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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

***Wednesday, October 21, 2026
10:00 a.m. – 12:00 p.m.***

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

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

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REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

Wednesday, October 21, 2026

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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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| 3.1 | <u>Minutes of the July 29, 2026, RTTAC Meeting</u>
(Priscilla Freduah-Agyemang, SCAG) | 3 |
| 3.2 | <u>Transportation Trends Report</u>
(Priscilla Freduah-Agyemang, SCAG) | 12 |
| 3.3 | <u>Innovative Clean Transit Regional Assessment Study Final Report and Toolkit</u>
(Priscilla Freduah-Agyemang, SCAG) | 40 |
| 3.4 | <u>FTA Recognizes Pedestrian Safety Month</u>
(Priscilla Freduah-Agyemang, SCAG) | 45 |
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(Priscilla Freduah-Agyemang, SCAG) | 46 |

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| 4.1 | <u>California Transit Advisory Committee (CALTAC) Update</u>
(Priscilla Freduah-Agyemang, SCAG) | 10 | 47 |
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(Lorelle Moe-Luna, RCTC) | 20 | 55 |

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA

Wednesday, October 21, 2026

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4.6	<u>Games TDM Strategic Plan</u> (Krystal Ayala; Madilynn Hamilton, SCAG)	15	132
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6.0	<u>ADJOURNMENT</u>		

*The next Regional Transit Technical Advisory Committee meeting is tentatively
scheduled for January 27, 2027.*

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

July 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, Aubrey Smith, Ventura County Transportation Commission.

Members Participating:

Aubrey Smith (Chair)	Ventura County Transportation Commission
Jeremiah Bryant (Vice Chair)	Omnitrans
Geraldina Romo	Antelope Valley Transit Authority
Judy Vaccaro-Fry	Antelope Valley Transit Authority
Tisha Lane	Antelope Valley Transit Authority
Tyron Gunn	Beach Cities Transit
Anthony Serna	California State Transportation Agency
Giles Giovinazzi	California State Transportation Agency
Alyssa Mendez	City of Commerce Transit
Claude McFerguson	City of Commerce Transit
Sudesh Paul	City of Corona
Randy Barragan	City of Riverside
David Richardson	City of Riverside Special Transportation
Patti Solano	City of Riverside Special Transportation
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Ben Gonzales	City of Simi Valley
Josh Landis	Foothill Transit
Gustavo Gomez	Imperial County Transportation Commission
Allison Higgins	Los Angeles Metro
Chris Reyes	Los Angeles Metro
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Darlene Gonzalez-Szabo	Metrolink
Roderick Diaz	Metrolink
Ron Profeta	Metrolink
Chris Wood	Montebello Bus Lines
Julio Recinos	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority

Derek Donnell	Norwalk Transit
Alex Shippau	Omnitrans
Kevin Khouri	Orange County Transportation Commission
Andrew Sall	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe Luna	Riverside County Transportation Commission
Sheldon Peterson	Riverside County Transportation Commission
Tyler Madary	Riverside County Transportation Commission
Jennifer Nguyen	Riverside Transit Agency
Corie Zamora	Santa Clarita Transit
Nick Echeverri	Santa Clarita Transit
Rod Goldman	Victor Valley Transit Authority
Sylvia Harris	Victor Valley Transit Authority

Linda Mendez	Caltrans D7
Darleen Reyes	Caltrans D8
Lorna Foster	Caltrans D8
Lucius Wu	Caltrans D12
Seth Cutter	Caltrans D12
Jessi Downing	Caltrans
Ritu Muralidharan	Caltrans
Audrey Ogden	Caltrans
Josh Pulverman	Caltrans

SCAG Staff:

Krystal Ayala	Camille Guiriba
Elizabeth Carvajal	Alexis Murillo-Felix
Leslie Cayton	Rachel Om
Kevin Diep	David Salgado
Karl Fielding	Firdausi Sudarmadji
Priscilla Freduah-Agyemang	

1.0 CALL TO ORDER

Aubrey Smith, Ventura County Transportation Commission, Chair, called the meeting to order at 10:03 a.m.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the April 29, 2026, RTTAC Meeting
- 3.2 Notice of Withdrawal of Guidance for FTA Circular 4704.1A
- 3.3 Transit Asset Management (TAM) Dear Colleague Letter
- 3.4 Notice of Proposed Rulemaking on Bus Testing Program
- 3.5 FTA Announces \$12 Million Notice of Funding Opportunity to Help Connect People to Health Care and Other Critical Services
- 3.6 Low Carbon Fuel Standard (LCFS) for Transit Agencies Webinar
- 3.7 FTA Launches New Dashboard to Make Public Transit Safety and Performance More Transparent for Commuters
- 3.8 Notice of Funding Opportunity to Modernize the U.S. Bus Infrastructure
- 3.9 SCAG's Toolbox Tuesday Session on Advancing Clean Transit Through Innovative Tools and Strategies

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

4.0 INFORMATIONAL ITEMS

4.1 Governor's Public Transit Executive Order

Anthony Serna, Deputy Secretary for Rail and Transit at CalSTA, shared the Governor's Public Transit Executive Order. The Executive Order (EO) is directly related to the Transit Transformation Task Force (TTTF) final report that was delivered in late 2025 as part of an accountability measure for SB125. The TTTF report places the state at the center of designing and streamlining the delivery of public transportation in California. He highlighted that the executive order directs the state and transit agencies to better utilize state capacity to streamline the design and delivery of transit and active transportation projects in California. Mr. Serna mentioned that the executive order directs Caltrans to provide additional technical support for designing and implementing transit priority infrastructure on Caltrans owned facilities, which includes expediting design guidance, which was already a requirement under SB 960. Mr. Serna shared other goals of the EO, including helping to expedite project delivery, streamlining the environmental process, and streamlining funding from the state. He mentioned the nexus between land use decisions and transit and rail investment decisions. He also shared the immediate next steps including the six deliverables, directed at Caltrans, and due at the end of October 2026. CalSTA is working with partners to identify the highest priority items for the remaining EO clauses without explicit delivery times to help kickoff progress towards implementation, with clear measures to track in real time.

Aubrey Smith, chair, asked whether the district transit plans currently in development will feed into the larger vision. Mr. Serna shared that certainly mirrors the plans for additional coordination for better integration into implementing the tasks in the EO.

Lorelle Moe-Luna, RCTC, asked what the process for transit priority projects will look like over the next few months considering the end of October EO deadline. Mr. Serna shared that CalSTA is working with Caltrans to identify a specific implementation action plan but would rely on the work already in progress at the local and at district levels. Additional details will be shared as it becomes available especially on next steps.

Priscilla Freduah-Agyemang, SCAG, asked if funding has been discussed at part of this work, especially regarding more streamlined funding. Mr. Serna responded that the EO requires creation of dashboards, Customer Resource Management System, which is currently been implemented. This includes a consolidated dashboard to review exciting resources. The challenge with identifying additional funding resources is still in progress but may be completed in the next phase.

Ms. Freduah-Agyemang also asked about updates to the current and future work Cal-ITP based on what the EO specifies. Mr. Serna shared Caltrans is in the middle of implementing and finding permanent resources to maintain the division of data and digital services. CalSTA and Caltrans are committed to ongoing support for Cal-ITP and plan to continue to seek support on their work.

4.2 Caltrans District Transit Plans Update

Audrey Ogden, District Transit Plans Contract Manager at Caltrans presented the Caltrans District Transit Plans Update. She shared that the purpose of the district transit plans is to identify and prioritize transit infrastructure needs on the state transportation network and position those district specific needs for funding and implementation. Ms. Ogden noted Caltrans and the team are developing a list of transit priority projects through a technical score, through data and local input. The criteria for the technical score include transit priorities and transit access needs. Caltrans is looking at different sources to supplement the criteria, including daily person trips, population characteristics, density, collisions near transit stops, limited first/last mile, bicycle and pedestrian access, connections to rail and key transit stops, ADA access, and weather conditions.

Ms. Ogden mentioned that they are working on phase two engagement this year. She stated that the purpose of phase two is essentially to engage with people who already have a strong understanding of transit. Caltrans vetted the priority needs and presented the types of transit improvements for those higher priority needs with stakeholders, transit partners and transit adjacent partners, to gather feedback and build momentum towards implementation. Improvement types include transit priority lanes and bus stop amenities. She shared that the project team moved to phase 2B transit adjacent group engagement this summer, which includes health and human services groups, businesses, economic development groups, community-based organizations (CBOs), tribes, public health groups, and bike coalitions. She specified that these groups have a natural connection to transit or are serving communities that rely on transit. The findings will be summarized and integrated into the draft plans. The District Plans Update is anticipated to be completed by February of 2027.

Priscilla Freduah-Agyemang, SCAG, asked whether a more detailed analysis of the Transit Priority treatments for local agencies will be considered. Ms. Ogden responded that the scope of the

contract is limited in identifying the conceptual project improvements that could be implemented in specific areas, and that further coordination will be needed after the district plans are implemented. She shared that the Caltrans team is interested in making sure any potential projects are also listed in relevant regional, general, and respective local plans. The team as well as the Office of Transit Planning, and perhaps CalSTA, would be interested in such coordination efforts to ensure alignment.

4.3 OCTA Bus Stop Safety and Accessibility Plan

Kevin Khouri, Senior Transportation Analyst at OCTA shared information about the Bus Stop Safety and Accessibility Plan (BSAP). Mr. Khouri shared that the project focuses on developing project ready safety and accessibility improvements around some of the highest ridership bus stops. The project was guided by a combination of safety, equity, and multimodal mobility goals, such as improving pedestrian safety and reducing severe injuries and fatalities, advancing equitable access to transit for transit dependent and underserved populations, and supporting sustainable mobility through walking, biking, and transit. Mr. Khouri added that OCTA selected the study locations based on the highest daily ridership and the absence of concurrent capital projects, allowing the plan to focus where improvements could have the greatest impact. The BSAP focuses on bus stops at 12 high ridership intersections across four cities serving more than 12,500 daily boardings.

Mr. Khouri noted that for the technical analysis, the data-driven analysis included travel patterns, collision history, equity, and public health context, and community walk audits held at each study intersection. Community engagement efforts combined both digital and in-person outreach activities. He mentioned that the project's recommendations included a toolkit comprising of complete streets and transit supportive strategies, and intersection level improvements with design concepts and planning level cost estimates. Mr. Khouri added that Implementation also included a project prioritization framework and funding strategy for next steps. He noted that the engagement approach emphasized people-first participation with multiple ways to engage both in-person and online. Activities included community walk audits at each study intersection, technical advisory committee meetings with agency stakeholders, community advisory group meetings with residents and community organizations, community workshops, public survey (both online and hard copies), and a pop-up Go Human demonstration event.

Additionally, Mr. Khouri shared that projects were prioritized using seven criteria and weighting, including collision history, network connectivity gaps, proximity to key destinations, benefits to underserved communities, safety and security, transit ridership, and readiness for implementation.

Lastly, Mr. Khouri added that the next steps call for partner coordination with OCTA supporting funding alignment and regional coordination with the cities leading design, construction, and maintenance for most street improvements that support access to transit.

4.4 Metro's World Cup Service Updates

Chris Reyes, Senior Director at LA Metro Operations, shared LA Metro's World Cup Service Updates. He shared that the World Cup involved several partnerships, collaboration, and efforts from many groups, and thanked the partners for all the work. He noted that all 16 work streams broke down into three different portfolios, including service, access, and experience. Mr. Reyes shared information about the World Cup Games Enhanced Transit Service (GETS). He mentioned that though LA Metro was running point on everything related to the Transit service, it involved a larger collaborative effort from Metrolink, Big Blue Bus, Culver City Bus, Foothill Transit, G-Trans, Montebello, Norwalk, Torrance Transit, OCTA, Riverside Transit Authority, and Omnitrans. He noted the total number of buses was about 300. He also shared that the service was efficient and effective. He mentioned that they were able to modify and move service around, ramp up buses for certain areas that saw larger passenger flows for ingress. The team captured the ridership for the eight days of matches and mentioned that for some of these days they saw up to 30% increase in rail ridership. Mr. Reyes mentioned in total, just under half a million people took the service just for those eight match days.

Mr. Reyes shared that LA Metro had a control center for the event. He noted that they were monitoring service by getting feedback from City cameras and were able to see, access, and communicate directly with people working. He also mentioned that a GETS Coordination Center was developed specifically for the tournament and included all represented agencies. This helped improve efficiency. Staff worked in the control centers inside the Los Angeles Stadium, for example, as well as with the city of Inglewood on their traffic patterns and traffic control, to make sure that the buses were moving efficiently. The buses had a purple wrap labeled "World Cup Enhanced Service", for easy identification to riders and customers.

Mr. Reyes mentioned the work of the facilities maintenance team during the tournament, which included cleanups, repainting, and updating signage. He also shared that in preparation for match days, the team set up tables, chairs, hydration stations, and signage wayfinding. Human signage was also used, with people in lifeguard towers directing fans. Other wayfinding tools, including maps, overhead views, floor graphics, posters on the walls, translations, and ADA signage were leveraged.

Mr. Reyes shared the fare payment process during the tournament. He highlighted that Metro's open-loop payment helped speed up queueing and coordination of the fleet. At key locations, Metro also had staff and volunteers selling commemorative TAP cards.

Mr. Reyes also shared that news media during the tournament helped share information about bus service and resulted in high ridership numbers throughout the tournament. The media also spread information about heat mitigation measures, which included hydration stations, misting fans at a few key locations, distributing cooling towels, and priority lanes for ADA passengers. He noted the inflatable calming pods for fans at some of the busiest locations. Metro station events and activations included DJs, concerts, and the big TV screens of games being played for fans to watch.

Finally, he shared that a QR code was made available for fans to scan to access routes and schedules throughout the tournament.

Aubrey Smith, chair, asked about the key takeaways and lessons learned that may be critical for the LA28 Olympics. Mr. Reyes highlighted parking and stated that Metro and partners had built a lot of the network and planned around the fact that the parking over at the stadium was going away. This happened as planned and FIFA activated the space for hospitality, their own buses, and various activations. But Metro did not have to recreate all that parking elsewhere.

4.5 City of Simi Valley Microtransit Pilot Program

Ben Gonzales, Deputy Public Works Director at the City of Simi Valley presented Simi Valley's Microtransit Pilot Program, Simi Transit On Demand. He shared that it is a two-year pilot program and mentioned that it provides service within designated service zones. He shared that the goal is to offer service in areas that do not have fixed route service. He also noted that it is a shared ride service, and is open to the general public, seniors, and individuals with disabilities. Mr. Gonzales also noted that customers can use the app, website, or call them to book a ride. Fares are \$4 for the general public, and \$3 for seniors and disabled riders. He noted that the service uses electric vehicles and carries approximately 6 to 8 passengers and one wheelchair.

Mr. Gonzales shared keys to success and lessons learned, which included having community meetings to get the public involved, marketing, figuring out vehicle deployment, looking at charging infrastructure, rider promotions, having the fare be not the same price as the fixed-route and paratransit service, and being flexible with the strategic planning. Lastly, he shared that the city may expand the service in future.

Priscilla Freduah-Agyemang, SCAG, asked whether the pilot will continue after the one-year, since the times is already appropriately and asked whether there are plans in place already. Mr. Gonzalez shared that the service may run for another year; however, the city is currently looking for long-term funding to continue the service. It may call for adjustments to the fixed route service to make more funding available for the continuous service.

Priscilla Freduah-Agyemang, SCAG, also asked whether the microtransit pilot aligns with the city's current fixed route service. Mr. Gonzalez confirmed that the service aligns with the fixed route service and added that potential microtransit service expansion may result in expanding the fixed route service hours to help customers with continuous service.

Priscilla Freduah-Agyemang, SCAG, again asked what some of the challenges are for the service. Mr. Gonzalez shared that the electric vehicles used for the microtransit pilot service require midday charging to at least complete a day's service. Drivers typically alert the team for vehicle swaps when needed.

4.6 Connect SoCal Updates

Leslie Cayton, Associate Regional Planner at SCAG, presented Connect SoCal updates. Ms. Cayton gave a recap on Connect SoCal 2024, which included major restructuring and update of policy

elements guided by collaboration among the policy committees, subject matter, subcommittees and working groups, as well as stakeholder engagement throughout the plan development process. She noted the new policy structure within the last plan included an overarching vision and goals that articulated where they want to be by 2050 regional planning policies. She added that SCAG is carrying forward these goals in the next plan that will provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. She explained that the goal for this update is to reduce duplication, simplify and clarify the policy direction and strengthen implementation and coordination between SCAG, local jurisdictions and other partners. She also mentioned that they are working internally to develop preliminary draft policies to share with stakeholder groups in the coming months.

Ms. Cayton noted that in October SCAG will be looking to adopt the policy development framework and discussions at the policy committees on potential subject specific policy elements and updates throughout the fall. She posed questions for the group to help with the policy discussion for feedback. She stated that SCAG is assessing any gaps through this process from Connect SoCal plan adoption.

Priscilla Freduah-Agyemang added that SCAG plans to host one-on-one meetings with the transit agencies to solicit feedback into the mobility technical report later in the fall. She also encouraged the RTTAC to email responses to the questions that were shared during the presentation.

5.0 STAFF REPORT

5.1 SB 79 Update

Elizabeth Carvajal, Deputy Planning Director at SCAG gave updates on SB79. She shared that LA County is the only county that is affected by SB 79 at this time. Orange County will be eligible for SB 79 once the OC Streetcar opens. She also shared that SCAG's SB 79 map for LA County was published on July 1, meeting the statutory deadline. In addition, she mentioned that SCAG is still in the process of making final updates on the map on stops they need to add and adjust. Ms. Carvajal also mentioned that one of the elements of the methodology for the map was changed, which now includes stops for projects that had a locally preferred alternative. She mentioned that SCAG will start working on mapping efforts for Orange County after the LA County map is wrapped up. Lastly, she shared a link to the methodology and map for the LA County SB 79 map in the zoom chat.

5.2 Innovative Clean Transit Regional Assessment Study Updates

Priscilla Freduah-Agyemang, SCAG Senior Regional Planner, shared updates on the Innovative Clean Transit Regional Assessment Study. She thanked the committee for the comments and feedback they provided on the draft final report and the toolkit. She shared that the project team have officially completed the work with the consultant, and she is currently working with the SCAG's media team to publish the report and toolkit. She encouraged the committee to share it around when it gets published.

6.0 ADJOURNMENT

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



Multimodal Integration Program

2026 Biannual Transportation Trends Report

OCTOBER 2026

MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY



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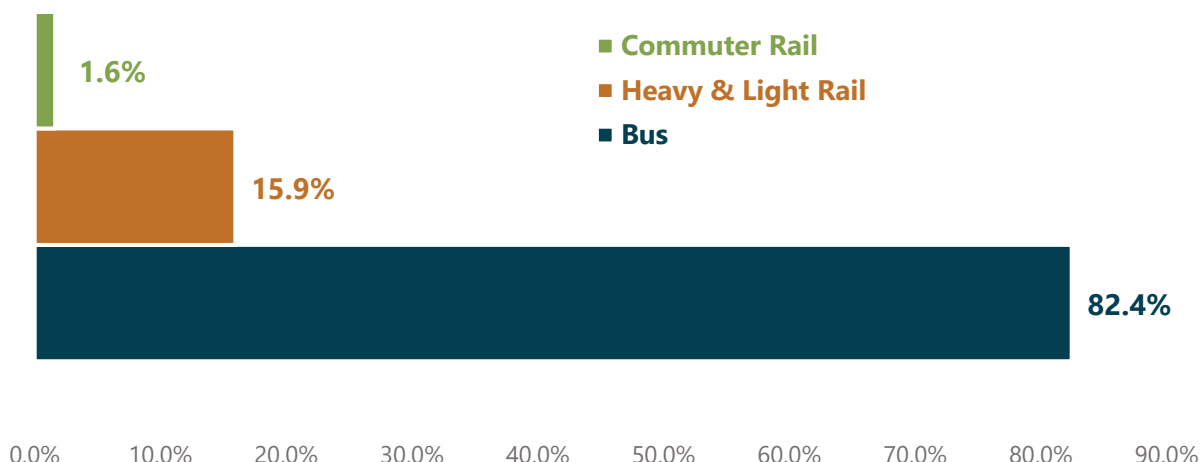
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Introduction

The SCAG region is home to a diverse and expansive public transit ecosystem, with over 100 operators providing a broad range of services across its six counties. These services span local fixed-route bus systems, express transit networks, intercity services, and commuter rail, reflecting the region's varied geography and population density.

As detailed in Exhibit 1, bus service forms the backbone of the system, representing 82.4 percent of the transit service and providing the broadest level of coverage across the region. Heavy and light rail account for 15.9 percent, serving many of the region's highest-demand travel corridors and connecting major activity centers, while commuter rail represents 1.6 percent and provides longer-distance connections between communities and employment centers across Southern California. Together, these complementary modes create a layered transit network in which buses provide the foundational reach and flexibility of the system, supported by rail services that strengthen higher-capacity and longer-distance connections.

Exhibit 1 Composition of Transit Ridership by Mode Based on Total Ridership for Fiscal Year 2026



To focus this analysis, 27 transit agencies were selected based on their operational scale and the availability of consistent and comparable ridership data. These agencies represent a cross-section of public operators, including municipal systems, joint powers authorities, county transportation commissions, and transit districts. Exhibit 2 categorizes these agencies by county and mode.

Each county's transit network is shaped by its unique context:

- Imperial County is served by the Imperial County Transportation Commission, which offers intercity bus services across a vast, rural area.
- Los Angeles County features the highest number and variety of operators. Los Angeles County Metropolitan Transportation Authority operates an extensive network that includes local and rapid bus service, as well as both light rail and heavy rail lines. Smaller municipal operators such as Santa Monica's Big Blue Bus, Culver CityBus, and the Los Angeles Department of Transportation also provide critical bus services within the county.

- In Orange County, the Orange County Transportation Authority operates a comprehensive fixed-route bus system. The Anaheim Transportation Network offered circulator and shuttle services, particularly in the resort district, however all Anaheim Transportation Network service concluded in March 2026.
- In Riverside and San Bernardino counties, major operators include Riverside Transit Agency, SunLine Transit Agency, and Omnitrans, each of which provides local and regional bus service.
- Ventura County's transit landscape includes Gold Coast Transit District and the Ventura County Transportation Commission, both of which provide local and regional bus service.
- Commuter rail service across five counties in the SCAG region is provided by the Southern California Regional Rail Authority (Metrolink), which connects key population centers via seven lines. As a regional backbone for longer-distance and intercounty commuting, Metrolink supports systemwide mobility and integration.

Exhibit 2 Selection of Public Transit Operators in the SCAG Region

County	Transit Agency	Service Area	Mode
Imperial	Imperial County Transportation Commission	Regional	Bus
Los Angeles County	Antelope Valley Transit Authority	Local	Bus
	Beach Cities Transit (City of Redondo Beach)	Local	Bus
	City of Commerce Municipal Buslines	Local	Bus
	City of Gardena Transportation Department	Local	Bus
	Culver CityBus	Local	Bus
	Foothill Transit	Regional	Bus
	Glendale Beeline	Local	Bus
	Los Angeles County Metropolitan Transportation Authority	Regional	Bus, Heavy/Light Rail
	Los Angeles Department of Transportation	Regional	Bus
	Long Beach Transit	Local	Bus
	Montebello Bus Lines	Local	Bus
	Norwalk Transit System	Local	Bus
	Pasadena Transit	Local	Bus
	Santa Clarita Transit	Local	Bus
	Santa Monica Big Blue Bus	Local	Bus
	Torrance Transit	Local	Bus
Orange County	Anaheim Transportation Network	Local	Bus
	Orange County Transportation Authority	Regional	Bus
Riverside County	Riverside Transit Agency	Regional	Bus
	SunLine Transit Agency	Local	Bus
San Bernardino County	Omnitrans	Regional	Bus
	Victor Valley Transit Authority	Local	Bus
	Arrow Service	Local	Hybrid Rail
Ventura County	Gold Coast Transit	Regional	Bus
	Ventura County Transportation Commission	Regional	Bus
Multi-County	Southern California Regional Rail Authority	Regional	Commuter Rail

In addition to ridership trends, this report presents a comprehensive analysis of travel behavior in the SCAG region using three primary datasets:

- **National Transit Database:** Provides monthly ridership trends by mode and operator.
- **California Performance Measurement System:** Offers near real-time data on vehicle miles traveled, vehicle-hours of delay, and truck activity on the state highway system.
- **Survey of Working Attitudes and Arrangements:** Captures how remote and hybrid work patterns are reshaping commute behavior.
- **Port of Los Angeles and Port of Long Beach Container Statistics:** Provide monthly twenty-foot equivalent unit (TEU) data to track container throughput and freight activity at the San Pedro Bay Ports.

Each dataset offers a unique perspective. Together, they help contextualize how travel has evolved in the post-pandemic era, highlighting uneven recovery across counties and modes, as well as sustained shifts in travel behavior, including lower vehicle hours of delay, indicating less time spent in congested conditions, and continued remote work, though at levels below the peak of the pandemic. By referencing these sources and developing integrated analysis, this report provides SCAG's Transportation Committee, policymakers, and stakeholders with a timely, data-driven foundation to:

- Evaluate shifts in travel behavior across the region.
- Shape future transportation investment and planning decisions.
- Develop strategies to rebuild transit ridership.
- Assess the equity impacts of transportation trends.
- Anticipate changes in commuting patterns due to hybrid work arrangements.

Overall Transportation Trends

This report evaluates transportation trends and ridership across the SCAG region by mode and month and provides a systemwide assessment, regardless of whether specific rail lines have opened, extended, or suspended service during the evaluation period. Similarly, bus agencies across the region adjust service levels by suspending or discontinuing routes as needed. The intent of this report is to evaluate overall bus and rail ridership totals rather than analyze changes at the individual route level. For the purposes of assessing post-pandemic ridership recovery, this report uses fiscal year 2018-19 as the baseline year for comparison. Transit ridership is tracked on a month-to-month basis, with recovery compared to the corresponding pre-pandemic month to highlight how transit use continues to recover over time and to account for seasonal variations in ridership. In contrast, the vehicle miles traveled and vehicle-hours of delay recovery analysis uses a rolling 12-month average comparison, which provides a more stable measure of broader travel and congestion trends.

Transit ridership and vehicle travel in the SCAG region have continued to recover from the impacts of the COVID-19 pandemic, though patterns vary by mode, further summarized below:

- In June 2026, light and heavy rail recorded the highest recovery relative to pre-pandemic ridership levels. However, bus ridership maintained the highest average recovery rate over the past 12 months, while commuter rail continued to experience the slowest overall recovery.
- **Bus ridership recovered 84.9 percent of pre-pandemic ridership** as of June 2026, with ridership growth averaging 0.7 percent over the last 12 months.
- **Light and heavy rail ridership recovered 92 percent of pre-pandemic ridership** as of June 2026, with ridership growth averaging 2 percent over the last 12 months.
- **Commuter rail ridership recovered 68.5 percent of pre-pandemic ridership** with ridership growth averaging 0.9 percent over the last 12 months.
- On roadways, overall vehicle miles traveled (VMT) is at 94.4 percent of pre-pandemic levels. However, vehicle-hours of delay has recovered only 72.9 percent of pre-pandemic levels highlighting the impact of remote work and travel pattern shifts. Truck VMT has trended below pre-pandemic levels at 91.8 percent.
- Remote work continues to be a key factor; approximately 29.4 percent of workdays were performed from home over the last year, contributing to reduced peak-hour demand across all travel modes.

JUNE 2026 AT A GLANCE



30.2M
Bus Trips

84.9%
recovery of
pre-pandemic
ridership



6.6M
Rail Trips

92.0%
recovery of
pre-pandemic
ridership



674.5K
**Commuter
Rail Trips**

68.5% recovery
of pre-pandemic
ridership



5.9B
VMT

94.4%
recovery of
pre-pandemic
levels



230.7M
Truck VMT

91.8%
recovery of
pre-pandemic
levels

Transit Ridership

BUS RIDERSHIP

Bus service in the SCAG region is highly diverse, reflecting the region's varied travel markets and mobility needs. Local bus routes form the foundation of the regional bus network, providing frequent access within communities and connecting riders to jobs, schools, services, and other transit. These local services are complemented by rapid routes and express routes that provide longer-distance connections between suburban or exurban communities and improve travel times along heavily traveled corridors. Bus rapid transit offers a higher-capacity, higher-quality form of bus service through features such as dedicated lanes, enhanced stations, transit signal priority, and more frequent service. Transit operators may also provide special event services that can be deployed or expanded to accommodate major events and periods of concentrated travel demand. Together, these services demonstrate the flexibility of bus transit and its ability to serve a wide range of trip purposes, community types, and travel patterns across the SCAG region.



Image Source: Imperial Valley Transit

LOCAL

Refers to traditional bus transit service operated in a defined service area with a scheduled fixed route and stops spaced from at a minimum almost every block to a maximum of a quarter mile. This is a common form of transit among operators in the region. Several transit agencies, including numerous individual cities, operate this service. Examples include the OCTA Local and the Glendale Beeline.



Image Source: Riverside County Transportation Commission

RAPID/LIMITED STOP

Refers to routes typically operated on high-traffic routes along existing local routes, with limited stops at major intersections and transit hubs. Examples in the region include the RTA RapidLink Gold Line, IVT Direct, VCTC Cross County Limited, and OC Bus Rapid.



Image Source: Ventura County Transportation Commission

EXPRESS

Refers to a service that primarily connects suburban and exurban areas with a central city or employment center. It is characterized by motorcoach service, also known as "over-the-road" buses with multiple stops in outlying areas and limited stops in the central city primarily running on freeways and highways. Examples in the region include the Los Angeles Department of Transportation and City of Santa Clarita Transit's Commuter Express services.



Image Source: Omnitrans

BUS RAPID TRANSIT

Refers to fixed-route bus services where at least 50 percent of the service is operated on a fixed guideway. These systems also typically have dedicated passenger stations with ticket vending machines, elevated platforms and enhanced stations, off-board fare collection busways, dedicated bus lanes, traffic signal priority or preemption, short headways (i.e., the amount of time between transit vehicle arrivals at a stop), and separate branding of the high-quality service. This is a lower-cost alternative to light rail. Examples in the region include Metro's G Line and Omnitrans' sbX Green Line.



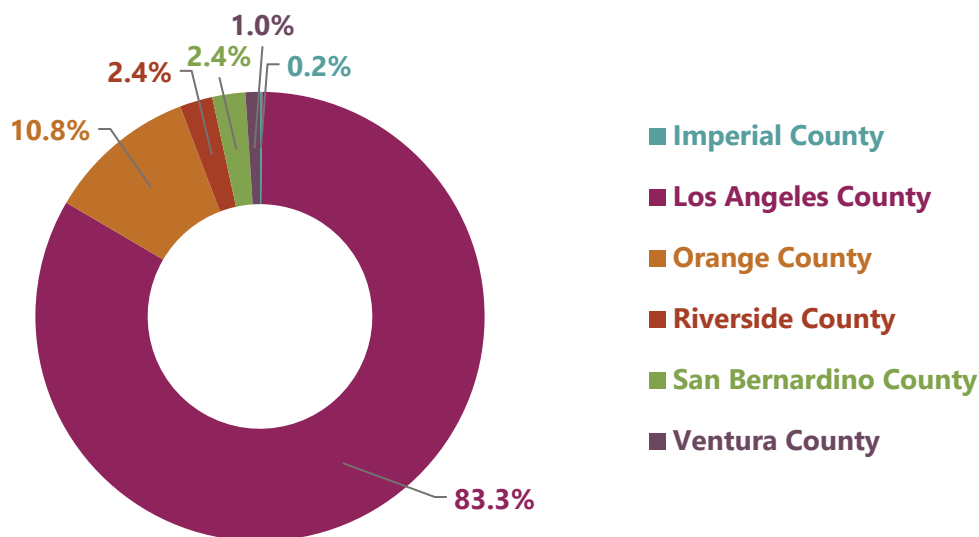
Image Source: Riverside Transit Agency

SPECIAL EVENT SERVICE

Refers to temporary or enhanced bus service provided to accommodate increased travel demand associated with major events. These services may include dedicated event shuttles, additional trips on existing routes, extended service hours, or temporary routes connecting key transit hubs, park-and-ride facilities, and event venues. Examples in the region include Metro SoFi Stadium Shuttle, OC Bus World Cup Enhanced Service, RTA World Cup Enhanced Service, and Ventura County Fair Shuttle.

Bus ridership in Southern California is heavily concentrated in Los Angeles County, which accounts for the majority of regional trips (83.3 percent). This concentration of regional trips is due to the scale of the Los Angeles County Metropolitan Transportation Authority's network and its dense urban coverage (see Exhibit 3). Orange County follows, led by the Orange County Transportation Authority system, with San Bernardino and Riverside counties contributing through agencies like Omnitrans and the Riverside Transit Agency. Ventura and Imperial counties have comparatively smaller shares, reflecting their lower population densities. Overall, the distribution of ridership aligns closely with population centers and the extent of bus service coverage.

Exhibit 3 Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2025-26



DATA SOURCE

SCAG staff collected and summarized transit data for the region using the National Transit Database (NTD), administered by the Federal Transit Administration. The NTD is the main source of information on U.S. transit systems. SCAG used the NTD's Monthly Ridership Module to track bus ridership trends. However, the NTD has limitations. There is often a delay of several months between when data is collected and when it becomes available. Sometimes, the latest month's data might be incomplete if agencies submit their reports late. These delays make it difficult to provide immediate and current insights.

BUS RIDERSHIP TRENDS

Exhibit 4 presents bus ridership trends across the SCAG region from July 2025 to June 2026. Regional bus ridership increased from 28.4 million trips in July 2025 to a period high of 34.5 million trips in October 2025. Ridership then declined sharply to 29.0 million trips in November, rebounding to 32.7 million in March 2026. Ridership moderated during the spring, before declining to 30.2 million trips in June 2026. Overall, the 12-month period reflects seasonal fluctuations in bus travel, with stronger ridership during the fall and early spring and comparatively lower levels during the summer and winter months.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff conducted a targeted year-over-year analysis of June 2026 ridership to better understand potential bus demand associated with the 2026 FIFA World Cup. Total bus ridership increased from 28.7 million trips in June 2025 to 30.2 million trips in June 2026, representing a 5.2 percent increase. This growth may reflect, in part, additional travel demand associated with the 2026 FIFA World Cup, which took place across North America in June and July 2026, including matches in the Los Angeles area.

Exhibit 4 Bus Total Unlinked Passenger Trips, 12 Month Rolling

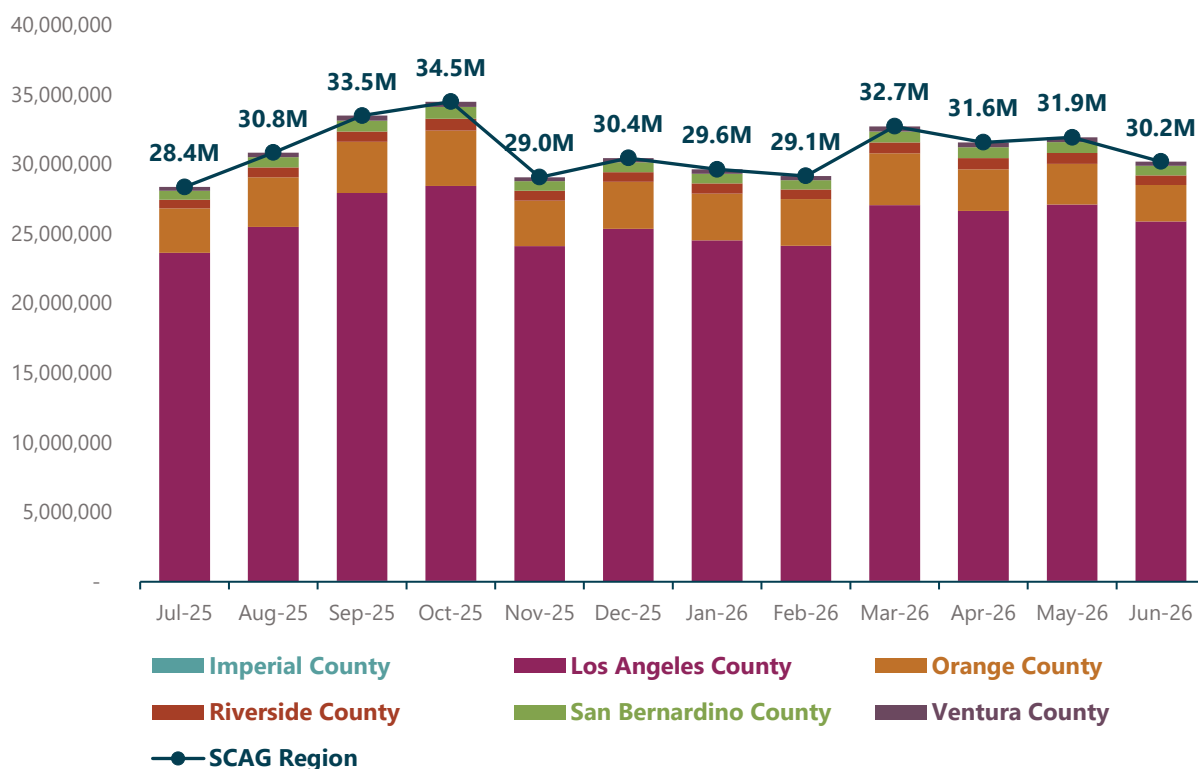


Exhibit 5 presents the month-over-month percentage change in bus ridership for the SCAG region from July 2025 to June 2026. Ridership fluctuated considerably over the 12-month period, with alternating periods of growth and decline. The largest increases occurred in March 2026 (12.2 percent), August 2025 (8.7 percent), and September 2025 (8.6 percent), while the steepest decline occurred in November 2025 (-15.7 percent), followed by June 2026 (-5.4 percent) and April 2026 (-3.5 percent). Overall, bus ridership increased by an average of 0.7 percent month over month during the period, reflecting modest overall growth despite substantial monthly variation.

Exhibit 5 Bus Month-Over-Month Comparison as a Percentage Change, 12 Month Rolling

Key Takeaway: Month-over-month ridership averaged a 0.7% increase over the past year.

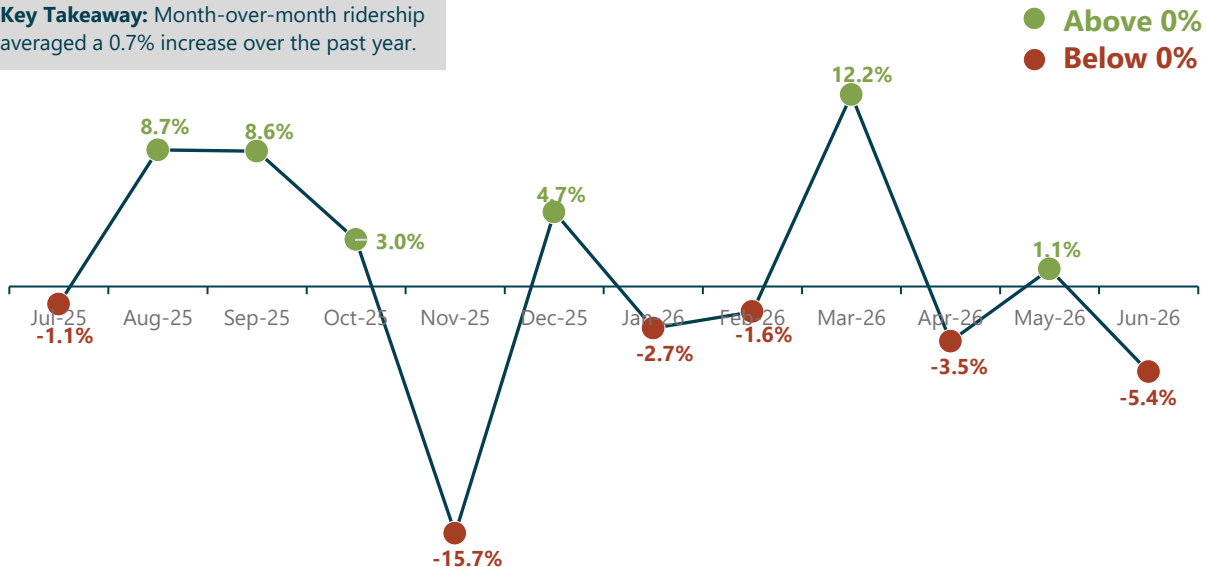
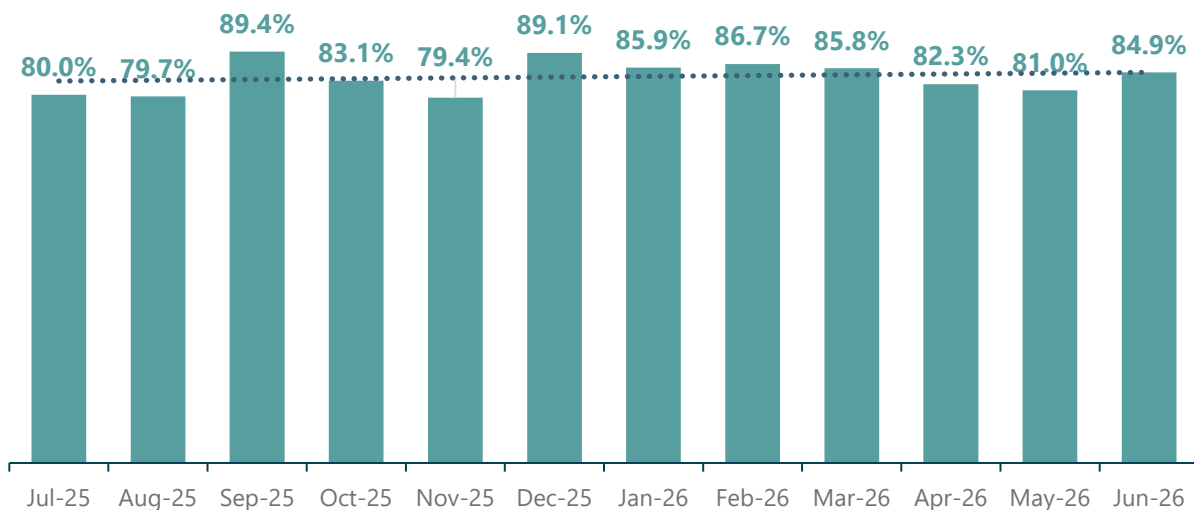


Exhibit 6 Post-Pandemic Bus Ridership Recovery as Percentage of Fiscal Year 2018-19, 12-Month Rolling

Key Takeaway: Ridership recovery averaged 83.9% the past year.



As presented in Exhibit 6, bus ridership recovery during the past 12 months fluctuated between 79.4 percent and 89.4 percent of fiscal year 2018-19 levels, with an average recovery rate of 83.9 percent over the period. This represents a 10-percentage-point spread between the lowest and highest monthly recovery rates. The highest recovery was observed in September 2025 at 89.4 percent, followed closely by December 2025 at 89.1 percent. Although recovery varied from month to month, bus ridership remained consistently below pre-pandemic levels, ending the period at 84.9 percent of fiscal year 2018-19 ridership in June 2026.

LIGHT AND HEAVY RAIL RIDERSHIP

The SCAG region's rail network features a blend of light and heavy rail services that provide critical connectivity across Southern California. The Los Angeles Metropolitan Transportation Authority operates the region's largest urban rail system; the network includes light rail lines such as the A, E, C, and K lines, as well as the heavy rail B and D subway lines. In San Bernardino County, the Arrow service launched in 2022, extending rail access to Redlands and providing connections with Metrolink's regional rail network. For purposes of this report, Arrow is also included within the urban rail category because it operates as a hybrid rail service, combining characteristics of urban rail and regional commuter rail.



Image Source: Metro

HEAVY RAIL

Refers to rail service (often referred to as the metro or subway) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling; and high platform loading. Metro's A and B subway lines are examples of heavy rail operating in the SCAG region.



Image Source: Metro

LIGHT RAIL

Refers to transit service (sometimes referred to as a streetcar, tramway, or trolley) operating passenger rail cars singly or in short, usually two or three car segments on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph, or a third, electrified rail. Metro and Metrolink operate light rail service in the region, and the Orange County Transportation Authority plans to open a streetcar in 2026.

The urban rail system has further expanded substantially in recent years through the opening of the K Line, the Regional Connector, the LAX/Metro Transit Center, and, most recently, the first section of the long-anticipated D Line Subway Extension. Opened in May 2026, the 3.9-mile D Line extension added three new underground stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega, extending subway service west from Koreatown through the Mid-Wilshire and Miracle Mile areas to Beverly Hills. The opening represents a major milestone in expanding high-capacity heavy rail service along the Wilshire Boulevard corridor.

Together, these services illustrate the growing diversity and reach of rail transit in the SCAG region, providing frequent urban service in the region's most densely developed corridors while connecting with the region's broader transit network.

DATA SOURCE

SCAG staff sourced transit and rail data from Metro's Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics. Arrow Service data was obtained directly from the Southern California Regional Rail Authority (Metrolink).

RAIL RIDERSHIP TRENDS

Light and heavy rail ridership in the SCAG region exhibited notable fluctuations over the past year, as presented in Exhibit 7. Total passenger trips increased from 5.7 million in July 2025 to 6.3 million in October 2025, before declining through the winter months to a low of 5.4 million in February 2026. Ridership then rebounded sharply to 6.3 million trips in March and continued to strengthen through the spring, reaching 6.5 million in May and a 12-month high of 6.6 million in June 2026. This recent growth coincided with the May 2026 opening of the first section of the long-anticipated D Line Subway Extension, which expanded high-capacity rail access along the Wilshire Boulevard corridor and may have contributed to increased rail use during the final months of the reporting period.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff also conducted a targeted comparison of June 2026 and June 2025 to assess potential ridership effects associated with major regional events. Rail ridership increased from 5.3 million trips in June 2025 to 6.6 million trips in June 2026, representing a 23.6 percent year-over-year increase. This growth may reflect, in part, additional travel demand associated with the 2026 FIFA World Cup, as well as the continued expansion of the region's urban rail network. Overall, the recent upward trend suggests strengthening demand for light and heavy rail, while also reflecting the influence of new service investments and changing travel patterns across the region.

Exhibit 7 Light and Heavy Rail Total Passenger Trips, 12 Month Rolling

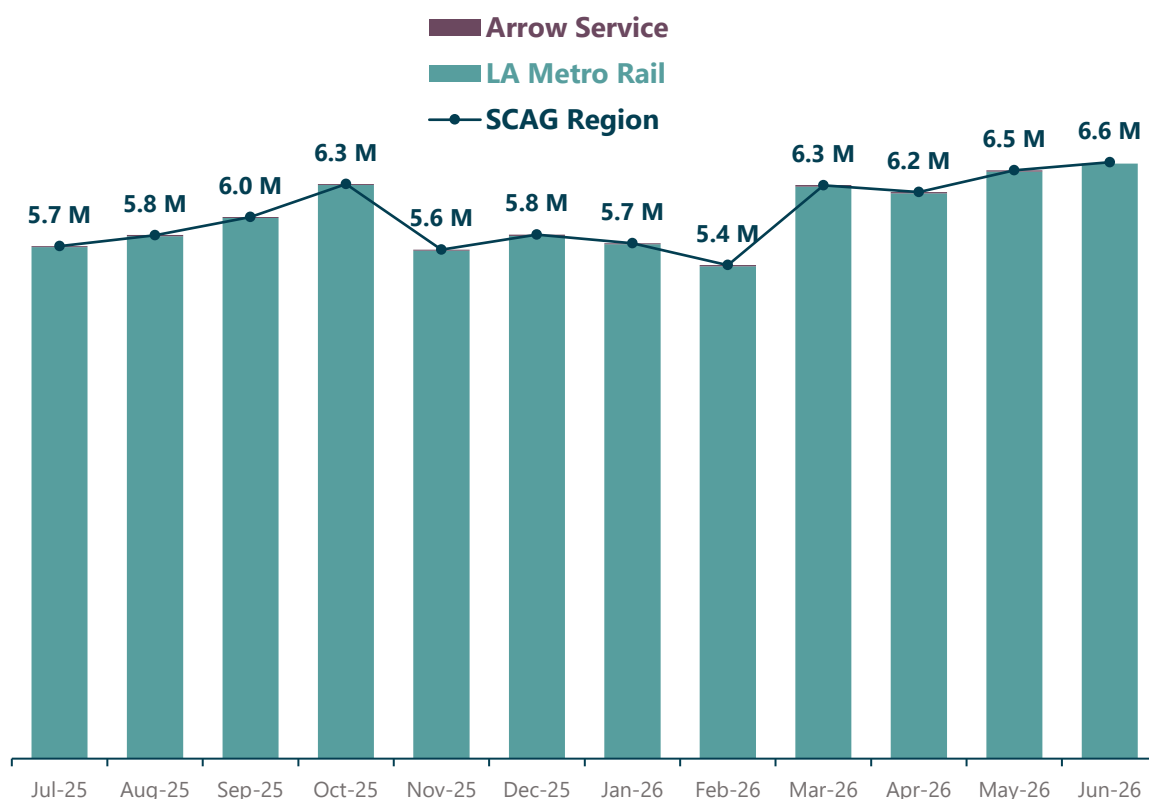
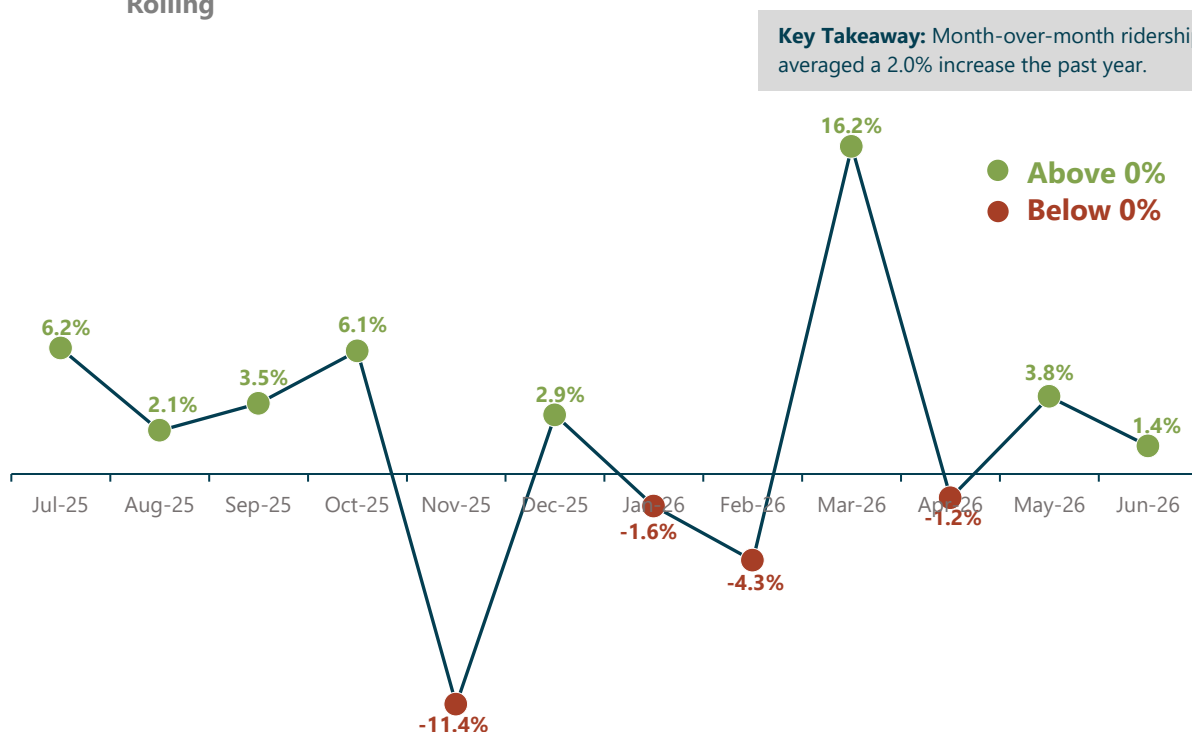


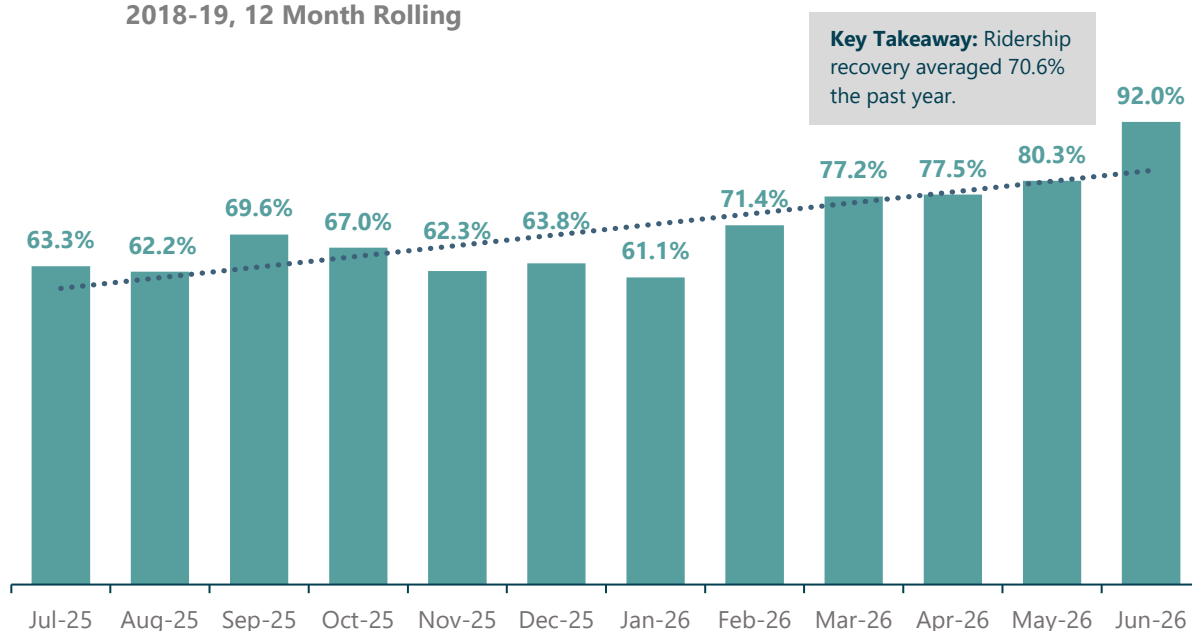
Exhibit 8 illustrates the month-over-month percentage change in total light and heavy rail ridership in the SCAG region from July 2025 to June 2026. Ridership varied considerably over the 12-month period, with alternating periods of growth and decline. The most significant increase occurred in March 2026, when ridership rose by 16.2 percent from the previous month, representing a strong spring rebound. Other notable increases occurred in July 2025 (6.2 percent) and October 2025 (6.1 percent).

The largest monthly decline occurred in November 2025, when ridership fell by 11.4 percent, followed by a 4.3 percent decline in February 2026. Overall, four of the 12 months experienced negative month-over-month growth, while the remaining eight months recorded increases. Despite this variability, light and heavy rail ridership increased month over month by an average of approximately 2.0 percent over the past year, indicating overall growth amid continued seasonal fluctuations and changing travel patterns.

Exhibit 8 Light and Heavy Rail Month-Over-Month Comparison as Percentage Change, 12 Month Rolling



As shown in Exhibit 9, light and heavy rail ridership recovery demonstrated an overall upward trend over the past 12 months, despite some month-to-month variability. Recovery began at 63.3 percent of fiscal year 2018-19 levels in July 2025 and remained in the low- to upper-60 percent range through January 2026. Beginning in February 2026, recovery strengthened more noticeably, increasing from 71.4 percent to 77.2 percent in March and 80.3 percent in May. By June 2026, ridership reached 92.0 percent of fiscal year 2018-19 levels, the highest recovery rate observed during the period. Overall, light and heavy rail ridership recovery averaged 70.6 percent over the past year, with recent months showing an acceleration in recovery.

Exhibit 9 Post-Pandemic Light and Heavy Rail Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling

COMMUTER RAIL RIDERSHIP

Metrolink is Southern California's regional commuter rail system, operating a network of seven lines that span over 540 route miles and connect six counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and San Diego (five of which are in the SCAG region). Originally designed to bring suburban commuters into downtown Los Angeles during peak morning and evening hours, Metrolink has recently transitioned toward a "regional rail" service model. This approach emphasizes all-day, bidirectional service, with train frequencies distributed more evenly throughout the morning, midday, and afternoon periods to better accommodate a wider range of travel needs, including off-peak commuting, reverse commutes, and discretionary trips. The shift supports greater regional mobility, reflects changing travel patterns in the post-pandemic era, and serves as a key strategy to capture new riders and support ridership recovery across the system.



Image Source: Metrolink

COMMUTER RAIL (REGIONAL RAIL)

Refers to rail service (also called metropolitan rail, regional rail, or suburban rail) consisting of local or short to medium distance travel operating between a central city and adjacent suburbs. Most service is provided on routes of current or former freight railroads. Metrolink is the commuter rail service in the region.

DATA SOURCE

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.

COMMUTER RAIL RIDERSHIP TRENDS

On Oct. 21, 2024, Metrolink added 32 new weekday 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 Jan. 27, 2025, Metrolink implemented additional service changes to the San Bernardino Line to better manage track capacity issues while retaining service improvements. More recently, in March 2026, Metrolink reduced service on portions of the system in response to equipment reliability and mechanical issues, highlighting the operational challenges associated with maintaining expanded service levels amid an aging fleet and infrastructure constraints. Given ongoing financial and funding constraints, these reduced service levels are likely to remain in place in the near term, limiting the agency's ability to fully restore previously expanded service.

Exhibit 10 reflects monthly systemwide ridership across Metrolink's seven commuter rail lines from July 2025 through June 2026. Ridership increased from 554,004 trips in July 2025 to 606,453 trips in October, before declining through the late fall and reaching a low of 537,151 trips in December 2025. Ridership rebounded in early 2026, rising to 678,369 trips in March, and remained relatively strong through the spring, with monthly ridership ranging from approximately 658,754 to 674,501 trips between April and June 2026. The December decline likely reflects typical seasonal reductions in travel associated with the holiday period. Overall, Metrolink ridership remained relatively strong through the spring and into June 2026, despite service reductions implemented in March 2026 in response to equipment reliability issues.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff conducted a targeted comparison of June 2026 and June 2025 to assess potential ridership effects associated with the 2026 FIFA World Cup. Metrolink ridership increased from 621,514 trips in June 2025 to 674,501 trips in June 2026, representing an 8.5 percent year-over-year increase. This growth may reflect, in part, additional regional travel demand associated with the 2026 FIFA World Cup.

Exhibit 10 Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling

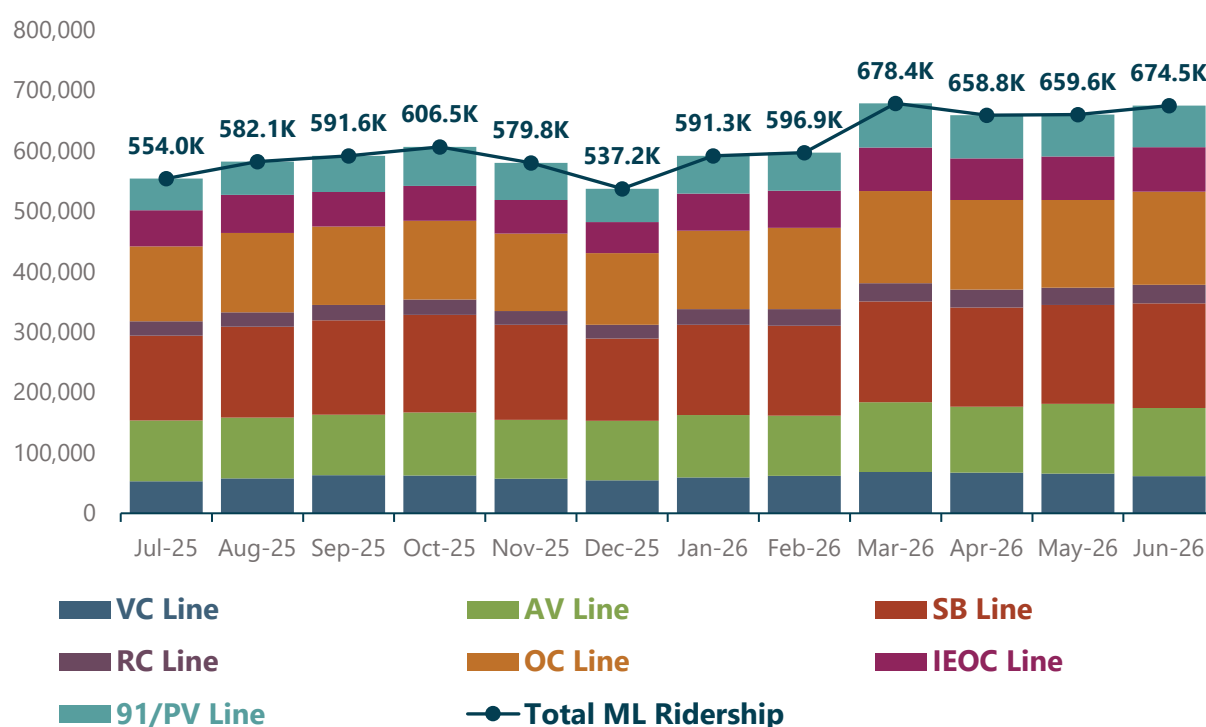


Exhibit 11 illustrates the month-over-month percentage change in Metrolink ridership from July 2025 through June 2026. Ridership fluctuated throughout the 12-month period, with the largest increase occurring in March 2026 at 13.6 percent, followed by a 10.1 percent increase in January 2026. The largest declines occurred in July 2025, when ridership fell by 10.9 percent, and December 2025, when ridership declined by 7.4 percent. Following the service reductions implemented in March 2026 in response to equipment reliability issues, ridership declined modestly by 2.9 percent in April before stabilizing in May and increasing by 2.3 percent in June. Overall, Metrolink ridership increased by an average of 0.9 percent month over month during the period, indicating modest growth despite seasonal fluctuations and reduced service levels during the latter portion of the reporting period.

Exhibit 11 Metrolink Month-Over-Month Comparison as Percentage Change, 12 Month Rolling

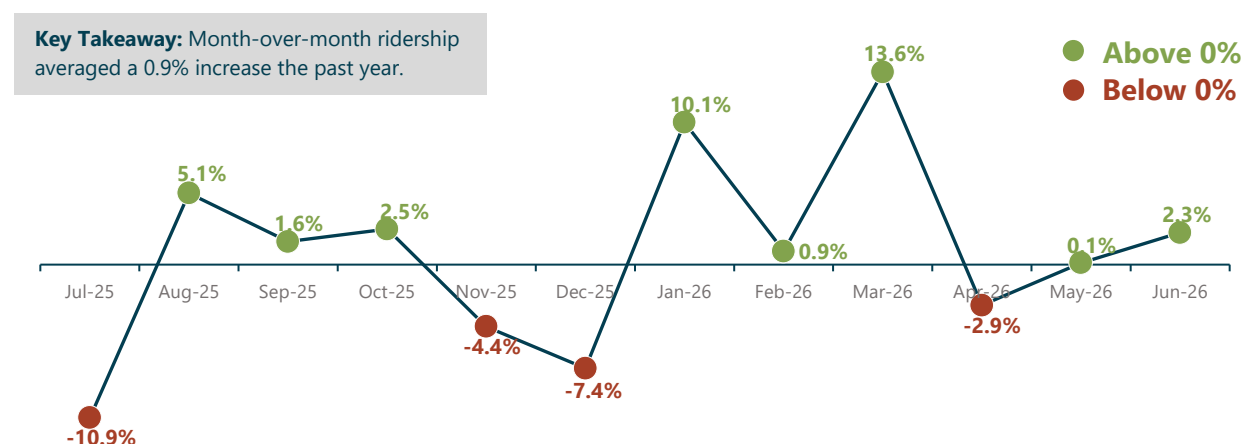


Exhibit 12 Post-Pandemic Metrolink Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling

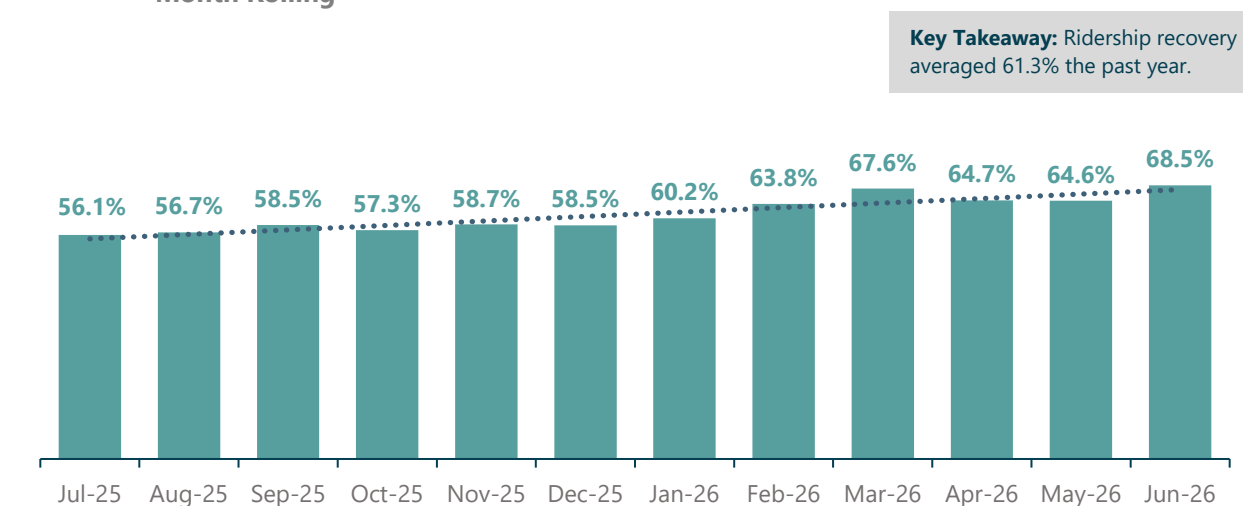


Exhibit 12 presents Metrolink's ridership recovery as a percentage of fiscal year 2018-19 pre-pandemic levels. Over the past 12 months, recovery averaged 61.3 percent and generally trended upward, increasing from 56.1 percent in July 2025 to 68.5 percent in June 2026. Although recovery dipped slightly in April and May, it rebounded to a 12-month high of 68.5 percent in June 2026. Overall, the trend indicates continued progress toward pre-pandemic ridership levels, even as commuter rail demand remains influenced by service reductions and long-term shifts in travel behavior due to hybrid work patterns.

Vehicular Travel

VEHICULAR VOLUMES

Vehicle miles traveled (VMT) is the total number of miles driven by all vehicles in a specific area over a set time. It shows how much people are traveling by car and can reflect factors like population growth, economic activity, and land use. Higher VMT often means more driving, which can lead to more pollution and wear on roads. Tracking VMT helps policymakers and planners understand road usage, plan maintenance, and achieve changes in how people travel. Vehicle-hours of delay (VHD) measures the extra time drivers spend stuck in traffic compared to free-flowing conditions. VHD shows how bad congestion is and helps identify where improvements like road expansions or traffic signal changes are needed. VHD also reveals the economic impact of traffic delays by showing lost time for drivers and freight. Watching VHD over time helps measure if efforts to reduce congestion are working. The following sections analyze VMT and VHD trends in the SCAG region, covering its six counties.

DATA SOURCE

For this vehicular travel volume assessment, staff used data from the Caltrans Performance Measurement System (PeMS). PeMS collects information through sensors placed along the state highway system. California has nearly 47,000 of these sensors covering over 41,000 miles of highway. In the SCAG region, PeMS uses about 22,000 sensors covering around 7,600 miles of highway. However, PeMS has some limits. It only tracks highways and doesn't include local roads or streets. Also, many sensors can be offline at times due to construction or equipment problems. For the SCAG region, PeMS does not have sensors in Imperial County. Despite these issues, PeMS is still the best available source for current highway travel data. Since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source available for this analysis.

VEHICLE TRAVEL AND CONGESTION PATTERNS FOLLOWING THE PANDEMIC

VMT experienced a sharp and unprecedented decline in early 2020 due to the COVID-19 pandemic, reaching its lowest point in April 2020. Following this disruption, travel steadily rebounded throughout 2021 and 2022. By early 2023, monthly VMT had returned to pre-pandemic levels. While seasonal dips are still present, such as during winter months or holiday periods, the overall trend has stabilized in recent years.

Exhibit 13 shows that VMT across the SCAG region remained relatively stable over the past 12 months, generally fluctuating between 5.4 billion and 6.1 billion miles per month. VMT reached 6.1 billion miles in July, August, and October 2025, and again in May 2026, while 5.4 billion miles was observed in February 2026. Overall, the pattern suggests that regional driving has settled into a relatively consistent post-pandemic range, reflecting the continued prevalence of personal vehicle travel as transit ridership continues to recover.

Exhibit 13 VMT in the SCAG Region by Month, 12 Months Rolling

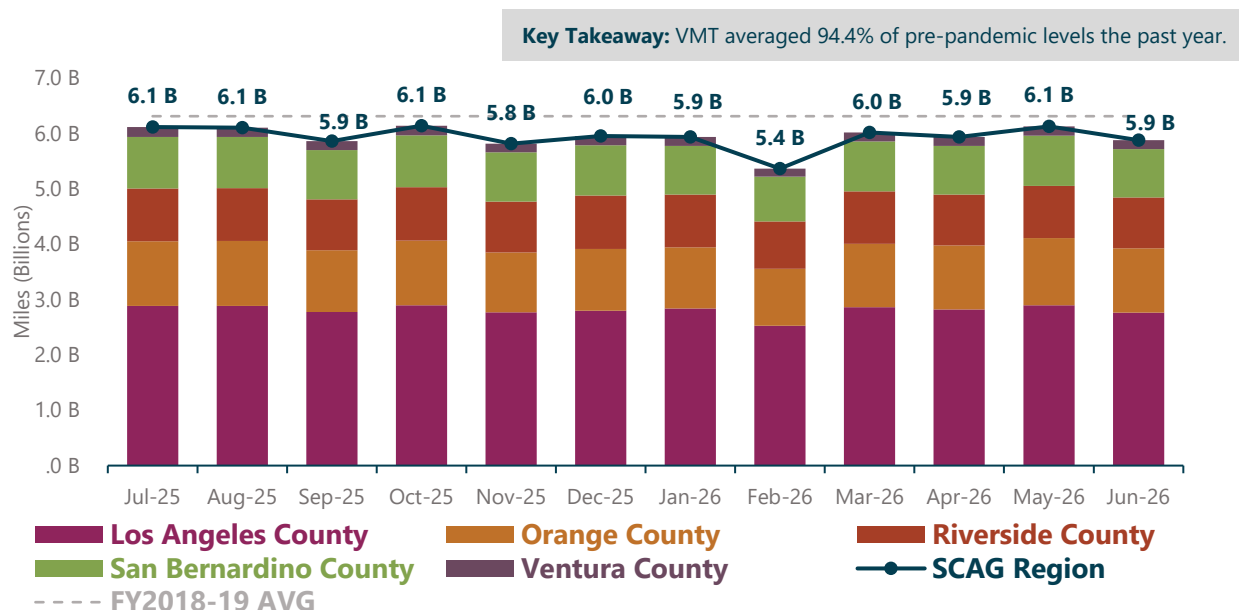
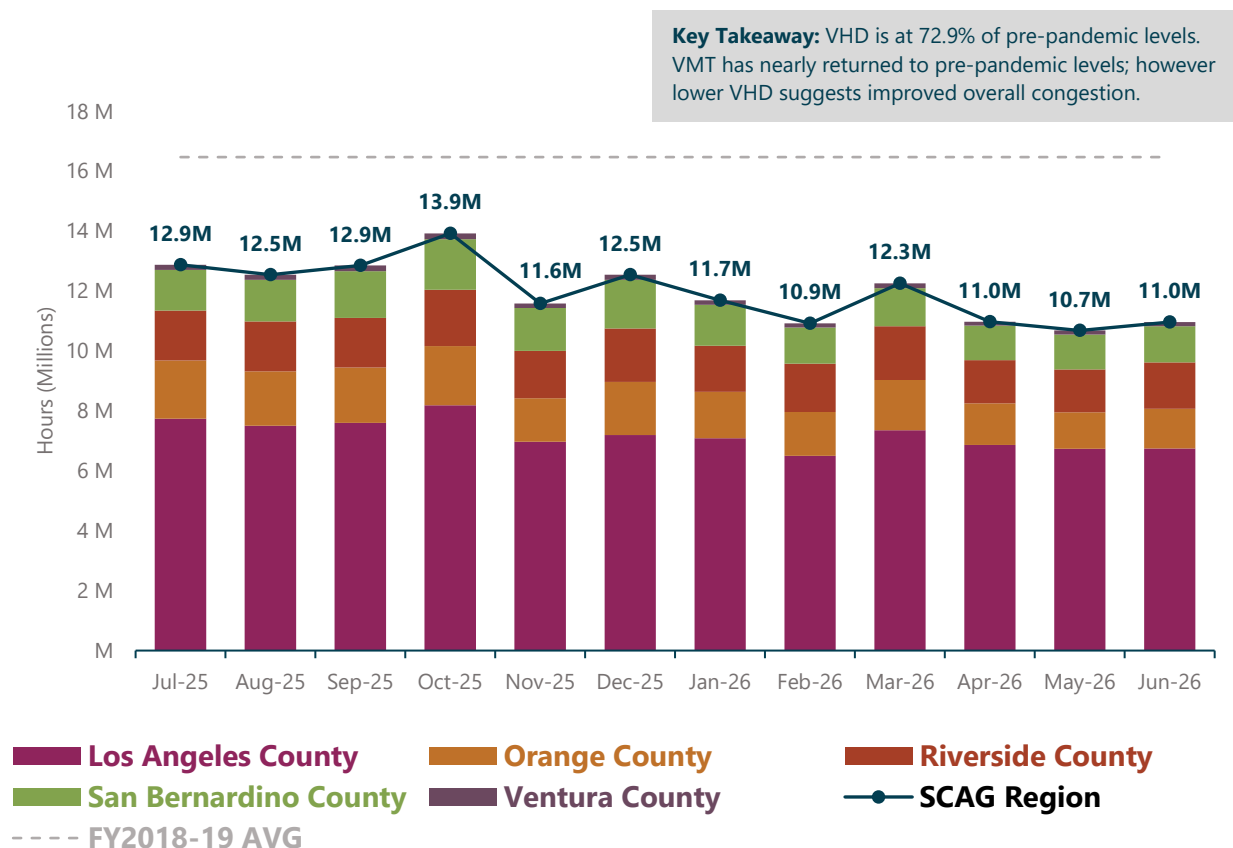


Exhibit 14 presents VHD in the SCAG region from July 2025 through June 2026, providing insight into recent regional roadway congestion patterns. Prior to the COVID-19 pandemic, monthly VHD averaged approximately 16.5 million hours. Over the past 12 months, however, VHD generally fluctuated between 10.7 million and 13.9 million hours, remaining well below pre-pandemic levels. VHD peaked in October 2025 at 13.9 million hours, while the lowest level occurred in May 2026 at 10.7 million hours. Other relatively low levels were recorded in February 2026 at 10.9 million hours and April and June 2026 at approximately 11.0 million hours.

Overall, VHD averaged approximately 72.9 percent of pre-pandemic levels during the period, indicating that roadway congestion remains substantially below fiscal year 2018-19 conditions even as regional VMT has largely returned to pre-pandemic levels. This divergence may reflect longer-term changes in travel behavior, including hybrid and flexible work arrangements and shifts in the timing of trips throughout the day. **The combination of relatively high VMT recovery and lower VHD suggests that while regional driving activity has largely returned, travel may be more dispersed across the day, resulting in fewer trips concentrated during traditional peak periods and lower overall congestion than before the pandemic.**

Exhibit 14 Vehicle-Hours of Delay in the SCAG Region by Month, 12 Months Rolling

GOODS MOVEMENT & TRUCK VOLUMES

The SCAG region is the largest trade gateway in the United States led by the San Pedro Bay ports complex. The region's economies of scale reflect 19 million people, 9 million jobs and over 6 million households and support a vast supply chain catering to both local and national consumers and businesses. The goods movement system interconnects the San Pedro Bay ports and other trade gateways like airports and border crossings via local drayage to warehouses and transload facilities, from transload facilities to distribution and fulfillment centers, and to last-mile destinations. The San Pedro Bay ports through on- and off-dock rail moves support direct freight flows to destinations, with rail playing a primary role for trips entering and exiting the region and trucking remaining the dominant freight mode serving the region.

Southern California's goods movement ecosystem is anchored by a network of major seaports, airports, international border crossings, inland freight facilities, transportation corridors, and logistics hubs that collectively support regional, national, and international goods movement.



Source: Alameda Corridor Transportation Authority

ALAMEDA CORRIDOR

The Alameda Corridor is a 20-mile freight rail corridor connecting the ports of Los Angeles and Long Beach to downtown Los Angeles through a network of grade-separated bridges, underpasses, and the 10-mile Mid-Corridor Trench. Constructed between 1997 and 2002, the project significantly improved freight movement while reducing conflicts with road and passenger rail traffic.



Source: Los Angeles Times

SEAPORTS

Southern California's seaport system is anchored by the San Pedro Bay Ports—the Port of Los Angeles and Port of Long Beach—as well as the Port of Hueneme. Together, these ports serve as major gateways for international trade, moving containerized cargo, automobiles, agricultural products, and other goods through the region's rail, highway, warehouse, and distribution networks.



Source: BNSF Railway

INTERMODAL FACILITY

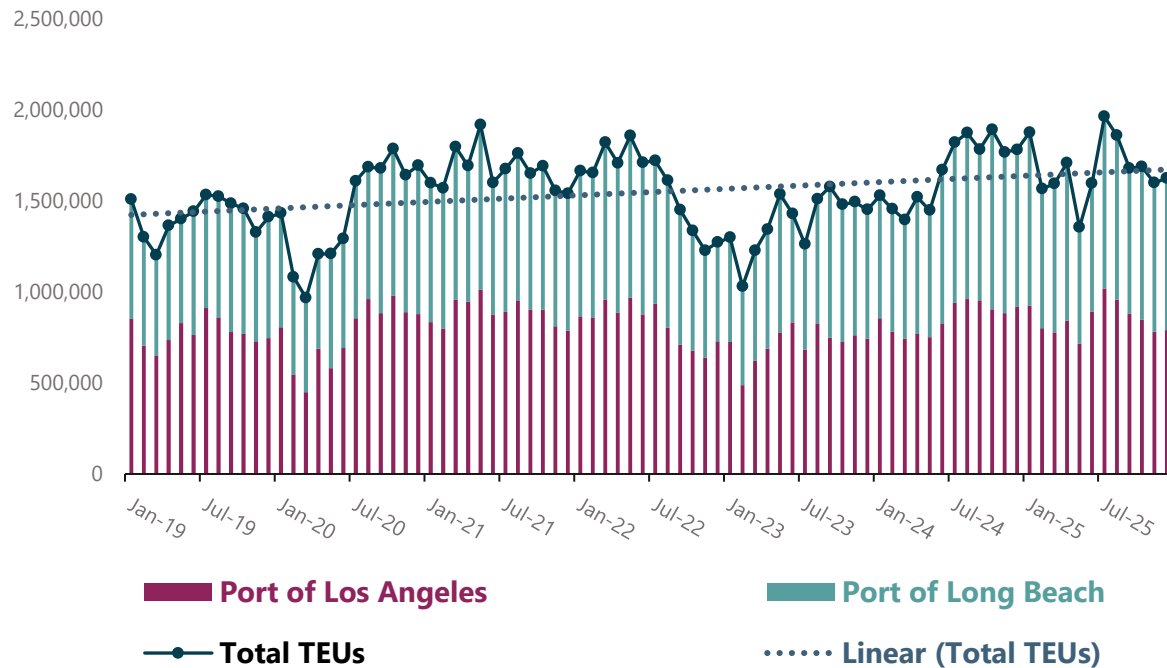
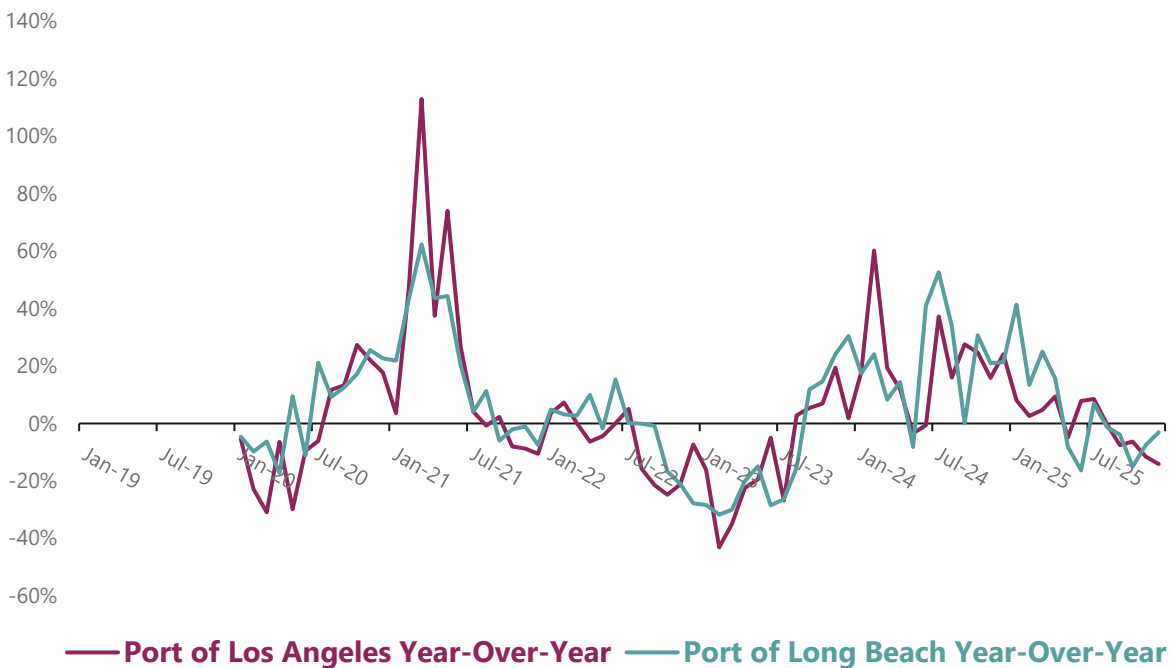
Intermodal facilities transfer cargo between transportation modes, such as ships, trains, trucks, and aircraft, without unloading the freight from its container.

The freight system is highly complex, and different freight modes and sectors can show varying trends during both times of economic expansion and contraction. During 2019 just before the pandemic, the freight industry was in recession, while 2020 and 2021 generated substantial demand shocks leading to significant freight bottlenecks and operational challenges. Since this time, geopolitics, war, and U.S. tariff policies have continued to generate further challenges. Economic activity has remained resilient, supporting consumption and freight demand, but freight performance has continued to illustrate meaningful volatility.

The pandemic era placed unprecedented strain on the regional goods movement system due to shifting global and national policies impacting both production and consumption end points. For the San Pedro Bay ports, combined throughput rose to a record of approximately 20 million containerized 20-foot equivalent units (TEUs) in 2021 as demand shocks for goods exceeded the capacity of both marine terminals and the supporting inland network, which had a significant impact effect on regional roadways: Caltrans's data indicated that truck volumes on principal freight corridors—notably Interstate 710—increased by roughly 50 percent on a daily basis relative to pre-pandemic (January 2020) conditions, according to the Caltrans Performance Measurement System.

The subsequent period has reflected shifting extremes. Containerized volumes through the San Pedro Bay ports declined to a 2023 trough below 2019 levels as consumer activity waned from substantial surges and inventory positions normalized. Based on monthly container statistics published by the Port of Los Angeles and Port of Long Beach, throughput has since recovered to a record 20.1 million TEUs in 2025 (refer to Exhibits 15 and 16 below).

The TEU analysis uses 2019 as the primary baseline for comparison because it represents the last full year before the COVID-19 pandemic, after which freight activity experienced significant volatility. As a result, the analysis period differs from other sections of the report in order to provide a more stable and meaningful baseline for evaluating recent freight trends.

Exhibit 15 San Pedro Bay Ports Monthly Total TEUs, 2019-2025**Exhibit 16 San Pedro Bay Ports Monthly Total TEUs, Year-Over-Year Percentage Change, 2019-2025**

Truck vehicle miles traveled (VMT) is the total number of miles driven by trucks within a specific area (like a city, region, or state). It works the same as overall VMT but focuses only on trucks, which usually means medium-duty and heavy-duty commercial vehicles. Truck VMT is an indication of the following:

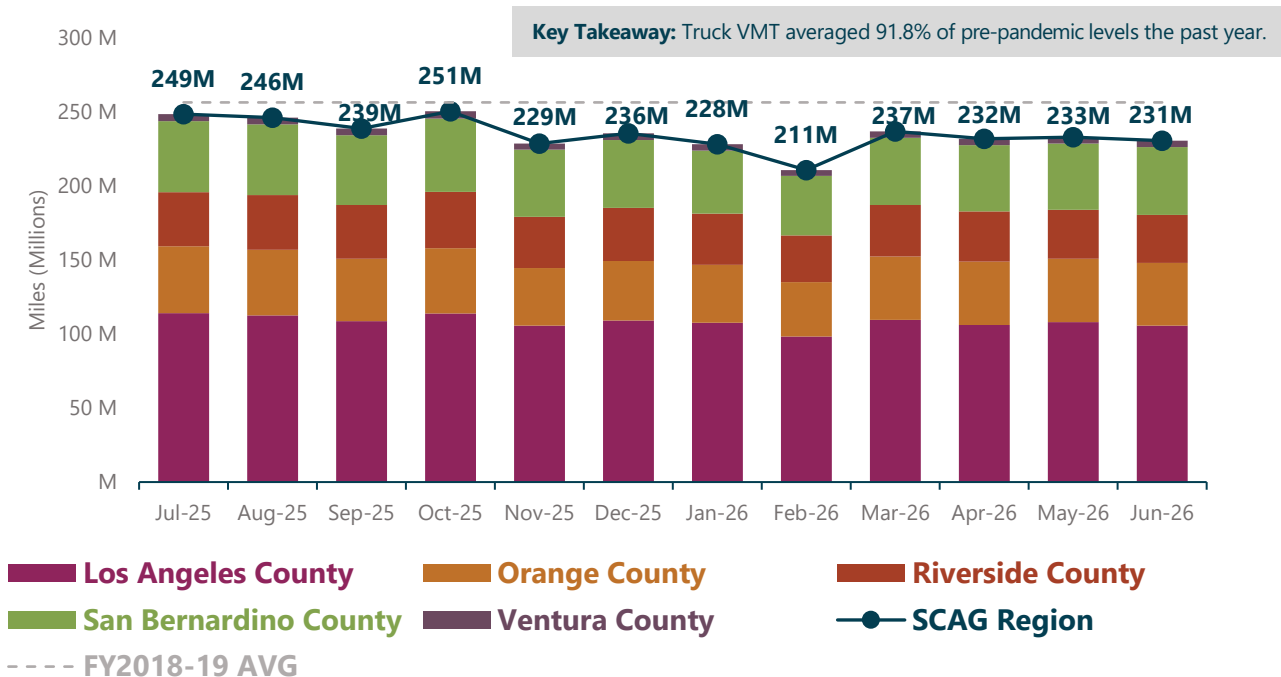
- **Freight Movement:** How much goods and cargo are being transported on the road.
- **Economic Activity:** Higher truck VMT often signals more trade, shipping, and industrial activity.
- **Roadway Impact:** Trucks cause more wear on roadways, so truck VMT helps plan for maintenance needs.
- **Air Quality and Emissions:** Since trucks produce more emissions per mile than passenger cars, truck VMT is important for air quality and environmental planning.
- **Traffic Operations:** Helps analyze congestion patterns, especially on freight corridors and near ports, warehouses, and distribution centers.

Prior to the COVID-19 pandemic, truck VMT generally ranged between 240 and 260 million miles per month, reflecting steady freight operations across the region's highways. A noticeable decline occurred in early 2020, with a temporary dip below 210 million miles, coinciding with the early stages of the pandemic and related disruptions in supply chains and economic activity. However, unlike passenger travel, truck VMT rebounded quickly by mid-2020, driven by demand for freight and logistics services, especially in support of e-commerce and essential goods distribution. Since 2021, truck VMT has remained relatively stable but has remained slightly below pre-pandemic levels.

Exhibit 17 displays truck VMT in the SCAG region from July 2025 through June 2026, based on data from the Caltrans Performance Measurement System. Monthly truck VMT generally fluctuated between 211 million and 251 million miles, with the highest level recorded in October 2025 and the lowest in February 2026. Following the February low, truck VMT rebounded in March and remained relatively stable through June at approximately 231 to 237 million miles per month.

Over the 12-month period, truck VMT averaged approximately 91.8 percent of fiscal year 2018-19 pre-pandemic levels. While truck travel has remained comparatively resilient, the data indicates that freight activity has not fully returned to pre-pandemic levels. Rather than necessarily signaling a structural shift in regional freight patterns, the lower recovery rate may reflect softer shipment activity, changing consumer spending patterns, inflationary pressures, and a normalization of goods movement following the elevated shipping volumes experienced during the pandemic.

Exhibit 17 Truck Vehicle Miles Traveled in the SCAG Region by Month, 12 Month Rolling



Remote Work Impacts

REMOTE WORK TRENDS

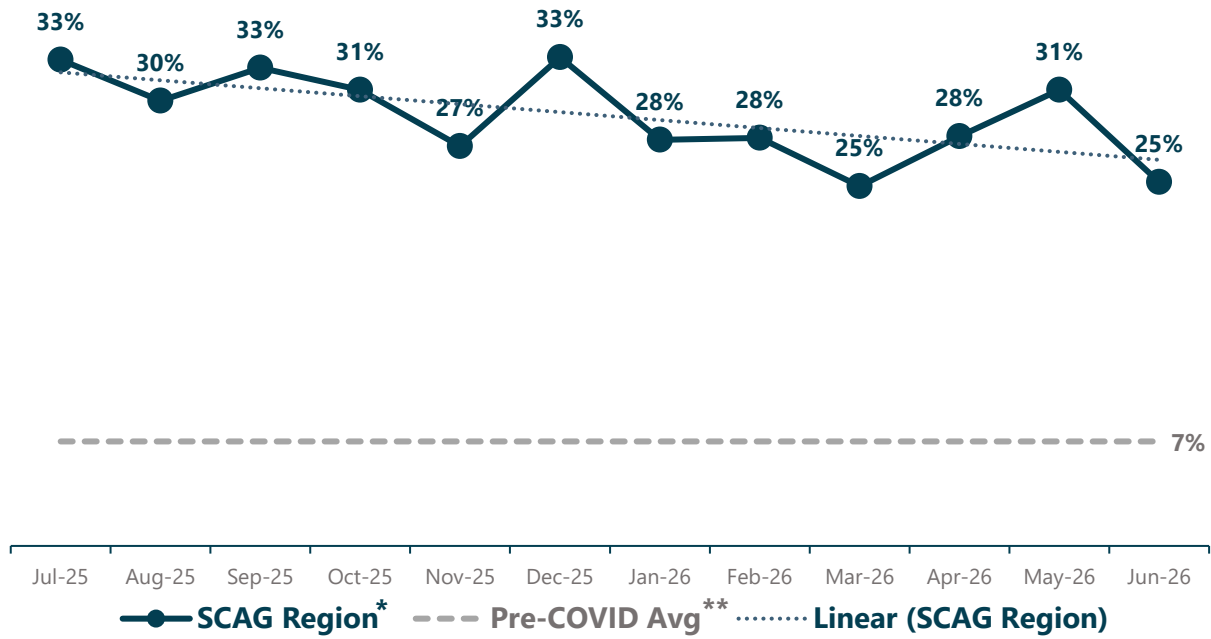
Analyzing remote work trends is essential for understanding shifts in travel demand, as remote work reduces the need for daily commuting and directly impacts traffic volumes and transit ridership. By tracking these patterns, policymakers and planners can better assess changes in peak-hour congestion and forecast long-term impacts on transportation infrastructure and funding needs. Remote work trends also provide insights into evolving travel behavior, helping agencies plan for a more flexible and resilient transportation network.

DATA SOURCE

SCAG staff used data from the Survey of Working Attitudes and Arrangements by WFH Research, which collects monthly online responses from adults nationwide, including in the Los Angeles Combined Statistical Area. To correct for overrepresentation of college-educated individuals, staff reweighted the sample using iterative proportional fitting to better match the region's age, sex, and education levels based on the 2022 American Community Survey (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 remote work rates across subgroups without a college degree are expected to show minimal differences.

OVERALL REMOTE WORK 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 and adoption of return to office policies by many employers. This trend is illustrated in Exhibit 18, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area sample representing the SCAG region. Based on current data from the Survey of Working Attitudes and Arrangements for July 2025 through June 2026, the share of full, paid working days spent at home ranged from 25 percent to 33 percent, averaging approximately 29 percent over the 12-month period. The share reached 33 percent in July 2025, September 2025, and December 2025, while the lowest levels of 25 percent were observed in March 2026 and June 2026. Despite month-to-month fluctuations, remote work remains substantially above pre-COVID levels, indicating that hybrid and remote work continue to be an important feature of post-pandemic travel behavior.

Exhibit 18 Monthly Percentage of Full, Paid Working Days at Home, SCAG Region

* The microdata retrieved from www.wfhresearch.com is re-weighted to be representative of the Los Angeles Combined Statistical Area.

** We estimate the pre-COVID rate using the 2019 American Time Use Survey.

Conclusion

The SCAG region's travel patterns reflect an ongoing but uneven recovery. Bus, light and heavy rail, and commuter rail ridership are steadily climbing, but remain below pre-pandemic ridership levels. Roadway volumes are holding steady just beneath pre-pandemic levels, yet congestion levels remain lower, reflecting lasting impacts of remote work and evolving commute habits. The persistence of hybrid work models and return to office policies continues to reshape travel demand, easing congestion and moderating peak-period transit use. Truck activity also shows volumes returning to pre-pandemic levels.

References

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**AGENDA ITEM 4****REPORT**

Southern California Association of Governments

September 3, 2026

To: EEC - Energy and Environment Committee
TC - Transportation Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Priscilla Freduah-Agyemang, Senior Regional Planner (MP and GM)
213-236-1073, agyemang@scag.ca.gov

Subject: Innovative Clean Transit Regional Assessment Study Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) (Cal. Code Regs. Tit. 13 § 2023.1) regulation, which requires all public transit agencies to gradually transition to 100-percent zero-emission bus (ZEB) fleets by 2040. The regulation requires transit agencies to publish ZEB Rollout Plans and has purchase requirements for transit agencies of different sizes by year. To support the region in meeting the transition deadline, SCAG kicked off the Innovative Clean Transit Regional Assessment Study in summer 2025. The Study is intended to ensure transit agencies in the region are supported in their efforts to transition to ZEBs by the 2040 deadline. The Study assessed the efforts of the region's transit operators to develop and implement the ZEB Rollout Plans and evaluate the readiness of the region to transition to zero emission transit fleets. This staff report provides an update on the Study's progress to date, including the publication of the Study's final report and the associated toolkit.

BACKGROUND:

The six-county SCAG region boasts an extensive transit network spanning 33,485 miles of local, express, and bus rapid transit (BRT) routes. As outlined in SCAG's long-range plan, Connect SoCal 2024, this network is a cornerstone of the region's mobility ecosystem, providing essential access and connectivity for residents and visitors. Transit also plays a critical role in improving air quality and addressing climate change. According to the California Air Resources Board (CARB), transportation is responsible for approximately 37 percent of the state's greenhouse gas (GHG) emissions, with passenger vehicles contributing 26 percent. Expanding frequent, reliable, accessible, and affordable

transit service is key to increasing ridership and reducing emissions. Recognizing the need to achieve reduced emissions, the SCAG Regional Council adopted Resolution No. 23-654-5 in April 2023, establishing the Clean Transportation Technology Policy. This policy supports the development, commercialization, and deployment of a zero-emission transportation system while maintaining technology neutrality, allowing operators to invest in the technologies best suited to their operational needs. SCAG's commitment aligns with the State's efforts to motivate additional emissions reductions via the Innovative Clean Transit regulation, which the California Air Resources Board (CARB) adopted in December 2018. The regulation requires all public transit agencies to gradually transition to 100-percent zero-emission bus (ZEB) fleets by 2040. It also requires transit agencies to publish ZEB Rollout Plans and includes purchase requirements for transit agencies of different sizes by year.

INNOVATIVE CLEAN TRANSIT REGIONAL ASSESSMENT STUDY

The Innovative Clean Transit Regional Assessment Study examines how transit agencies across Southern California are preparing for this transition by evaluating existing fleet and infrastructure conditions, regional readiness, best practices, and key implementation challenges and opportunities. The Study was informed by document review, data analysis, case study research, targeted surveys, and interviews. Input was gathered from transit agencies, bus manufacturers, infrastructure providers, and utilities. As part of the stakeholder engagement process, the Study team provided updates and held discussions with and solicited feedback from SCAG's Regional Transit Technical Advisory Committee, Transportation Committee, and Energy and Environment Committee.

This staff report provides a final update on the Study's conclusion, including an overview of the final report, which builds on the key findings from the existing conditions, best practices, stakeholder engagement, and assessment of readiness, opportunities and challenges, the implementation action plan and the final report. Since the last update to the SCAG policy committees, the draft final report received feedback from transit agencies and stakeholders from across the region and the state. The project team resolved the feedback before finalizing the report.

OVERVIEW OF THE FINAL REPORT

The report organizes the Study's key findings into a series of clearly structured sections, and moves from context to action. Section 1 introduces the study purpose and regulatory background. Section 2 reviews best practices for ZEB regulation and planning, technology, infrastructure, operations, workforce, and funding. Section 3 summarizes existing conditions in the SCAG region, including rollout plans, deployment trends, infrastructure, policies, and workforce resources. Section 4 assesses regional readiness based on research, surveys, and interviews. Section 5 identifies key challenges and opportunities. Section 6 presents the implementation plan, including goals, actions, and supporting resources.

Section 1 – Introduction

The introduction establishes the regulatory framework and the importance of transitioning public transit fleets to zero-emission buses (ZEBs) as part of California’s broader climate and air quality goals and highlights the purpose of the Study. The section highlights the ICT regulation requirements for transit agencies to gradually increase ZEB purchases, prepare ZEB Rollout Plans, and report progress annually to the California Air Resources Board (CARB), while providing flexibility through compliance options and exemptions where necessary.

Section 2 – Best practices

The report finds that successful ZEB deployment requires a comprehensive approach that extends beyond vehicle procurement. Effective programs integrate regulatory compliance with agency planning documents, align technology choices with operational needs, coordinate infrastructure development early, and invest in workforce readiness. Battery-electric buses are generally better suited for shorter and more predictable routes, while fuel-cell buses can be advantageous for longer or higher-mileage service. Agencies that plan holistically, coordinate closely with utilities, phase infrastructure investments, and leverage multiple funding sources are better positioned to deploy ZEBs efficiently and cost-effectively

Section 3 – Existing conditions

The SCAG region is a statewide leader in ZEB deployment, accounting for more than half of California’s deployed zero-emission buses. Most agencies are pursuing battery-electric technologies, although several larger operators are advancing mixed battery-electric and fuel-cell strategies. Charging infrastructure is expanding rapidly, with hundreds of chargers planned or operational, while hydrogen fueling infrastructure continues to develop at key transit facilities. Agencies benefit from a diverse mix of federal, state, regional, and utility funding programs, and workforce training resources are growing, though many agencies still require additional technical and financial support to scale implementation.

Section 4 – Regional Readiness

The Study finds that the SCAG region demonstrates strong overall readiness for the ZEB transition, supported by state policy mandates, regional planning alignment, and significant early deployment activity. However, readiness varies considerably among agencies. Larger operators are advancing complex, multi-depot deployments and actively implementing fleet transitions, while many smaller agencies remain in the planning or early deployment stages. Infrastructure readiness, particularly utility capacity, interconnection timelines, permitting, and facility upgrades, remains the most significant factor affecting deployment schedules. Funding uncertainty, workforce capacity limitations, and the evolving maturity of the ZEB market also affect readiness levels. The report categorizes agencies into operational leaders, agencies currently delivering fleets and infrastructure, and agencies still building foundational readiness, demonstrating that while the region has

established strong momentum, targeted support is needed to ensure all operators can successfully transition.

Section 5 – Key Challenges and Opportunities

This section identifies several major challenges that continue to slow ZEB implementation. These include gaps in rollout planning, technology and operational uncertainties, lengthy permitting and utility coordination processes, limited staffing capacity, and significant vehicle and infrastructure costs. At the same time, substantial opportunities exist to accelerate deployment through stronger integration of ZEB plans into agency planning processes, enhanced peer learning and regional coordination, standardized tools and procurement strategies, improved utility engagement, better access to funding information, workforce development partnerships, and selective use of shared charging and fueling infrastructure.

Section 6 – Implementation Action Plan

The implementation plan provides a structured roadmap built around five goals: strengthening regulatory readiness and technology advancement, improving infrastructure planning, creating sustainable funding pathways, building long-term workforce capacity, and promoting integrated planning with related zero-emission transportation initiatives. The plan includes short-, medium-, and long-term actions designed to help agencies move from planning to implementation. Recommended actions include expanding technical assistance, strengthening utility coordination, supporting workforce training, developing funding tools, promoting joint procurement opportunities, facilitating peer exchange, and creating regional monitoring and readiness tracking systems. These actions are intended to help agencies overcome deployment barriers and achieve a reliable and financially sustainable transition to zero-emission fleets by 2040.

Appendices

The appendices serve as the report's technical reference library and implementation resource. They provide detailed information on agency-specific rollout plans, ZEB deployment statistics, charging and hydrogen infrastructure inventories, federal regulations, planning frameworks, technology evaluation case studies, technology selection criteria, innovative charging and energy-management solutions, cost benchmarks, and a deployment toolkit. Together, these materials offer practical guidance that transit agencies can use to support planning, procurement, infrastructure development, workforce training, funding applications, and long-term fleet transition decision-making, reinforcing the report's recommendations with detailed data and implementation tools

ZERO-EMISSION BUS DEPLOYMENT TOOLKIT

The Toolkit provides practical guidance to transit agencies on planning, procuring, deploying, and operating ZEBs and supporting infrastructure. It translates complex technical, operational, and organizational considerations into accessible resources, including step-by-step guidance, templates, decision-support tools, and focused fact sheets. These resources are designed to help agencies

navigate key decisions throughout the project lifecycle while considering cost, scalability, and operational needs.

More information on the Study along with the Final Report and Study Toolkit are available on the SCAG [website](#).

NEXT STEPS

SCAG staff hosted a Toolbox Tuesday Session on “Advancing Clean Transit Through Innovative Tools and Strategies” on August 18. A recording will be posted online: <https://scag.ca.gov/toolbox-tuesday>. Staff are currently identifying additional options for furthering the work of the Study and sharing the Toolkit across the region and beyond.

FISCAL IMPACT:

None

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.4
October 21, 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) Recognizes Pedestrian
Safety Month

SUMMARY:

The Federal Transit Administration (FTA) recognizes the month of October as Pedestrian Safety Month and aims to raise awareness on the daily choices to take toward safer journeys. The message is simple, "Pedestrian safety is transit safety."

FTA is committed to collaborating with transit industry partners to address key hazards, including vehicle design, obstructions, pedestrians entering vehicle paths, and challenging conditions at both rail and bus stops. From 2008 to 2023, more than 8,200 bus-to-person collisions resulted in over 8,200 injuries and nearly 600 fatalities. Rail-to-person collisions also present a growing concern with fatalities and injuries increasing from fiscal years 2024 to 2025.

Transit agencies can enhance pedestrian safety by auditing transit stops for potential hazards, encouraging riders and workers to report safety concerns, reinforcing safety practices with operators, and integrating safety signage and announcements at transit stops to increase awareness.

Pedestrians are encouraged to stay alert and make safe choices to reduce collision risks by:

- Using designated crosswalks and pedestrian paths,
- Obeying all traffic signs and signals, and
- Keeping clear of transit vehicle blind spots and obstructions.

Since pedestrian safety is transit safety, FTA encourages everyone this October and beyond to stay vigilant around transit vehicles and make pedestrian safety a top priority.

Additional resources include:

- [Bus-To-Person Collisions Safety Advisory](#)
- [Street-Running Rail Collisions Safety Advisory](#)

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3.5
October 21, 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) Releases the 2025 National
Transit Database (NTD) Data Products

From:
<https://www.transit.dot.gov/ntd>

SUMMARY:

The Federal Transit Administration FTA has released the National Transit Database (NTD) Report Year 2025 annual data products. Established in 1974, the NTD collects annual data from all FTA-funded transit agencies as well as voluntary reporters. This series of files includes data on ridership, safety, operating expenses, service levels, funding sources, and more from transit providers.

The data release includes:

- [2025 National Transit Summaries and Trends](#), which presents an overview of U.S. transit and highlights key transit metrics over the last decade. The document summarizes trends in an easy-to-read format with infographics, including maps of transit in the largest urbanized areas and a new exhibit about security trends.
- All NTD Time Series and Database files available as interactive datasets and visual summaries on data.transportation.gov, the DOT's open data platform.
- New row-level flags providing additional details:
 - o Voluntary Reporter Flag in the [Agency Information](#) database file
 - o ADA Accessibility Flag in the [Facility Inventory](#) database file

There will be an NTD Data Product Updates webinar on **Thursday, October 29, 2026, from 2:00pm to 3:30pm Eastern**. Registration details are available [here](#).



California Transit Advisory Committee (CALTAC) Updates

Regional Transit Technical Advisory Committee

October 21, 2026

WWW.SCAG.CA.GOV

CALTAC Purpose



- Provide strategic input and technical guidance to advance public transit and other transit related recommendations
- Support priority transit corridors and facilities on the State Highway System (SHS) and
- Strengthen connections between transit service areas.

CALTAC Membership

- July 2026 – Caltrans selected membership of the CALTAC
- Includes
 - Transit professionals,
 - Transit advocates, and
 - Community representatives from across the state.



CALTAC Membership

Name	Organization	Region
Jacob King	Mendocino Transit Authority	North
Anthony Adams	Sacramento Regional Transit	North
Katie McCammon	350 Sacramento	North
Lola Torney	Yolo County Transportation District/ YoloTD	North
Howard Wong	Sierra Club	North
Rashidi Barnes	Eastern Contra Costa Transit Authority	North
Danielle Schmittz	Napa Valley Transportation Authority	North
Mika Miyasato	Alameda Contra Costa Transit District	North
Tamiko Percell	VTa	North
John Urgo	Santa Cruz Metro	Central
Bethany R. Berube	Clovis Transit	Central
Angie Dow	Kings County Area Public Transit Agency	Central
Jason Kligier	Big Blue Bus	South
Michael Cano	LA Metro	South
Priscilla Freduah-Agyemang	Southern California Association of Governments (SCAG)	South
Benjamin Nolen	OmniTrans	South
Eric DeHate	Riverside County Transportation Commission	South
David Aguirre	Imperial County Transportation District	South
Ioni Tcholakova	North County Transit / San Diego Railroad/ NCTD	South
Kari Watkins	UC Davis	University Partner

CALTAC Membership

- Members from the SCAG region include:
 - David Aguirre – Imperial County Transportation District (ICTC)
 - Eric DeHate – Riverside County Transportation Commission (RCTC)
 - Michael Cano – LA Metro
 - Jason Kligier – Big Blue Bus
 - Benjamin Nolen – OmniTrans
 - Priscilla Freduah-Agyemang – SCAG

September 3 CALTAC Kick-off Meeting Summary

- Introduced the committee members
- Adopted the CALTAC Charter
- Shared CALSTA updates including updates on the Governor's Transit Executive Order (N-7-26)
- Shared Legislative Updates
- Shared updates on SB 960 & Director's Policy 40 Implementation
- Shared updates on the District Transit Plans
- Shared updates from the various Caltrans divisions and programs
- Discussed future agenda topics



Caltrans Mass Transportation Newsletter

- Highlights
 - Message from the Secretary of Transportation
 - Message from the Director
 - Executive Order Overview
 - Mass Transportation Overview
 - Progress on District Transit Plans
 - Staff and Project Highlight

Mass Transportation Overview

Introducing Caltrans' New Division of Mass Transportation and Transit & Rail Programs

Earlier this year, Caltrans re-established the Division of Mass Transportation (DMT) to strengthen multimodal transportation and bring the Department's transit functions back under a unified, coordinated structure. By restoring DMT, Caltrans is reaffirming its commitment to delivering a transportation system that moves people efficiently, sustainably, and equitably throughout the state.





THANK YOU!

For more information, please visit:

[California Transit Advisory Committee | Caltrans](#)



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



Core Capacity Innovative Transit Study

SCAG Regional Transit TAC

Lorelle Moe-Luna, Multimodal Services Director

October 21, 2026





- Project Funding and Study Goals
- CCITS Overview and Study Area
- Stakeholder Engagement
- Existing and Future Conditions Analysis
- Corridor Analysis
 - Modeled Scenarios
 - Ridership Methodology
 - Capital Cost Methodology
 - Screening Criteria
- Next Steps



Project Funding and Study Goals⁵⁷

REAP 2.0 funding supports projects designed to:

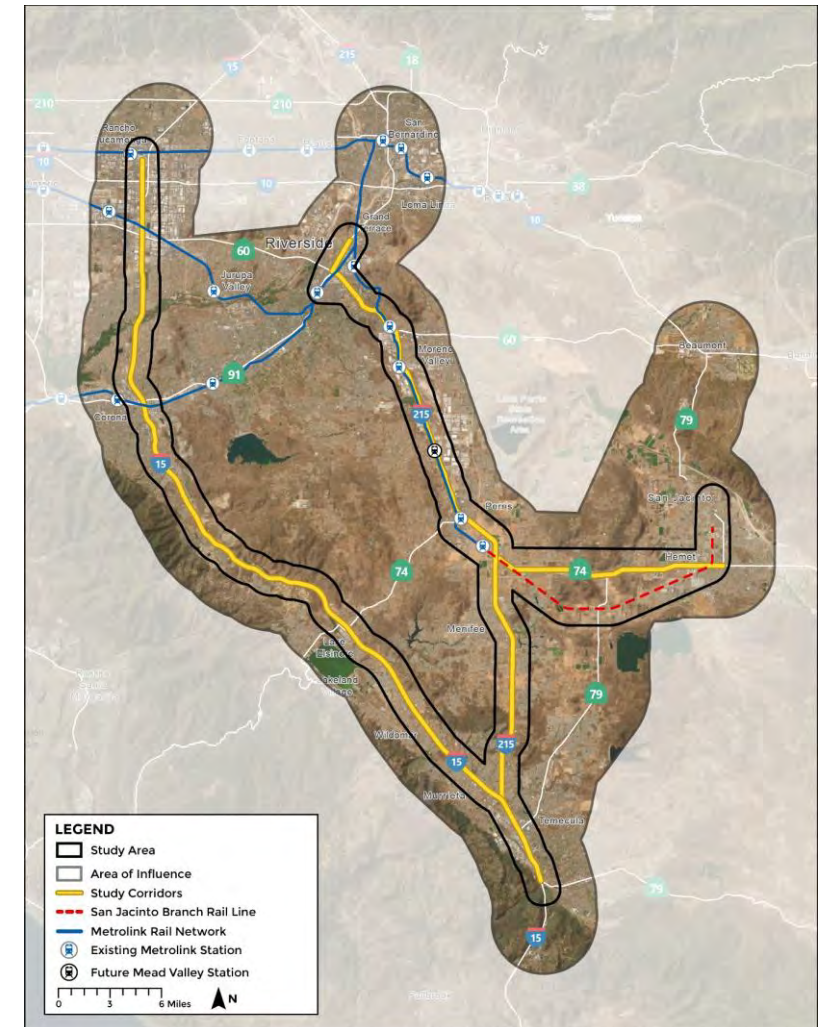
- Reduce vehicle miles traveled
- Accelerate infill housing
- Support efforts to Affirmatively Further Fair Housing
- Facilitate the implementation of adopted regional and local plans

Study Goals

1. Provide reliable, high-quality, and high-capacity transit service
2. Maximize ridership potential
3. Promote social equity and economic development
4. Implement phased improvements to make incremental progress towards long term objectives

- Study area includes three corridors
 - San Jacinto Branch Line / SR-74
 - I-215 (SR-60 / SR-91 / DT Riverside to I-15)
 - I-15 (SR-60 / Rancho Cucamonga to Temecula)
- Purpose of the Project
 - Increase mobility options on congested corridors
 - Builds off the Traffic Relief Plan that identifies higher capacity services

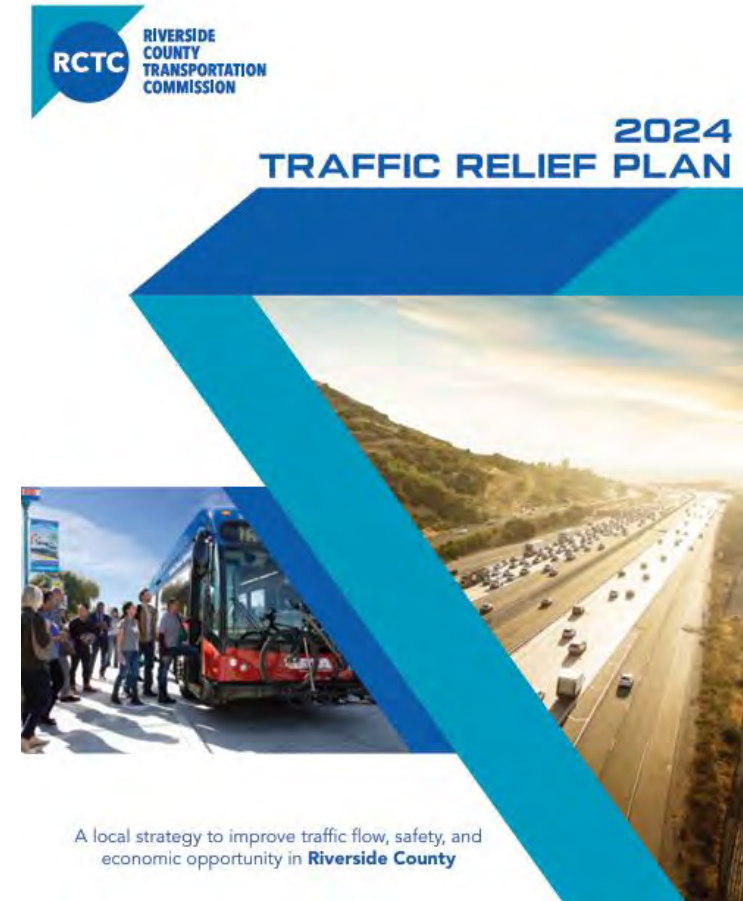
CCITS Overview⁵⁸





Traffic Relief Plan

- RCTC's blueprint for major investments but is not specific on project scope.
- For example:
 - Expand rail service to Hemet / San Jacinto
 - Sustain and expand commuter / rapid bus services
 - Future express lanes



Stakeholder Engagement



- Regional partners: Caltrans, SCAG, WRCOG, RTA, Metrolink, SBCTA, SANDAG
- Local jurisdictions: Municipal and County staff along the study corridors
- Steering Committee met five times to guide study goals, potential alignments and station/stop locations, and screening criteria
 - One more is planned
- Held focus group meetings with subregions and one-on-one meetings with key stakeholders



Existing and Future⁶¹ Conditions Analysis

- Land Use
- Population Characteristics
- Employment Characteristics
- Travel Characteristics and Trends
- Infrastructure and Multimodal Performance
- Consistency with Other Plans



Existing and Future⁶² Conditions Analysis

- Population is projected to increase by ~800,000 by 2045
 - An increase of more than 42.0 percent
- Employment is projected to increase by ~270,000 jobs by 2045
 - An increase of almost 50.0 percent increase
- Daily vehicle trips are projected to increase from ~4.2 million to ~6.0 million by 2045
 - More segments of study corridors will start to fail or approach failing
 - Miles per hour during peak periods will be below 30 mph in some places and below 40 mph in others
 - Truck trips will continue to place additional demand on the network with the increase in warehousing and logistics



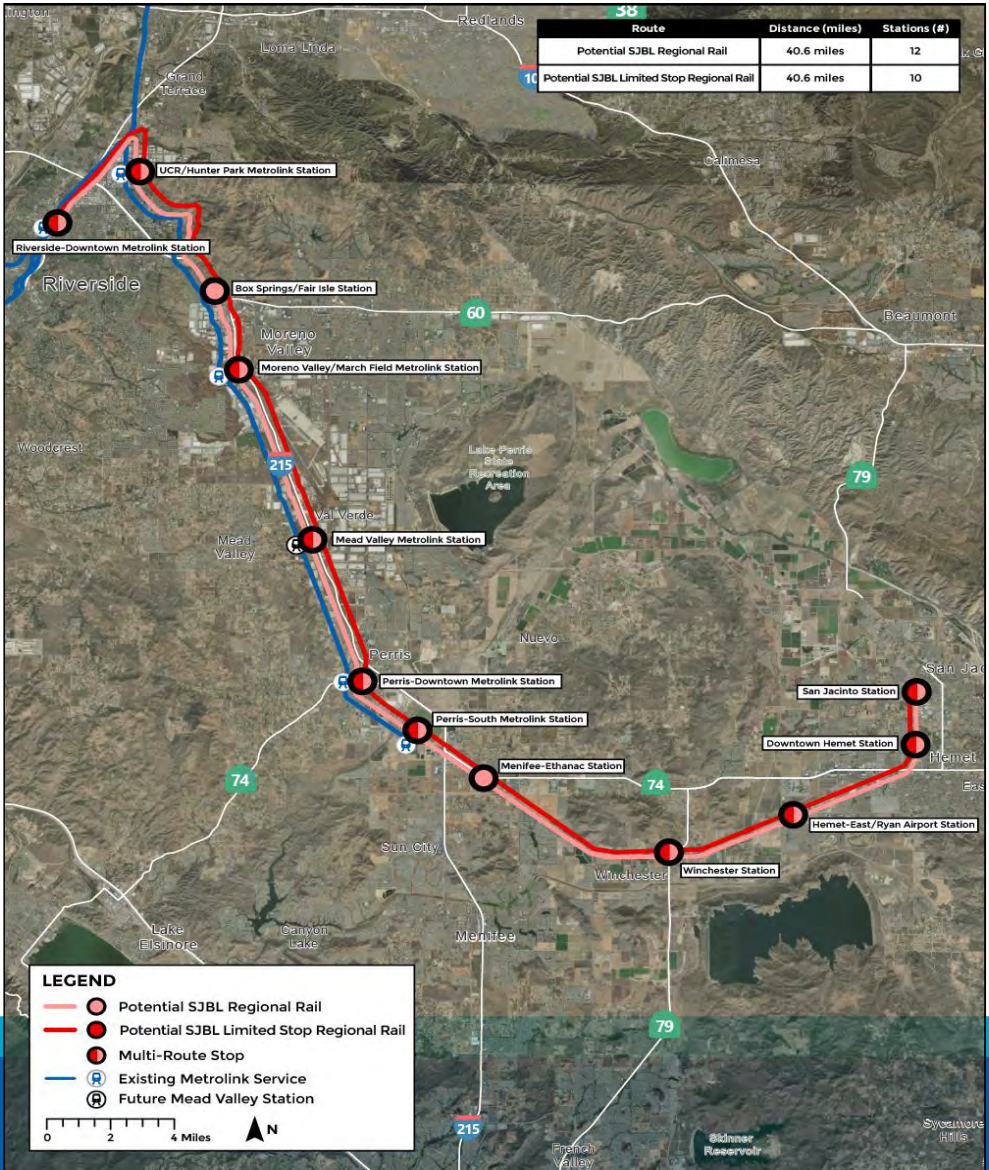
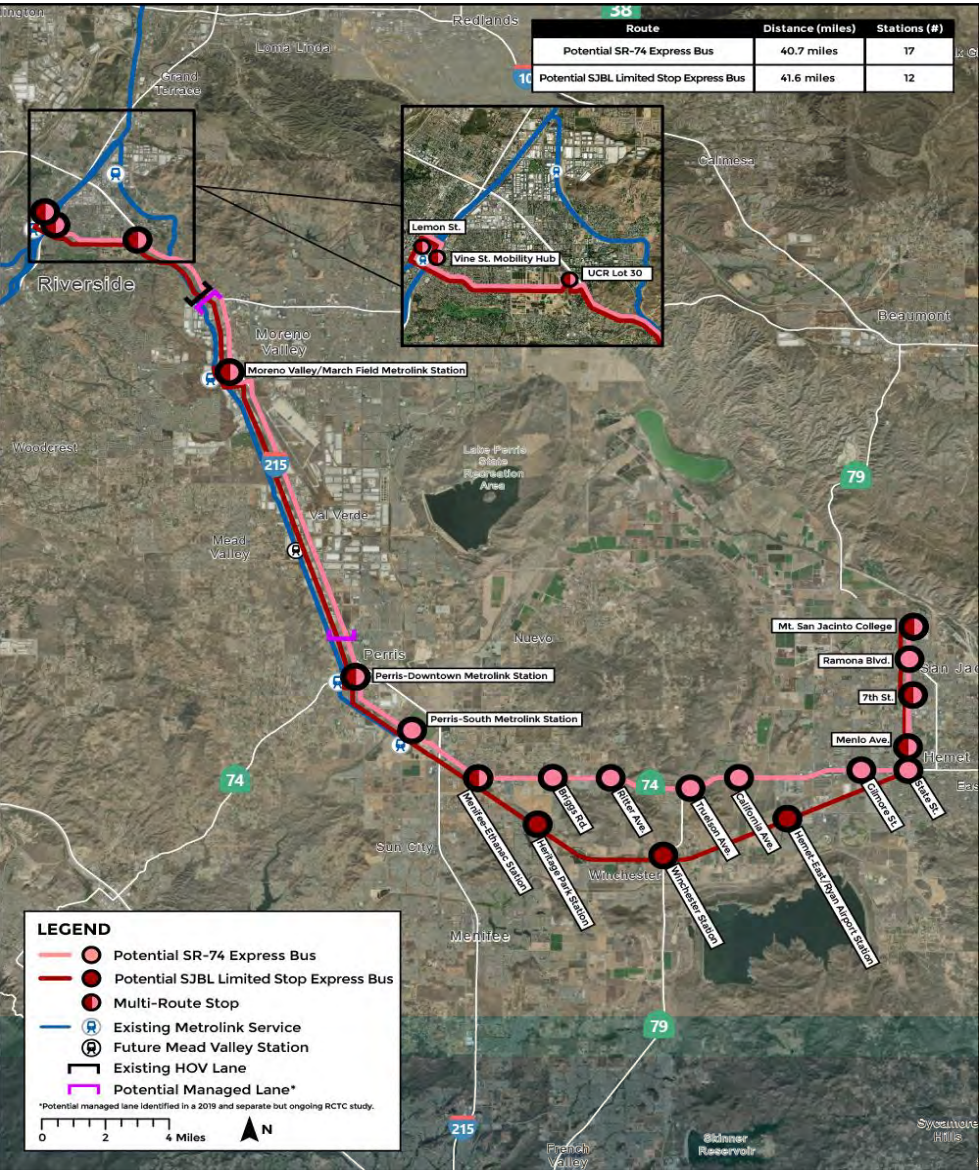


Modeled Scenarios

- Four modes evaluated at this time
 - **Express bus** – uses express lanes, where available, and local roadways with more stops
 - **Limited stop express bus** – uses express lanes/dedicated ROW, where available, and has less distance on local roadways and fewer stops than express bus
 - **Regional rail** – Commuter rail type service
 - **Limited stop regional rail** – follows the same alignment as regional rail but with fewer stops
- Baseline frequency scenario
 - 19-hour service with 30-minute frequencies
 - 4:00am – 11:00pm

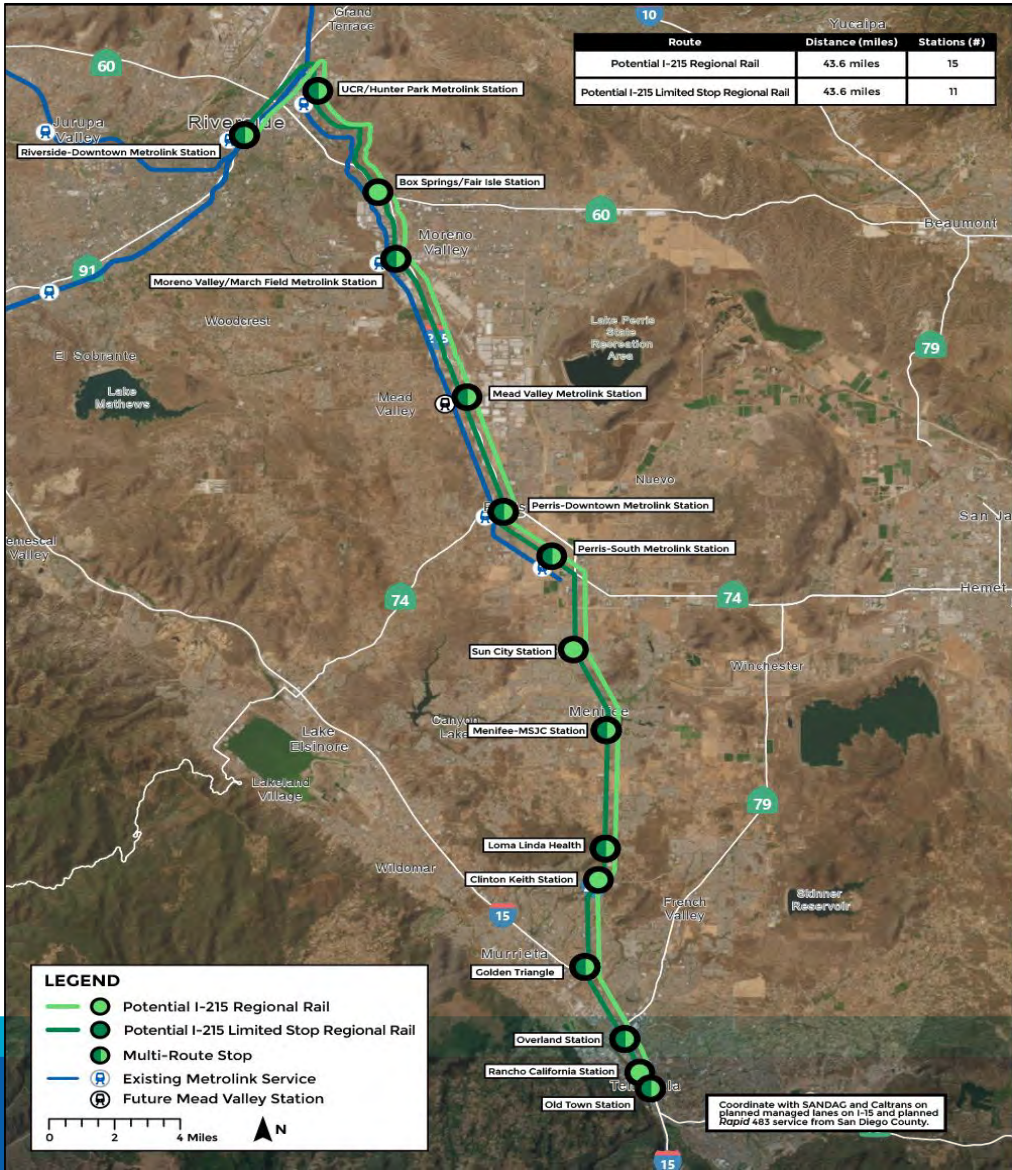
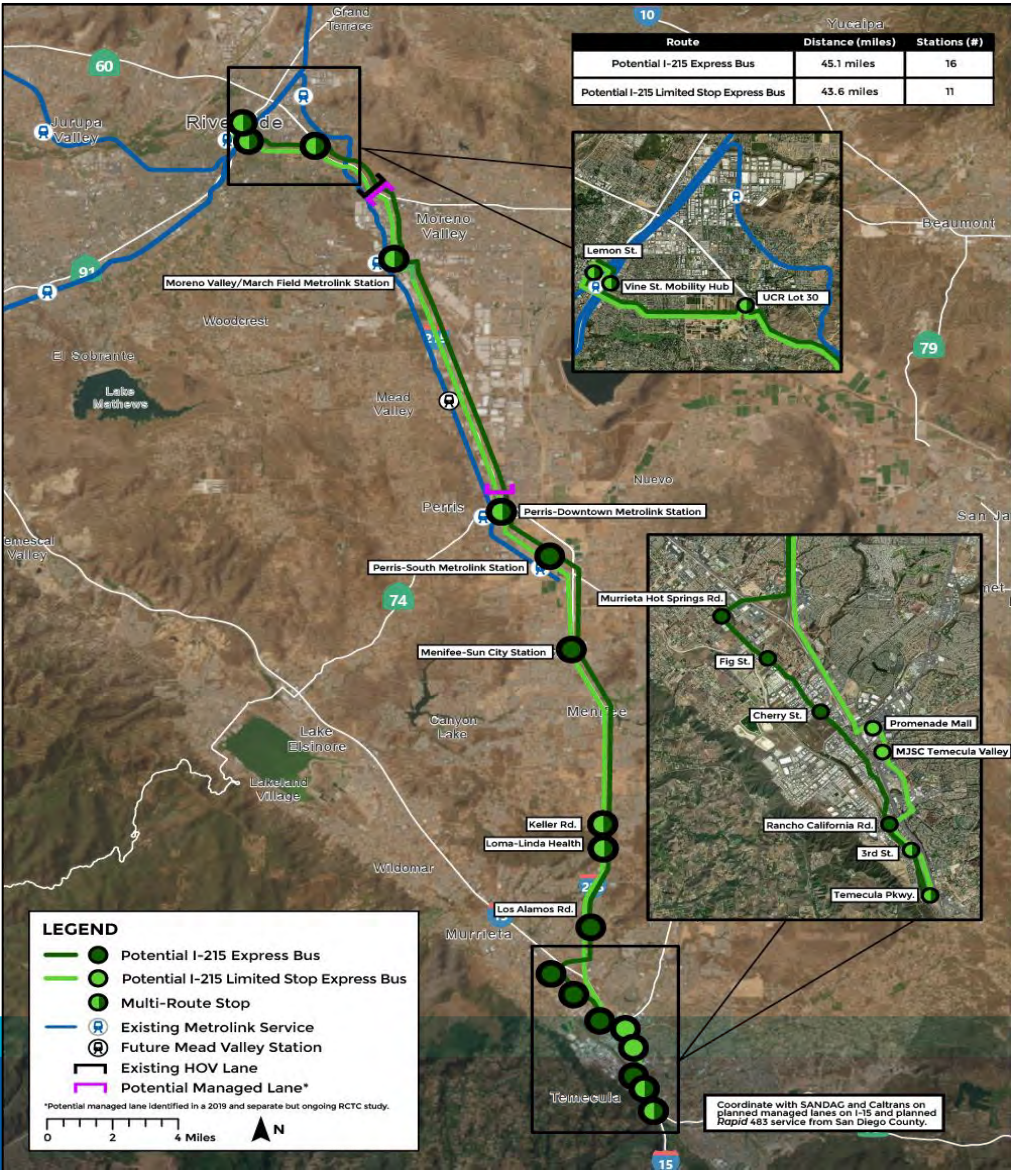


SJBL/SR-74 Corridor – Potential Bus and Rail Alignments



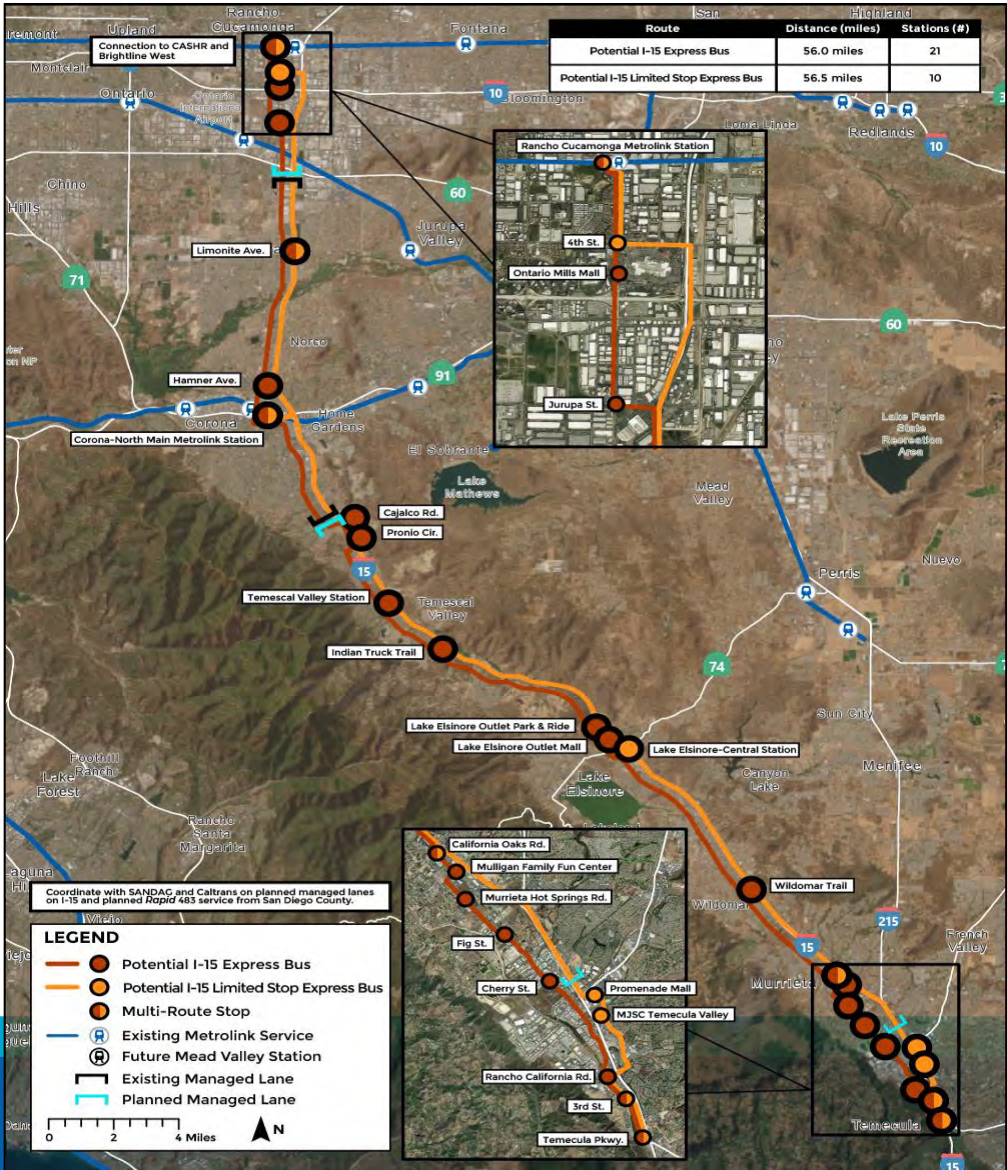


I-215 Corridor - Potential Bus and Rail Alignments





I-15 Corridor - Potential Bus and Rail Alignments





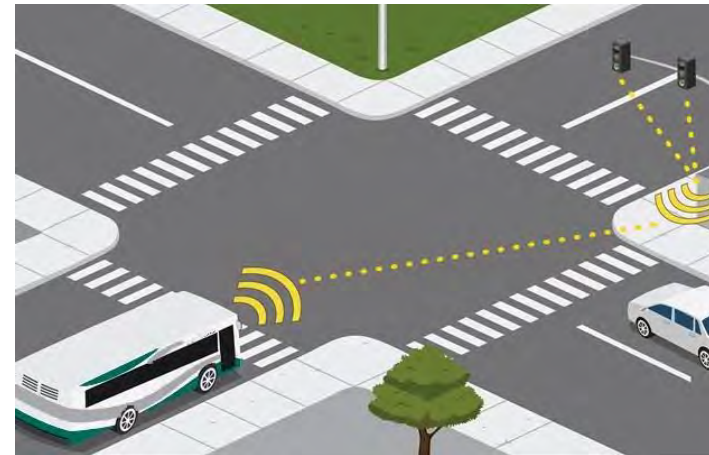
RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

Examples of Possible Transit Improvement Types⁶⁸

Bus on Shoulder,
HOV, and
Managed
Lanes



Express
Bus Service



Intelligent
Transportation
Systems

Source: Multiple. Available
upon request.

Improvements Considerations

69

- Identified potential issues and opportunities associated with each improvement based on stakeholder feedback
- No general-purpose lanes converted to managed lanes beyond those that are planned or included in the 2019 study
 - RCTC is initiating an update to this study
- Existing and planned development to inform station siting
- Transit service is operator agnostic
- Implementation beginning 10+ years out

RCTC Next Generation Toll Feasibility Study (2019)





Ridership Methodology

- Direct Ridership Model – a regression-based analysis that uses empirical data to determine the bus and rail line characteristics that most influence transit use
- FTA's STOPS model requires additional inputs not available at this early planning phase
- Used other similar geographies as proxy regions due to lack of high-capacity transit data available for the Inland Empire
- Based on pre- and post-COVID ridership data across California and the Western US
- Input variables: number of connecting bus lines, number of park & ride spaces, employees within ½ mile, residents within ½ mile, college students within ½ mile



Ridership Methodology (con't)

- Proxy regions
 - San Diego, CA
 - Sacramento, CA
 - Salt Lake City, UT
 - Phoenix, AZ
- Post-COVID Ridership Adjustment
- Frequency Adjustment
- Mode Adjustment



- 50% contingency at this early phase
- 32% professional services
- Does not include real estate or finance costs

Bus Options

- Improvements primarily include a new fleet, maintenance facility, TSP, and shelters
 - Potential for maintenance facility to be co-located

Rail Options

- Assumes single track + passing track
- Inflates Next Gen Rail Study costs



Study Goals and Evaluation Screening

73

Goal 1. Provide Reliable, High-Quality, High-Capacity Transit

Travel Time Competitiveness Over Driving

Station Amenities

Corridor Capacity Increase Potential

Goal 2. Maximize Ridership Potential

Regional Trip Capture

Connections to Local Transit

Connections to Regional Rail

Mode Shift Potential

VMT Reduction Potential

Goal 3. Promote Social Equity and Economic Development

Job Access

Residential Access

Low-Income & Transit Dependent Populations

TOD Potential

Goal 4. Implement Phased Improvements to Make Incremental Progress towards Long Term Objectives

Phasing Feasibility

Funding Feasibility

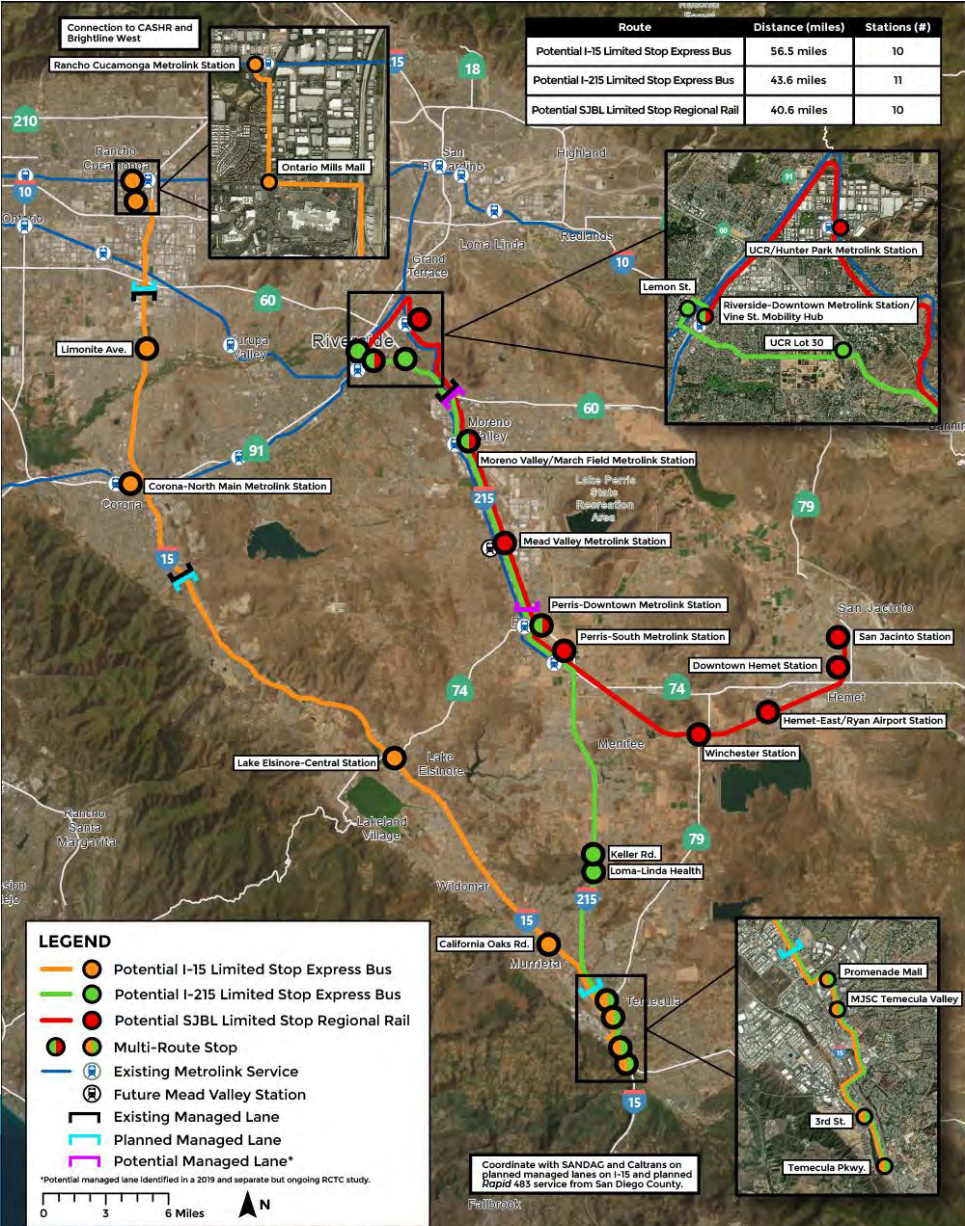


Intended Outcomes of CCITS

- Identify potential alignments and stations areas for bus and rail along each corridor.
- Evaluate implementation potential for each transit option based on a range of screening criteria.
- Develop capital and O&M costs of each transit option.
- Calculate off-model benefits of the proposed transit network, such as VMT reduction and increased corridor capacity.
- Develop an implementation plan for proposed transit option for each corridor, including potential funding sources, design, and environmental clearance.



Proposed Transit Network⁷⁵





Next Steps

- Refining Recommended Alignments and Implementation Plan
- Preparing Draft Final Report with ridership and cost estimates for Steering Committee review
- Finalize Study by December 2026



Ventura County Transportation Commission

Update on Open-Loop Fare Collection

July 30, 2025 Regional Transit Technical Advisory Committee



Modernizing Fare Collection Across Ventura County

- VCTC & Ventura County Transit Service
- Overview & Goals
- Project Partnerships
- Project Planning
- Marketing & Outreach Efforts
- Timeline & Challenges
- Lessons Learned
- Next Steps





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



Ventura County Transit Services

- Seven Transit Operators
- 110 Transit Vehicles
- Service area covers ~400 square miles
- Total of ~54 Routes
- Roughly 5.5 Million annually
- Mix of Fixed Route & General Purpose DAR



Overview & Goals of Open Loop Payments

- **Goals:** To increase ridership, improve passenger experience, decrease boarding time
- **Strategy:** Modernize Fare Payment with Open-Loop Technology
- System Design – needed to mirror current operating capabilities
 - Full Fare
 - Different Fares by Route Type
 - Fare Capping (Passes-Discounts)
 - Transfers within and between operators
 - Reduced Fares



Project Partnerships

- 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



Project Planning

- Worked with Cal ITP staff to develop scope of work
- Solicited proposals from vendors through State Master Services Agreement (MSA)
- Interviewed Vendors & awarded contracts
 - Payment Readers: Kuba, Inc.
 - Transit Processor: Enghouse Transportation
 - Payment Processor: Elavon
- Contract Structure
 - VCTC holds contract with Kuba for payment readers
 - Each agency holds individual contracts with Enghouse & Elavon - allows fares to be deposited directly to each agency
- Regional Agency Outreach



Marketing & Outreach

- Social Media Campaigns
- Printed materials inside buses
- Dedicated landing page on Website
- Customer Service Rep scripts
- Bus Operator Outreach & Education
- Videos explaining benefits of fare capping
- Printed material on display at transit pass sales outlets
- Coming Soon: Pop-up outreach at transit centers



TAP2RIDE

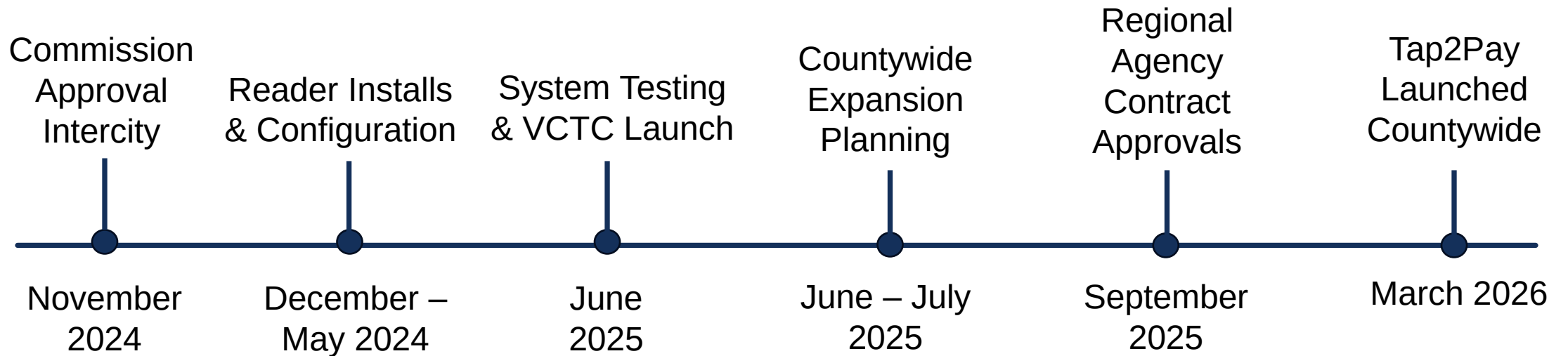


**Your ride is just one
tap away with
Tap2Ride**



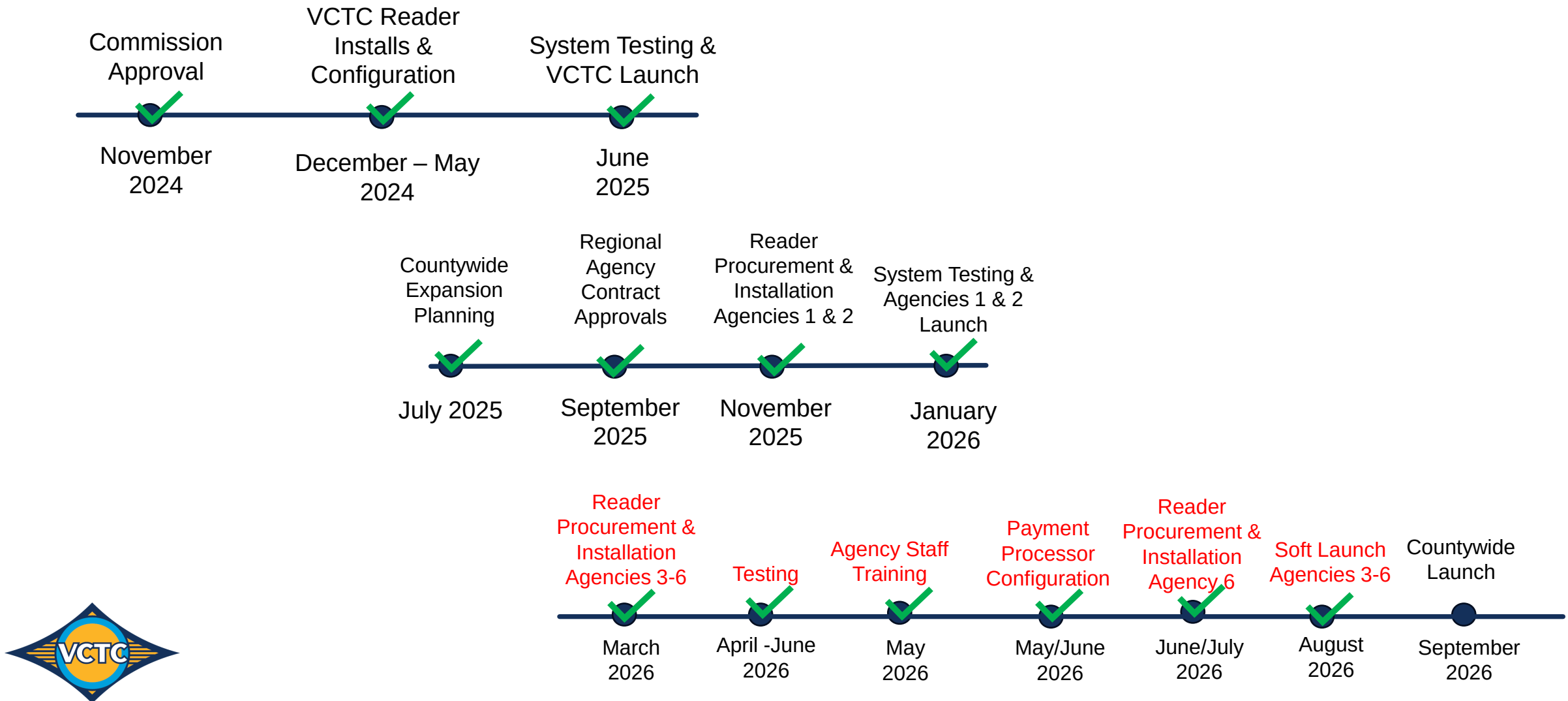
Tap2Pay Project Timeline - Planned

Original schedule had countywide launch for March 2026



Tap2Pay Project Timeline- Actual

Original schedule had countywide launch for March 2026



Lessons Learned

- Be skeptical of schedules
- Plan for delays
- Stay on top of your vendors
- Transparent and Clear communication
- Establish expectations up front





Next Steps

- In person Benefits enrollment events
 - Assisting reduced fare eligible riders register payment cards
- Reduced Fare Education Campaign
- Assess Monterey Salinas Transit (MST) contract with Jaunt
- Develop roadmap for future of other fare payment devices



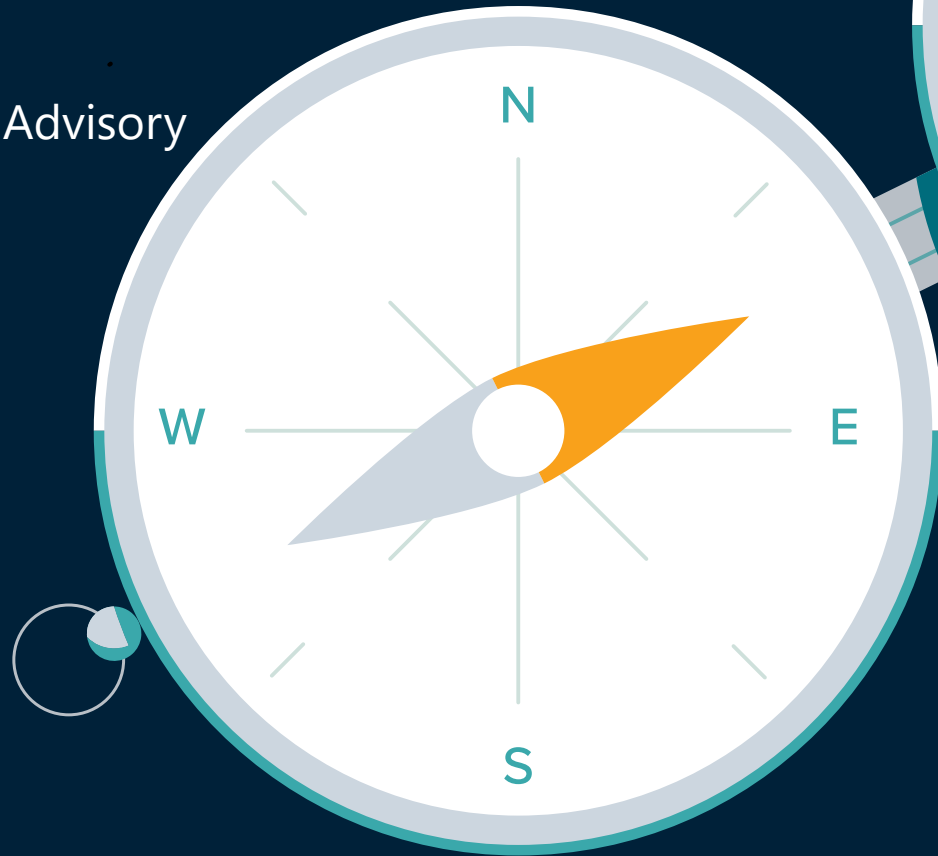


Questions?



Connect SoCal 2050 Updates

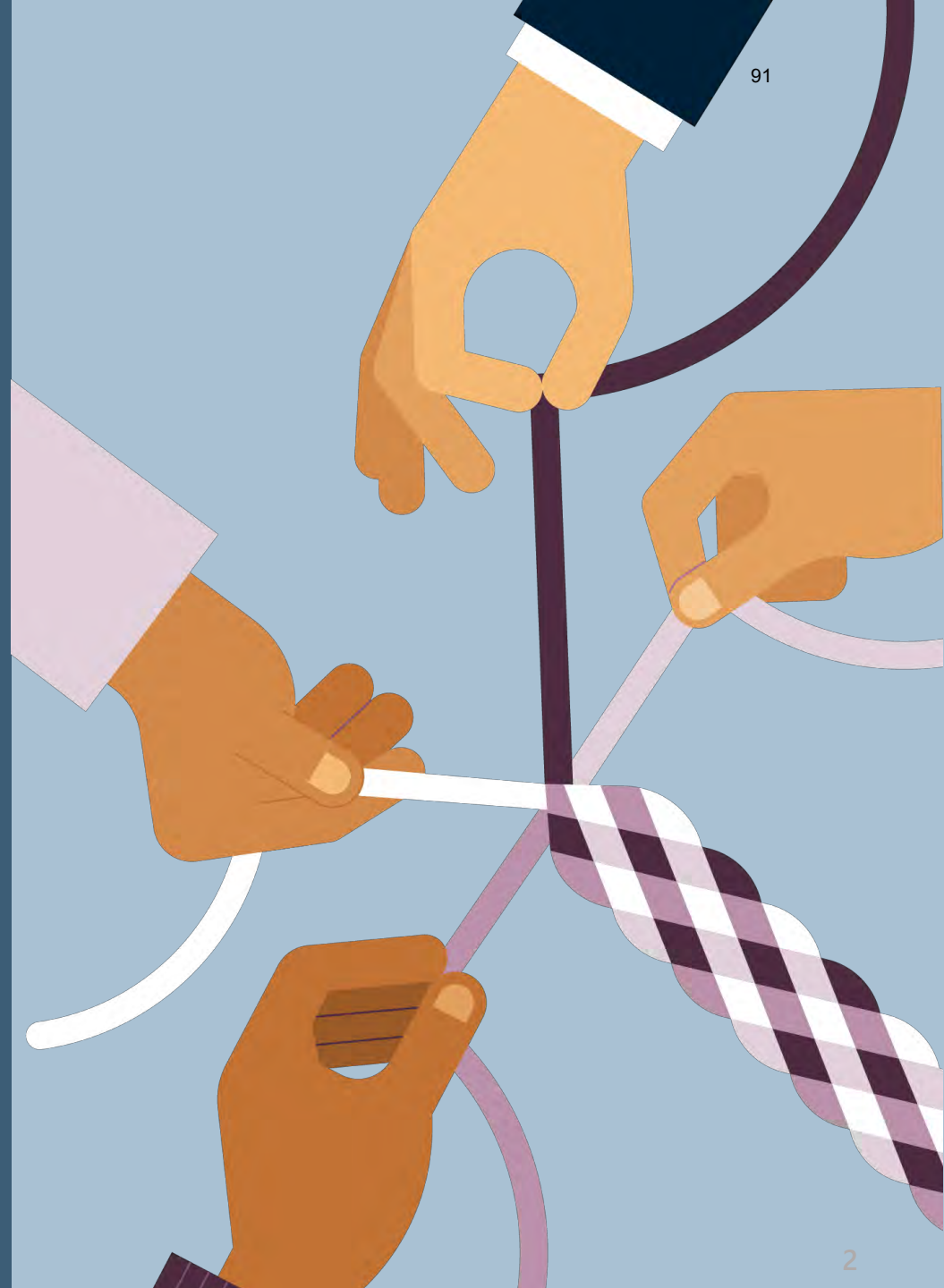
October 21, 2026
Regional Transit Technical Advisory
Committee (RTTAC)





OUTLINE

- **Transit/Rail Approach**
- **General Connect SoCal 2050 Updates**



Connect SoCal

Regional Transportation Plan

Sustainable Communities Strategy

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

The RTP/SCS must...



Be updated every 4 years
to maintain eligibility for
Federal funding



Be long-range: 20+
years into the future



Be financially
constrained
(costs = revenues)



Demonstrate
transportation
conformity



Achieve GHG
reduction targets



Be developed in
consultation with key
stakeholders and the public

Connect SoCal Will...



Serve as a compass for
SCAG planning and
funding programs



Enable projects to
be eligible for state
and federal funding



Inform RHNA and
local planning
requirements



Set priorities for
state and federal
advocacy efforts



Drive project
selection for federal
funding programs



CONNECT SOCAL 2024 PLAN IMPLEMENTATION



New Transit/Rail Services & Improvements

- **Research, Studies and Projects**

- Mobility Hubs Design and Implementation Guide
- Innovative Clean Transit Regional Assessment Study
- Metrolink Contactless Payment Pilot Project
- Regional Dedicated Transit Lanes Interactive Map
- High-Quality Transit Corridor (HQTC) Interactive Map



Connect SoCal 2024 – Transit/Rail Implementation

- Metro D Line Extension
- LAX/Metro Transit Center
- Metro K Line Extension to the LAX Transit Center
- Metro A Line Extension to Pomona
 - (Long Beach – DTLA – San Gabriel Valley)
- Metrolink Arrow ZEMU Service
- OC Streetcar (currently in testing phase)
- LAX Automated People Mover (nearing completion)
- Omnitrans West Valley Connector
 - All BEB BRT (nearing completion)
- Zero-emission bus deployments
 - Multiple operators across the region





CURRENT CONDITIONS

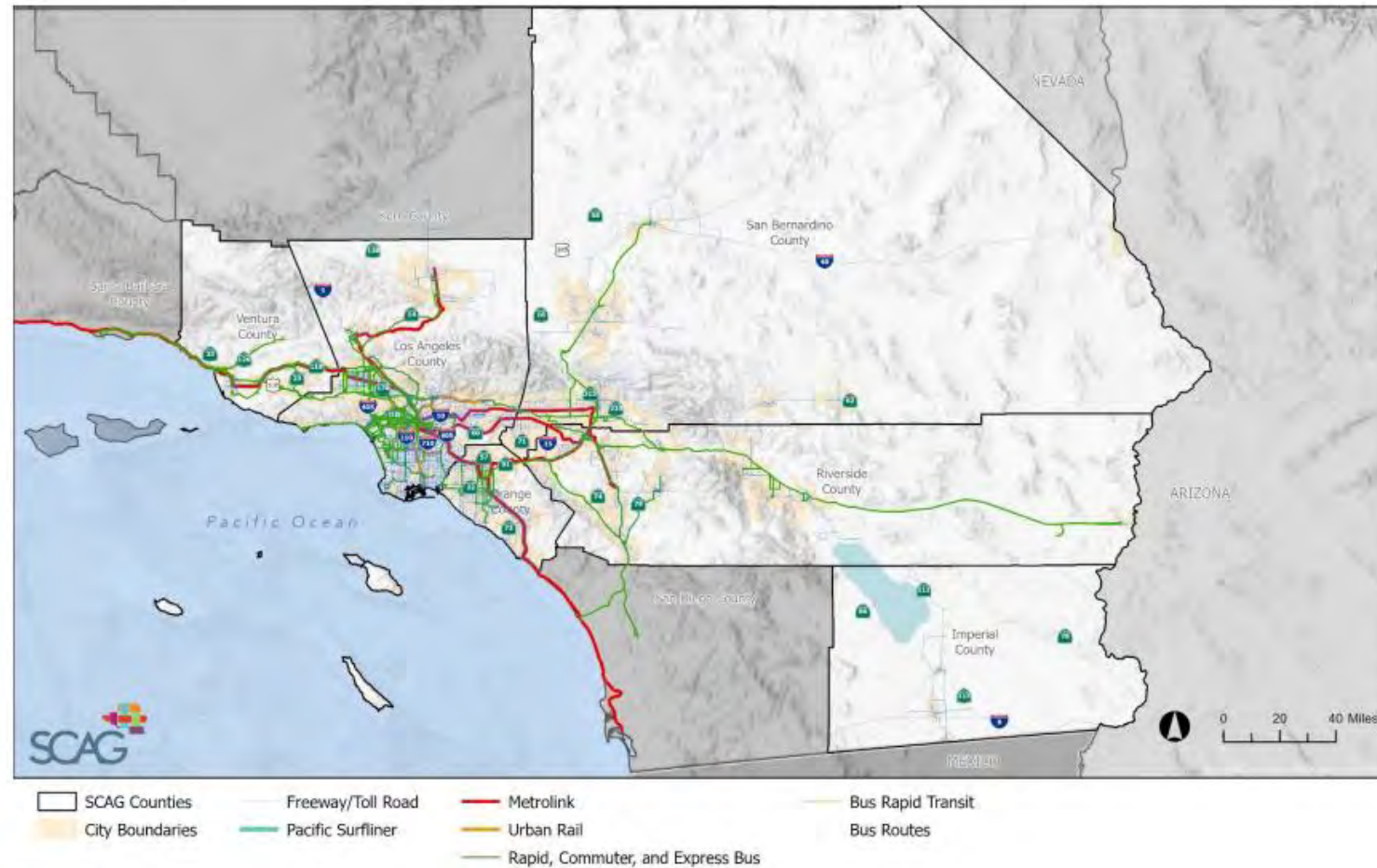


Current Conditions

- 100+ transit operators
- 2 passenger rail operators
 - Amtrak Pacific Surfliner
 - Metrolink Commuter Rail services
- 33,485 miles of bus routes
- 65% of bus routes are contained entirely inside of Los Angeles County
- 3 Bus Rapid Transit (BRT) corridors
 - Los Angeles Metro's G Line (Orange) and J Line (Silver)
 - Omnitrans sbX Green Line



Connect SoCal 2024 Transit/Rail Network



Source: SCAG (2023)

Current Conditions – Trips and Vehicle Miles Traveled

JUNE 2026 AT A GLANCE



30.2M
Bus Trips

84.9%
recovery of
pre-pandemic
ridership



6.6M
Rail Trips

92.0%
recovery of
pre-pandemic
ridership



674.5K
**Commuter
Rail Trips**

68.5%
recovery of pre-
pandemic
ridership



5.9B
VMT

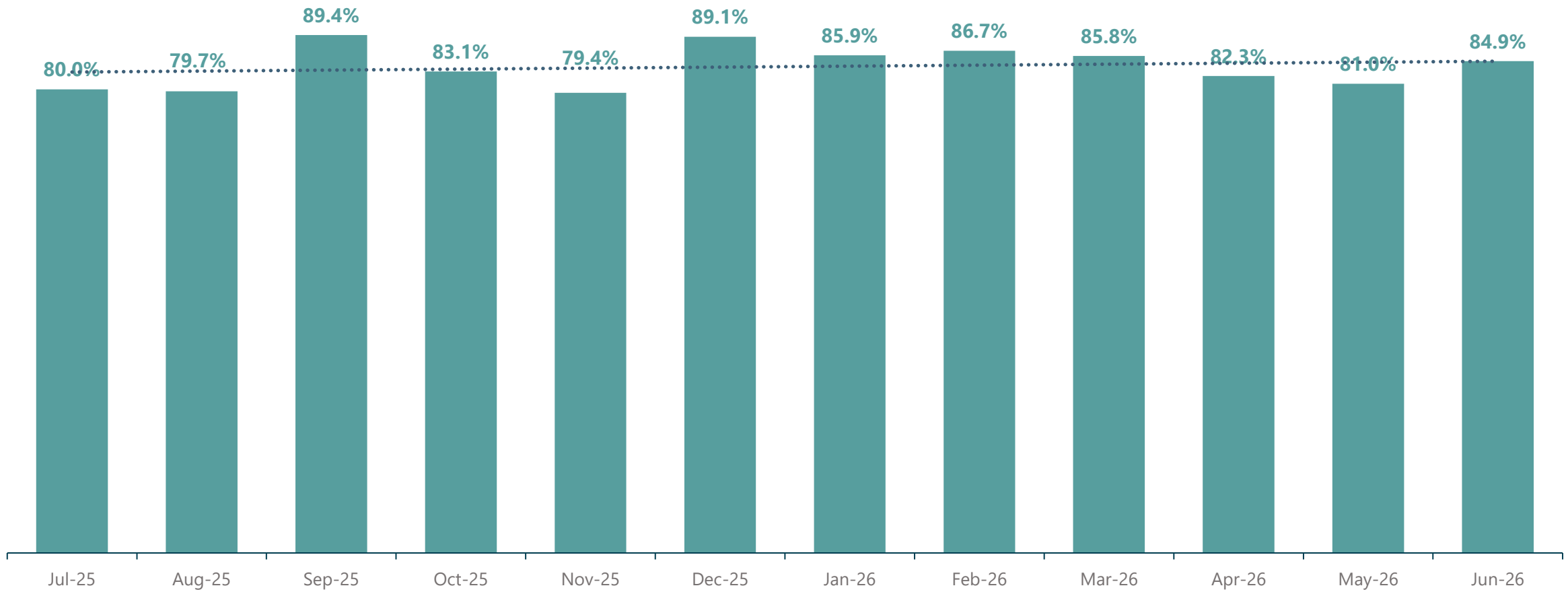
94.4%
recovery of pre-
pandemic levels



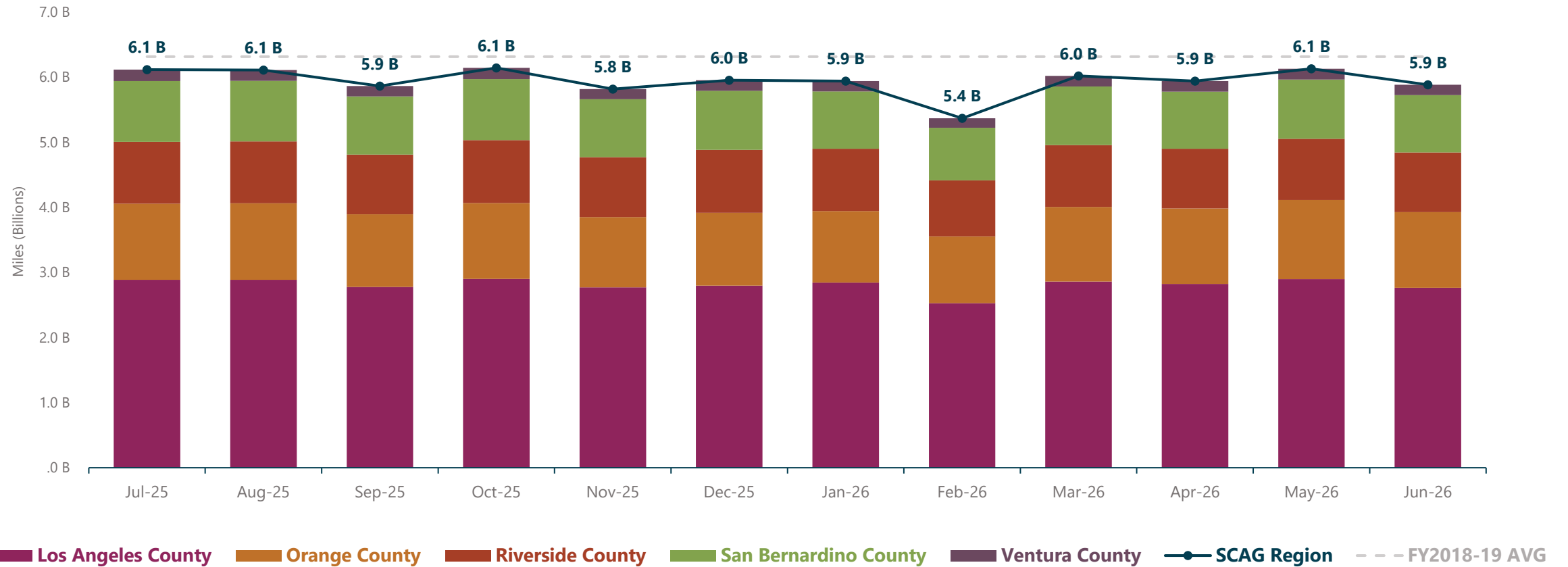
230.7M
Truck VMT

91.8%
recovery of
pre-pandemic
levels

Current Conditions – Post-Pandemic Bus Ridership Recovery as Percentage of FY18-19, 12-Month Rolling

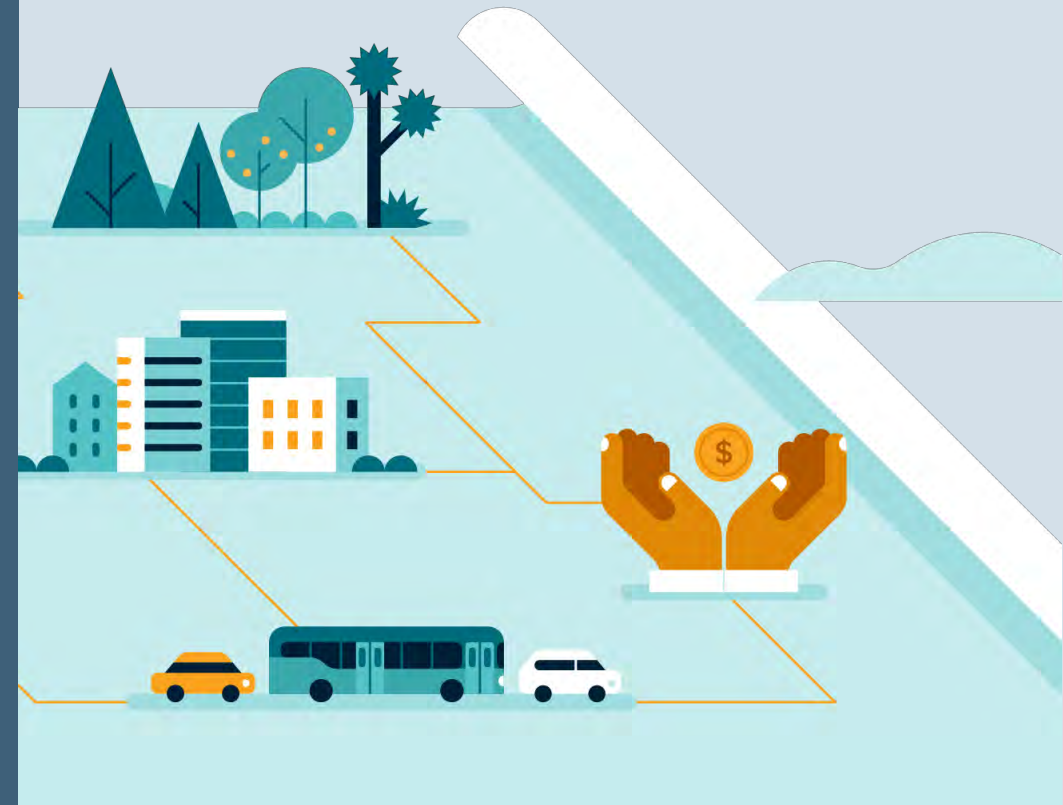


Current Conditions – Vehicle Miles Travelled





CONNECT SOCAL 2050 TRANSIT/RAIL APPROACH



Mobility Technical Report



TRANSPORTATION
DEMAND MANAGEMENT



TRANSIT/RAIL

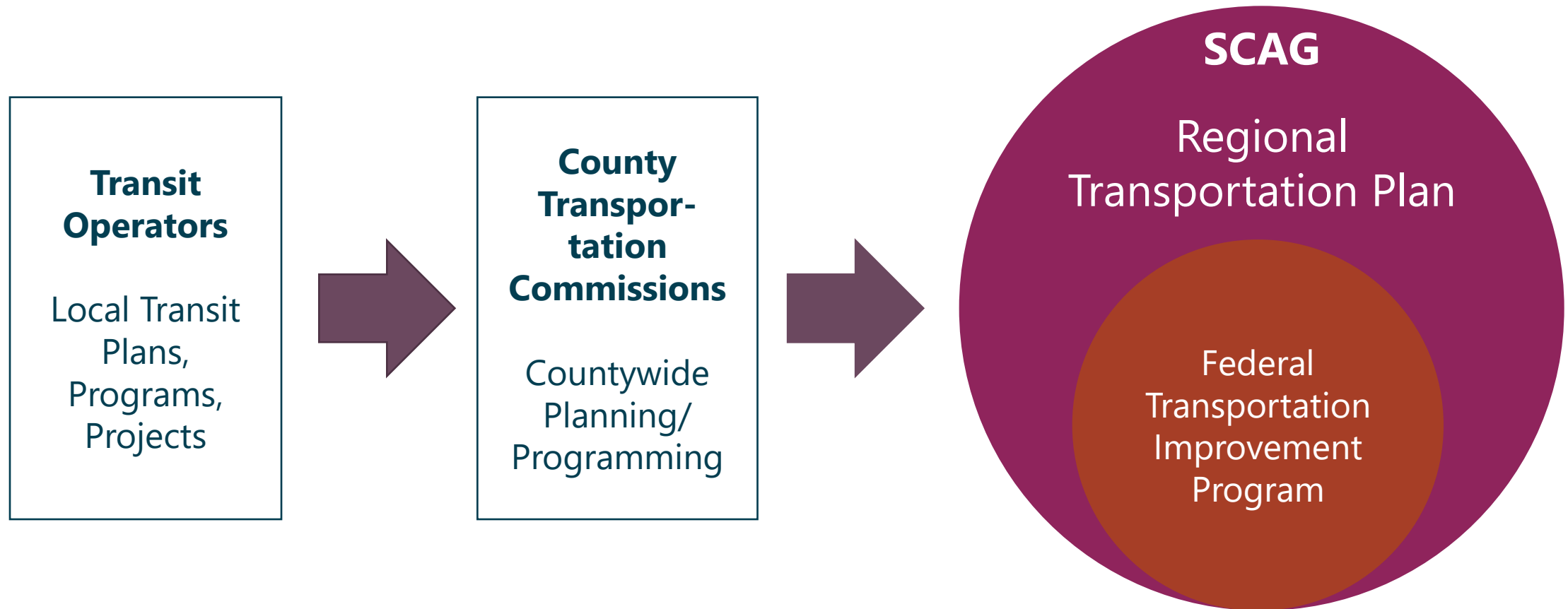


STREETS AND HIGHWAYS



ACTIVE TRANSPORTATION

Metropolitan Planning Framework



Transit/Rail – Planning Guidance

Federal Requirements

- MPO Final Rule – Coordination with transit operators
- Transit Asset Management (TAM) Final Rule
- Public Transportation Agency Safety Plan (PTASP) Final Rule

State Requirements

- RTP Guidelines
- Innovative Clean Transit (ICT)

Recently Adopted State/Local Plans

- Caltrans District Transit Plans
- California Transportation Plan 2050

Current Challenges

- Ridership recovery
- Transit fiscal cliff
- Public health concerns
- Aging infrastructure and capacity constraints
- Zero emission transition
- Driver shortages
- Transportation safety
- Customer experience
- Schedule and fare coordination





CHALLENGES – DISCUSSION

WHAT ELSE SHOULD BE
ADDRESSED?

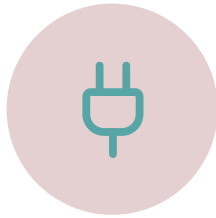


Current Opportunities



Mobility Hubs

Connect transit, active modes and shared services in one place.



Transit Technology

Use real-time data and integrated systems to improve service.



Shared Mobility

Expand first/last-mile access through flexible shared options.



Clean Transit

Scale zero-emission fleets, charging and supporting infrastructure.



Open-Loop Payment

Let riders tap a bank card or mobile wallet across services.



OPPORTUNITIES – DISCUSSION

- ARE THERE OTHER OPPORTUNITIES MISSING?



Transit/Rail Strategies

Advancing Clean Transit

Dedicated Bus Lanes and Transit Priority Treatments

Transit Enhancements such as Bus Stops

Fare Integration and Ticketing

Schedule Coordination

Better Customer Experience

Transit-Oriented Development

On-Demand Transit

STRATEGIES – DISCUSSION

WHAT OTHER STRATEGIES SHOULD WE CONSIDER?

- What should be considered in the near term?
- What should be considered in the long term (2050)



Timeline

- **December 2026:** Share Transit/Rail Approach with Transportation Committee
- **Spring 2027:** Share updates with RTTAC
- **Summer 2027:** Share updates with RTTAC
- **Fall 2027:** Release Draft Connect SoCal 2050
- **Fall/Winter 2027/28:** Public Comment Period
- **Spring 2028:** Seek Adoption of Connect SoCal 2050





THANK YOU

For more information, contact:
ConnectSoCal@scag.ca.gov



Transit Performance Monitoring and Target Setting

Regional Transit Technical Advisory Committee

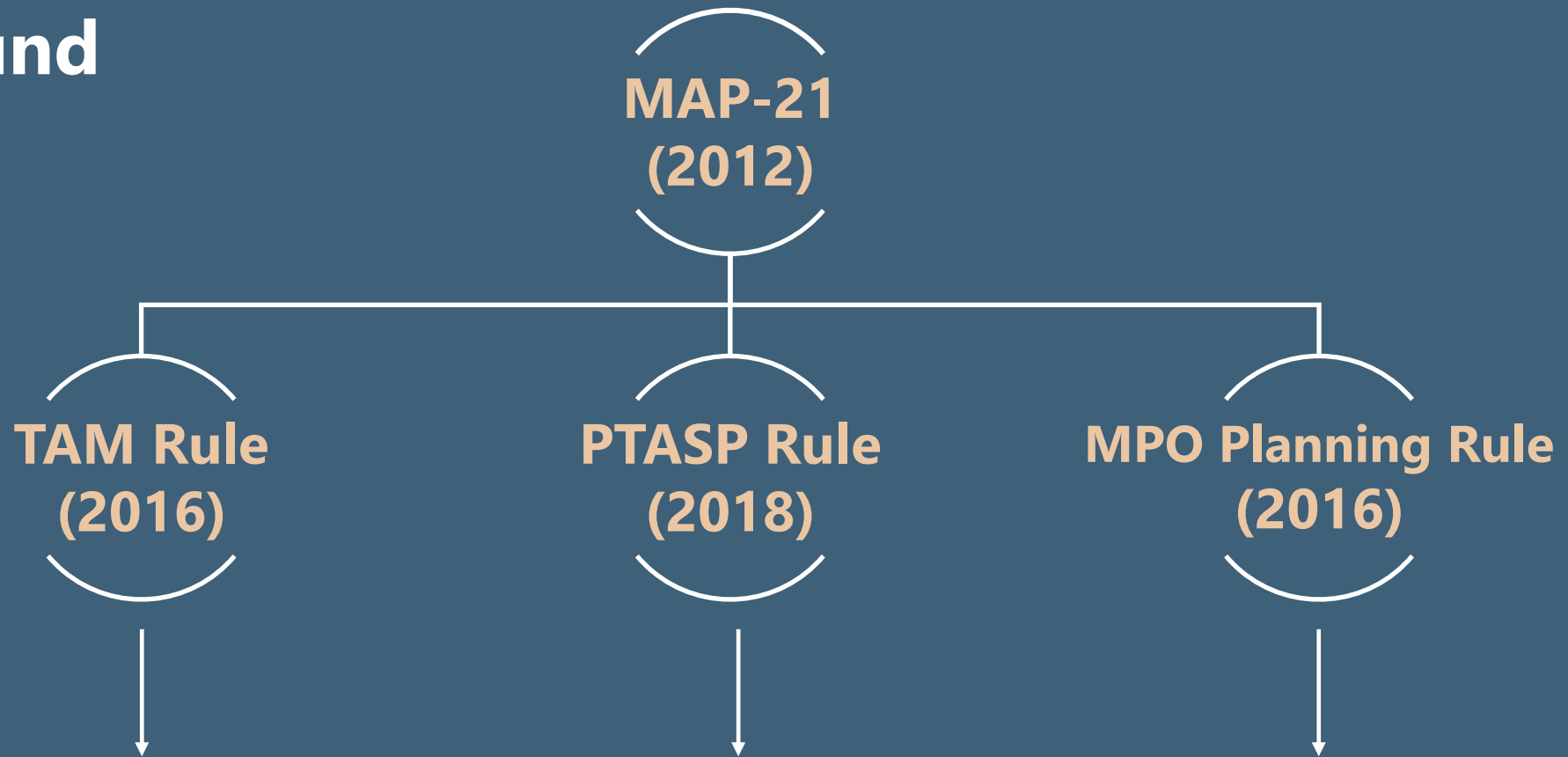
October 21, 2026

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Agenda

1. Background
2. Project Scope and Timeline
3. Previous Target Setting Efforts
4. Stakeholder Engagement Summary
5. Engagement Timeline
6. Next Steps

Background



Create TAM Plans
Set TAM targets
Work with MPO on regional targets

Create PTASP
Set safety targets
Work with MPO on regional targets

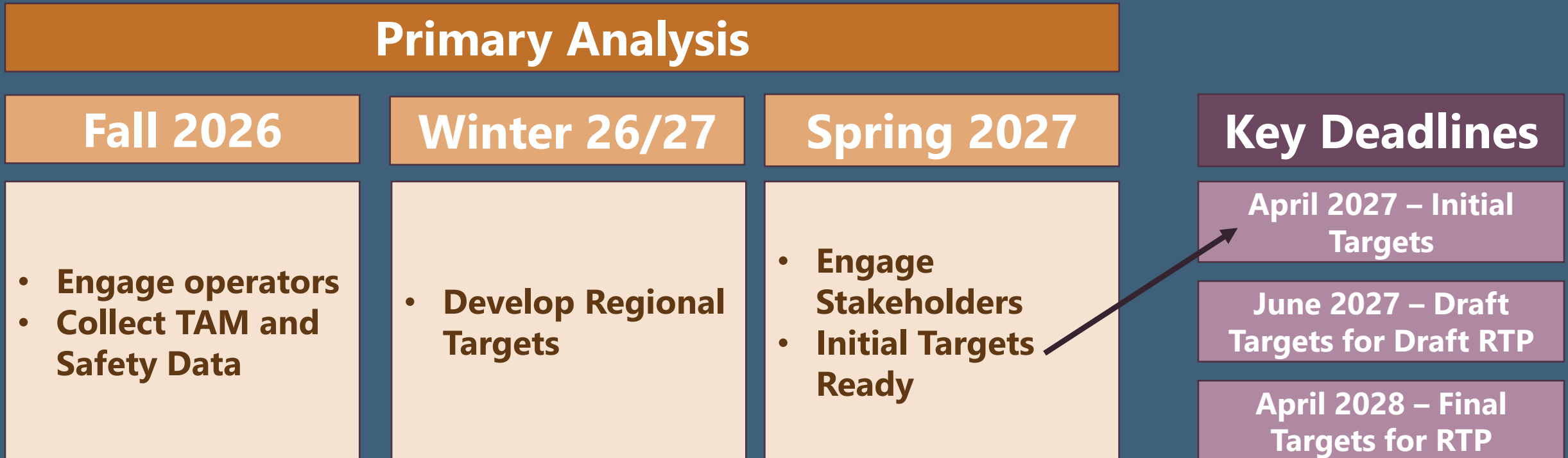
Set regional targets in RTP
Monitor progress in FTIP

Target Setting – Project Scope

Core Tasks:

- Stakeholder Engagement
- Situational Analysis
- Data Collection
- TAM Database Support
- Performance Target Setting and Monitoring
- Draft and Final Report

Project Timeline



Previous Target Setting Efforts

- 2022 TAM Target Setting Process
 - CS supported as consultant
 - Set regional baseline and future targets for inclusion in Connect SoCal 2024
- 2022 Safety Target Setting
 - Led effort to collect safety targets and produce regional targets
 - Target setting approach included aspirational and incremental change
- Federal Transportation Improvement Program (FTIP)
 - Updated the FTIP questionnaire

2022 Project Recap

From these Inputs

Operators:

- Asset Inventories
- Planned Investments
- Performance Targets
- Safety Targets

SCAG:

- 25-Year Funding Scenarios

Applied with these Decision Steps

- Asset Replacement Forecasts
- Performance Targets
 - Regional Aggregation
 - 25-Year Forecast Horizon
- Scenario Analysis
 - Baseline (Maintain Targets)
 - Constrained (Maintain Funding)
 - Unconstrained (Improve Targets)

We get to these Outputs

For Each Scenario:

- 25-Year County & Region Targets
- 25-Year County & Region Forecast Investments
- Feeds into Regional Transportation Plan (RTP)



Federally Required TAM Targets

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

Federally Required Transit Safety Targets

Category	Performance Measure
Major Events	•Major events •Major events rate per VRM •Collision rate •Pedestrian collision rate per VRM •Vehicular collision rate per VRM
Fatalities	•Total fatalities •Fatality rate per VRM •Transit work fatality rate per VRM
Injuries	•Total injuries •Injury rate per VRM •Transit worker injury rate per VRM
Assaults on Transit Workers	•Total number of assaults on transit workers •Rate of assaults on transit workers per VRM
System Reliability	•VRM/ Number of major mechanical system failures

Approach/Methodology

- *TAM Performance Targets*
 - Define targets for each metric based on 3-year rolling averages
 - E.g., 2022 target setting utilized data collected in 2019-2021
 - For 2026:
 - Utilize data collected in 2023-2026
- *Safety Performance Targets*
 - Define targets for each metric based on 3-year rolling averages (new)
 - For 2026:
 - Utilize data collected in 2023-2025

Stakeholder Engagement Summary

- County Transportation Commission (CTC) Meetings
- RTTAC Meetings
- Operator Meetings and Workshops
- Additional Meetings
 - FTA, Caltrans, SCAG Policy Committees

Upcoming Operator Meetings

- Provide an overview of the target setting process and discuss data needs
 - LA County
 - Metro Bus Operators Committee (BOS) – Mid-October
 - Metro Local Transit Systems Subcommittee (LTSS) – Early November
 - Ventura County
 - VCTC TRANSCOM – Mid-October

Data Request

SCAG and project team will coordinate directly with operators to collect what we do not have:

- TAM
 - TAM Plans
 - Asset Data into TransAM
 - NTD Reported Data
- Safety
 - PTASPs
 - Safety Targets
 - NTD Reported Data
- Other
 - Zero Emission Bus – Rollout plans/data not available in ICT report (if available)

Stakeholder Engagement Timeline



Next Steps

- Continue operator meetings
- Coordinate with transit agencies to provide data to the project team by 12/1
- Provide updates at future RTTAC meetings
- Continue to coordinate incorporating targets into Connect SoCal 2050 drafts



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THANK YOU!

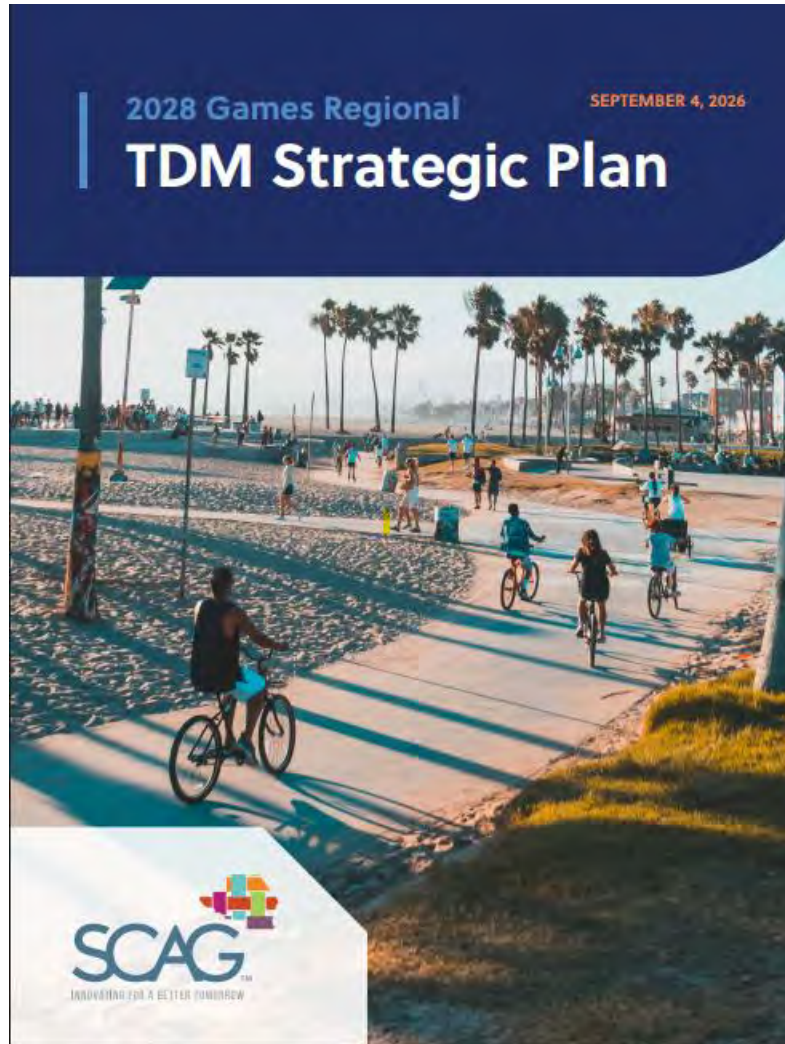


2028 Olympic and Paralympic Games Regional TDM Strategy

October 21, 2026

WWW.SCAG.CA.GOV

From Strategic Planning to Implementation



HOSTING THE WORLD. KEEPING SOUTHERN CALIFORNIA MOVING.

In summer 2028, Southern California will host the world across one of the largest, most complex urban regions ever to stage the Olympic and Paralympic Games. For a few incredible weeks, millions of spectators, athletes, workers, volunteers, residents, visitors, businesses, and freight operators will share the same transportation system. With this extraordinary opportunity comes a defining regional challenge: not simply moving people to venues but keeping Southern California moving.

The 2028 Olympic and Paralympic Games ("Games" or "2028 Games") will be the largest in Olympic history, both in terms of number of sports and scale of the event. This will bring unprecedented travel demand to Southern California. Home to over 19 million residents, the region is expected to host up to 10 to 15 million Olympic spectators, approximately 2.5 million Paralympic spectators, thousands of athletes, tens of thousands of volunteers, a large Games

workforce, media, officials, visitors, and support personnel. Travel will occur to dozens of venues, with activity spread across multiple weeks, jurisdictions, transportation systems, and economic centers. At the same time, Southern California will need to keep daily life moving: residents commuting to work and running errands, visitors enjoying the region, businesses serving customers, hospitals and hotels receiving deliveries, freight operators moving goods, and emergency services maintaining reliable access.

Transportation demand from the 2028 Games will extend well beyond venue areas, potentially affecting regional travel patterns and supply chain activity throughout the region. Successfully managing this demand will require more than just accommodating Games travel. It will also require maintaining mobility for residents, workers, businesses, emergency services, freight operators, and visitors across Southern California.



From Strategic Planning to Implementation

The Strategic Plan creates a shared path from regional direction to project delivery.



Strategic Direction

Set the vision, goals, and objectives for Games TDM.



Data & Analysis

Use best practices and analytical tools to prioritize action.



Regional Coordination

Align SCAG and partner roles, outreach, and delivery.



Implementation Roadmap

Define priorities, responsibilities, and the path to launch.

PLANNING

ALIGN • PRIORITIZE • DELIVER

IMPLEMENTATION

LEGACY



Four Programmatic Categories Guide Implementation



REGIONAL COMMUNICATIONS & OUTREACH

Help people, businesses, and freight stakeholders understand what to expect and how to travel.



REGIONAL WAYFINDING

Make navigation safe, efficient, and confident through consistent physical and digital guidance.



MOBILITY & ACCESS PROGRAMS

Expand travel options and make non-drive-alone choices more convenient and attractive.



REGULATORY & OPERATIONAL POLICIES

Coordinate policies for parking, curb access, shared mobility, employer commute, freight, and operations.

Public-facing Games Travel Website

OBJECTIVE

Help people plan, adapt and navigate changing travel conditions.

WHO IT SERVES

Spectators and visitors
Commuters and residents
Businesses and institutions
Freight and logistics organizations

- 1 PLAN + ADAPT**
5Rs guidance, venue and event trip planning, and accessible travel options.
- 2 UNDERSTAND CONDITIONS**
Closures, restricted zones, service changes, freight routes and interactive maps.
- 3 RECEIVE TIMELY UPDATES**
Date- and location-specific information through alerts and authoritative updates.
- 4 FIND RELEVANT GUIDANCE**
Audience-specific advice, searchable FAQs and practical resources in the right context.

Practical public source: clear choices, current conditions and guidance people can act on.

Partner Information Hub

OBJECTIVE

Equip partners to amplify approved information and tailor locally.

WHO IT SUPPORTS

Local jurisdictions
Transit agencies
Airports and visitor groups
Business support organizations
TMAs/TMOs and freight partners

- 1 APPROVED + CURRENT**
Core messages, FAQs, maps, media lines and clearly versioned updates.
- 2 READY TO USE**
Adaptable templates across social, email, print, briefings and other partner channels.
- 3 ACCESSIBLE + LOCALIZABLE**
Primary-language translations, plain language and materials partners can tailor locally.
- 4 COORDINATED SUPPORT**
Outreach calendar, briefings, roles, update routes, escalation contacts and practical toolkits.

One trusted partner source: current information, ready-to-use resources and coordinated support.

Games TDM Playbooks



NAVIGATE

Find guidance by lead time and audience

18 months out → Games time
Jurisdictions → employers → agencies



APPLY

Put priority strategies into action

Actions • roles • resources
Dependencies • measures • tools



DELIVER + ADAPT

Use resources tailored to your needs

Guides • briefs • tools •
templates
Effort • timeframe • impact •
feasibility

A flexible resource partners can access, apply and refine as Games planning advances.

Games TDM Playbooks

- Example:

Mobility and Access Programs		
Strategy Overview • Games application • Impact • Implementation effort and costs • Success measures	Implementation Guidance • Implementation steps • Roles and responsibilities • Implementation timeline	Resources • Best practices • Shuttle planning guide • First/last mile principles checklist • Non-SOV travel incentives and rewards

What Would Make the Partner Info Hub, Public Website, and Playbooks Useful?

01

DECISIONS & CHALLENGES

Where do you need the most help—from selecting strategies through planning, delivery, and communications?

02

ACTIONABLE TOOLS

Which resources would you use most: decision guides, checklists, templates, timelines or examples?

03

FORMAT & SUPPORT

What format and content should be on the public-facing website to ensure your customers have adequate information for their journeys?

04

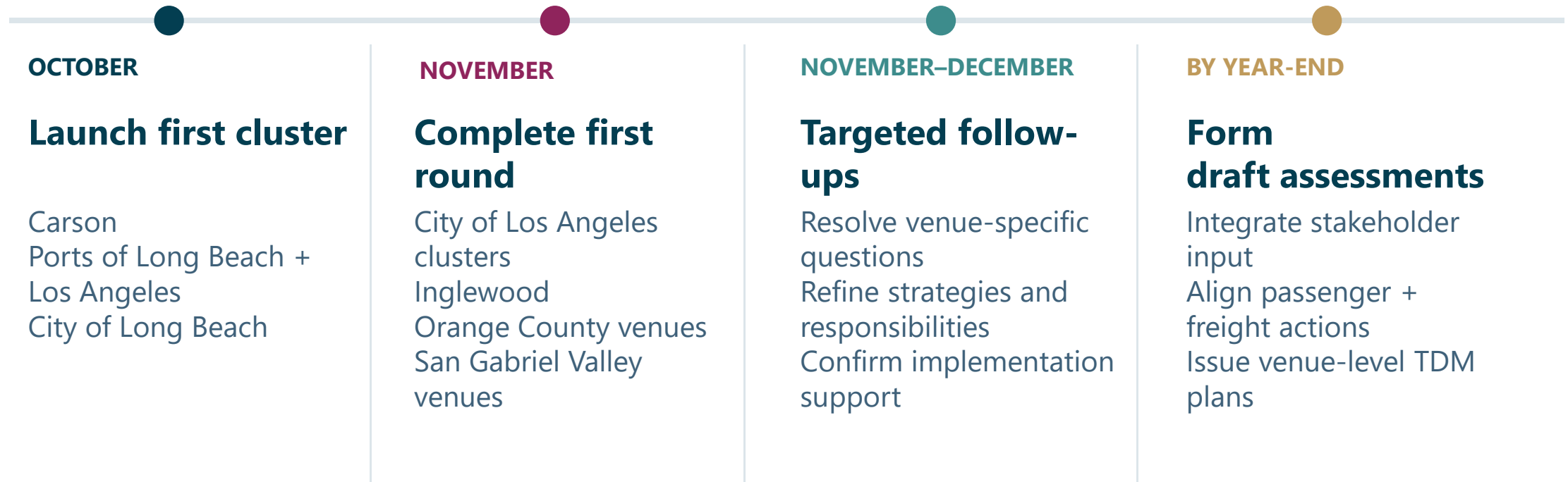
SUCCESS & EVOLUTION

What would make these resources genuinely valuable—and how should we keep them current as needs change?

Venue-Level TDM Assessments

- | | | |
|-----------|-----------------------------------|---|
| 01 | Understand conditions | Quantify travel markets, direction, mode and time; document employment, business context and transportation access. |
| 02 | Match strategies | Compare venue zones, describe overlapping characteristics, identify target markets and align strategies with delivery partners. |
| 03 | Estimate the five Rs | Classify Reduce, Retime, Reroute, and Remode effects; set low, medium and high assumptions without double counting. |
| 04 | Test strategies + packages | Use analytical tools to compare potential benefits across packages and venues, including passenger–freight interactions. |
| 05 | Validate + finalize | Document recommendations, markets, four-R effects, partners and rationale; vet with working groups and refine for implementation. |

Venue-Level TDM Assessments Development Timeline

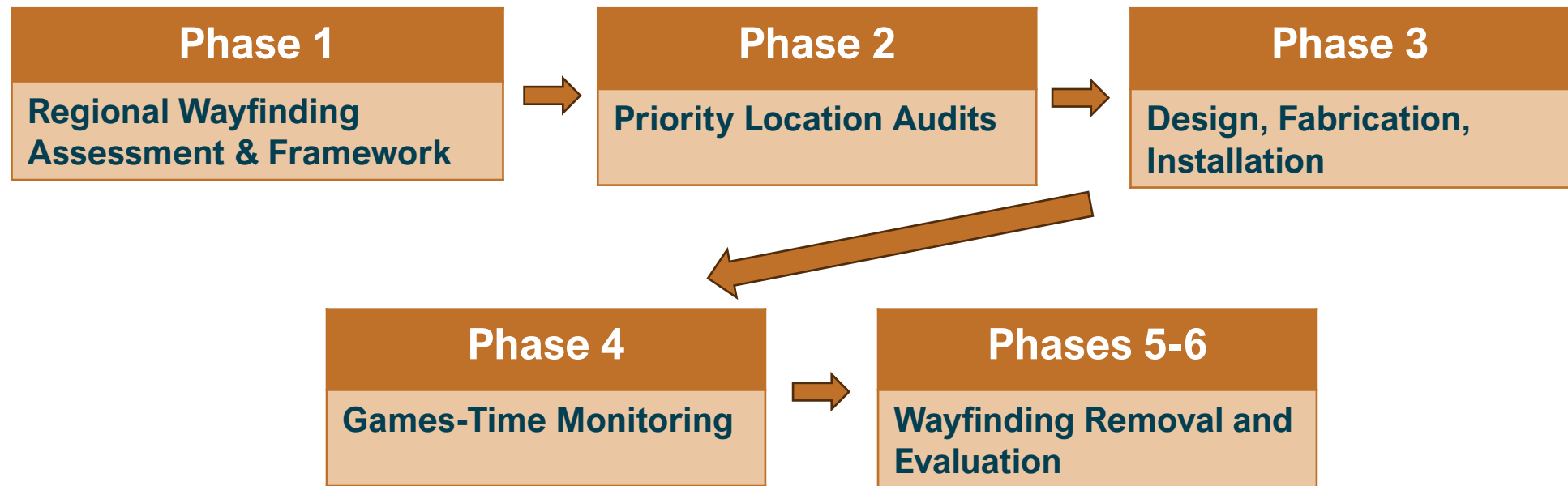


Target: complete the first meeting round by end of November and refine all venue-level assessments by end of 2026, with implementation support starting in 2027.

Regional Wayfinding

SCAG's Role: Support

SCAG's Goal: Assess existing and planned regional wayfinding, identify gaps and priority improvements, develop regional standards, prepare an implementation roadmap, and support Games operations.



Microtransit/Shuttles

SCAG's Role: Lead/Support

SCAG's Goal: Identify where shuttles/microtransit can most effectively **reduce SOV trips**, improve first/last mile access, support constrained corridors, and provide essential workforce and resident access during the 2028 Games.



Near Term Next Steps (Oct – Dec 2026)



Complete Marketing, Communications, and Outreach Plan

Strategic framework to guide messaging, engagement, and outreach efforts.



Develop Regionwide Resources

TDM playbook and initial communications resources.



Conduct Venue-level Analysis

Local and venue-level coordination.



Identify Projects and Partners

Leverage analysis and supplemental modeling.

THANK YOU!

For more information, please visit:

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

