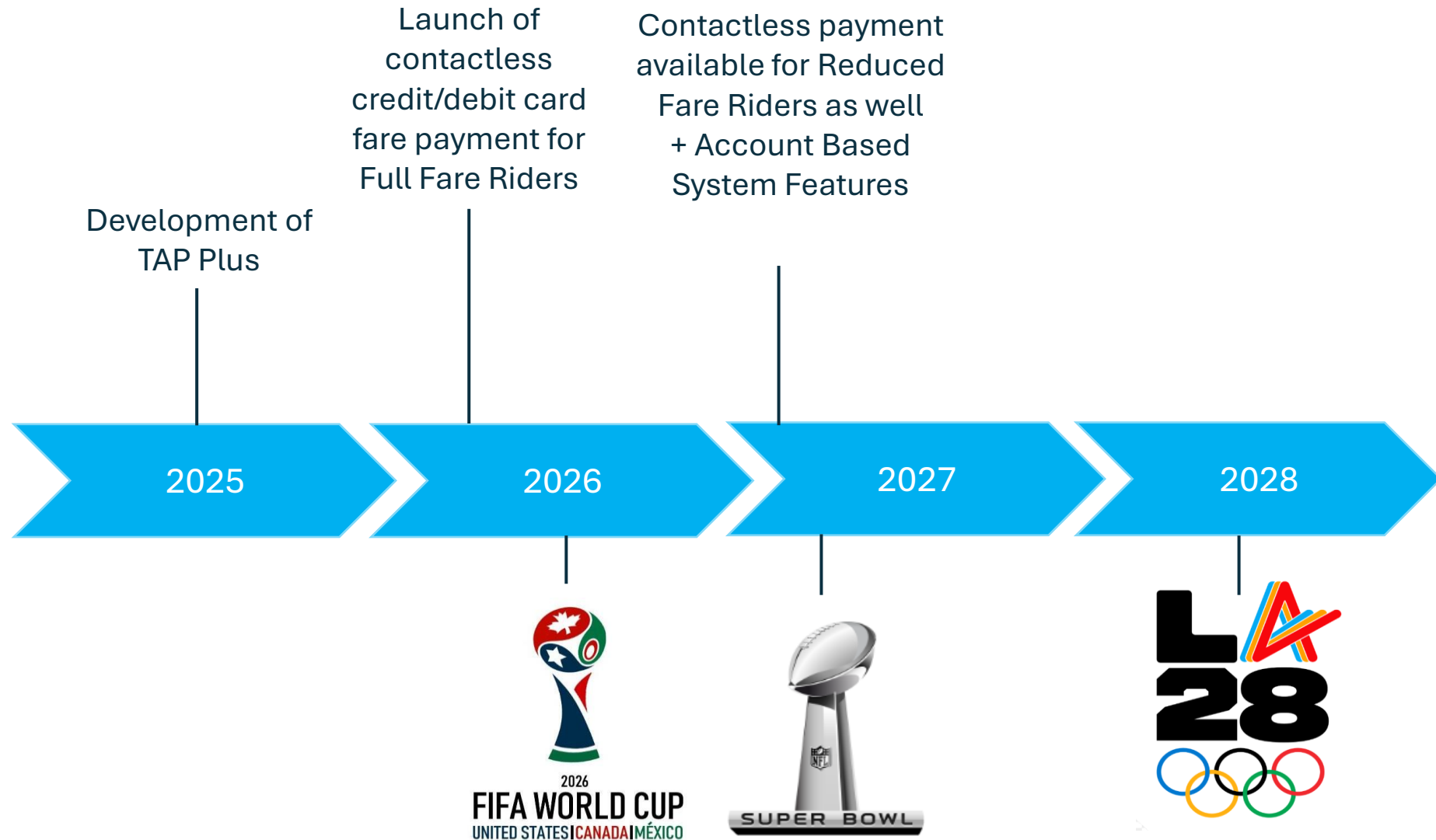
Contactless payment for **Reduced Fare Riders + Additional Account-Based Features**

Benefits of this change:

- Reduced Fare riders will be able to link their credit or debit card to their TAP account and use that credit/debit card to pay reduced fares at the fare validator
- Fare will be available immediately after purchase
- Allow for joint ticketing for events or with venues – the ability to purchase a round-trip transit ticket at the same time they purchase an event ticket
- TAP Plus will make the system open and flexible to integrate with government benefit programs, 3rd party mobility partners (bike share, scooters, ride hailing services, etc.), QR code vendors, mobile apps and new technologies



TAP Plus Timeline



Thank you!

Questions?

Transit Transformation Task Force Update

July 30, 2025

WWW.SCAG.CA.GOV

UPCOMING MEETINGS

CalSTA Transit Transformation Task Force

August 1 Meeting @ Oakland

- Transit Transformation Task Force Meeting #11:
 - August 1, 2025, 10:00 a.m. to 4:00 p.m.
BART Board Room
2150 Webster Street, 1st Floor
Oakland, CA 94612
Virtual Option will be available (visit <https://calsta.ca.gov/subject-areas/sb125-transit-program>)
 - Meeting materials are available on the CalSTA website



AGENDA

- 1) Welcome and Opening Remarks
 - a) Public Comment (2 minutes per speaker)
- 2) Roll Call
- 3) Discussion and possible action to approve the TTTF Meeting Minutes for March 11, 2025 (Roll Call)
- 4) Discussion and possible action to approve the TTTF Meeting Minutes for April 25, 2025 (Roll Call)
- 5) Staff Report, discussion, and possible action on TTTF Report Tranche 1:
 - a. Staff Report on the following sections of the TTTF Report
 - (i) Introduction, Executive Summary, and Guiding Principles
 - (ii) Principle: "Boost the speed, frequency, and reliability of transit services" including detailed strategies and recommendations in Appendix B
 - (iii) Principle: "Deliver an exceptional customer experience with a strong focus on safety for everyone" including detailed strategies and recommendations in Appendix B
 - (iv) Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E
 - b. Public Comment
 - c. Discussion and Possible Action
- 6) Preview of next steps and topics for future meetings
- 7) Adjourn

Note: Task Force will recess for lunch around noon for 30 minutes.

****Please Note:** The Task Force may not discuss or act on any matter raised during the Public Comment section that is not included on this agenda, except to decide whether to place the matter on the agenda of a future meeting. (Gov. Code, §§ 11125 and 11125.7, subd. (a).)

August 26 Meeting @ OCTA

- Transit Transformation Task Force Meeting #12:
 - June 10, 2025, 10:00 a.m. to 4:00 p.m.
Orange County Transportation Authority (OCTA)
550 South Main Street
Orange, CA 92868
 - Virtual Option will be available (visit <https://calsta.ca.gov/subject-areas/sb125-transit-program>)
 - Meeting materials are available on the CalSTA website





THANK YOU!

For more information, please visit:

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