



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
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## MEETING OF THE

# REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

*Wednesday, May 28, 2025*  
**10:00 a.m. – 12:00 p.m.**

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

### VIDEOCONFERENCE AVAILABLE

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

### TELECONFERENCE IS AVAILABLE

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

CONFERENCE NUMBER: +1 669 900 6833

MEETING ONE CONFERENCE ROOM NUMBER: 220 315 897

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

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

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE  
AGENDA  
Wednesday, May 28, 2025**

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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**

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

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

**3.0 RECEIVE AND FILE**

**Time   Page**

- |     |  |    |
|-----|--|----|
| 3.1 | <u>Minutes of the March 26, 2025, RTTAC Meeting</u><br>(Priscilla Freduah-Agyemang, SCAG)  | 3  |
| 3.2 | <u>Federal Transit Administration (FTA) Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY2025 Notice of Funding Opportunity</u><br>(Priscilla Freduah-Agyemang, SCAG) | 8  |
| 3.3 | <u>Caltrans Report on Transit Technology Ecosystem</u><br>(Priscilla Freduah-Agyemang, SCAG)   | 9  |
| 3.4 | <u>SANDAG Interactive Web Map for the LOSSAN Rail Corridor</u><br>(Alexis Murillo Felix, SCAG)   | 10 |
| 3.5 | <u>American Public Transportation Association (APTA) Fundamentals of Transit Payments Guide</u><br>(Priscilla Freduah-Agyemang, SCAG)  | 11 |

**4.0 INFORMATIONAL ITEMS**

- |     |   |    |    |
|-----|---|----|----|
| 4.1 | <u>LA 2028 Mobility Concept Plan</u><br>(Kasey Shuda, LA Metro) | 20 | 12 |
|-----|---|----|----|

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE  
AGENDA  
Wednesday, May 28, 2025**

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4.2	<b><u>CalSTA Transit Transformation Task Force Update</u></b> (Lorelle Moe-Luna, RCTC)	20	32
4.3	<b><u>Caltrans Priority Transit Technology Roadmap</u></b> (Lauren Gilbert, Rebel Group)	20	42
4.4	<b><u>OC Wave – Open Payment System</u></b> (Sam Kaur, OCTA)	20	54
4.5	<b><u>RTA’s Open Loop Payment System</u></b> (Rick Kaczerowski, RTA)	15	68
5.0	<b><u>STAFF REPORT</u></b>		
5.1	<b><u>Innovative Clean Transit Regional Assessment Study Update</u></b> (Priscilla Freduah-Agyemang, SCAG)	15	73
6.0	<b><u>ADJOURNMENT</u></b>		

*The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for Wednesday, July 30, 2025.*

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

March 26, 2025

**Minutes**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE (RTTAC). AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Regional Transit Technical Advisory Committee held its meeting virtually (telephonically and electronically). The meeting was called to order by Chair, Jennifer Nguyen, Riverside Transit Agency.

**Members Participating:**

Jennifer Nguyen (Chair)	Riverside Transit Agency
Aubrey Smith (Vice Chair)	Ventura County Transportation Commission
Brian Magumcia	Beach Cities Transit
Alyssa Mendez	City of Commerce
Lamicia Butler	City of Montebello
Britt Card	City of Pasadena
Tyron Gunn	City of Redondo Beach
Randy Barragan	City of Riverside
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Liseth Guizar	City of Santa Monica Big Blue Bus
Barbara Andre	City of Santa Monica Department of Transportation
Grahame Watts	City of Thousand Oaks Transit
Joe Raquel	Foothill Transit
Josh Landis	Foothill Transit
Austin Novstrup	Gold Coast Transit District
Cynthia Duque	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Jessica Cignarella	Long Beach Transit
Marisol Barajas	Long Beach Transit
Chun Leung	Los Angeles Department of Transportation
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Rory Vaughn	Metrolink
Alfredo Machuca	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Derek Donnell	Norwalk Transit System
Alex Shippe	Omnitrans
Nicole Ramos	Omnitrans
Angel Garfio	Orange County Transportation Authority
Charles Main	Orange County Transportation Authority

Regional Transit Technical Advisory Committee (RTTAC) – March 26, 2025

David Ortega	Riverside County Transportation Commission
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Nicole Soto	San Bernardino County Transportation Authority
Madeline Brozen	UCLA Lewis Center
Matthew Palm	University of North Carolina at Chapel Hill
Sarah Dennis	University of Washington
Sarah Grajdura	Utah State University
Dana Curtis	Victor Valley Transit Authority
Darleen Mendez	Caltrans
Jessi Downing	Caltrans
Josh Pulverman	Caltrans
Karen Herrera	Caltrans
Linda Mendez	Caltrans
Lorna Foster	Caltrans
Miya Edmonson	Caltrans
Seth Cutter	Caltrans
Mark Chang	HNTB

**SCAG Staff:**

Courtney Aguirre	Dylan Ando
Priscilla Freduah-Agyemang	Sirinya Matute
Alexis Murillo-Felix	

**1.0 CALL TO ORDER**

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

**2.0 PUBLIC COMMENT PERIOD**

No members of the public requested to comment.

**3.0 RECEIVE AND FILE**

- 3.1 Minutes of the October 30, 2024, RTTAC Meeting
- 3.2 2025 Agenda Look Ahead
- 3.3 Transportation Trends Update
- 3.4 Federal Transit Administration (FTA) Advisory for Street Running Rail Vehicle Collisions
- 3.5 Shared-Use Mobility Center (SUMC) Mobility Hubs Design Framework for Women and Caregivers
- 3.6 Wildfire Related Emergency Response Planning Resources

Dylan Ando and Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. Priscilla shared item 3.2 2025 Agenda Look Ahead and asked for feedback on potential items from members. Dylan provided highlights for items 3.3, 3.4, 3.5, and 3.6. He specifically shared that item 3.5 included a final report, slide deck for presentations, and a webinar with more details, and item 3.6, contained multiple resources available in the staff report.

#### **4.0 INFORMATIONAL ITEMS**

##### **4.1 SB 960 and Caltrans’ District Transit Plans**

Josh Pulverman, Chief of Office Transit Planning, and Jessi Downing, Branch Chief Transit Policy Implementation, at Caltrans, provided an overview of Caltrans Director’s Policy for Public Transit. The plan provides a holistic blueprint and goals for transit projects through project delivery, planning, and data and technology. The policy is related to SB 960 that required Caltrans to develop a transit policy to guide implementation of transit priority facilities and stops on the state highway system. Caltrans is also developing a transit implementation plan at the same time. Caltrans District Transit Plans are also being developed for all districts to identify and prioritize areas/improvements on the state transportation network to improve access to transportation for each district.

Jennifer Nguyen, Riverside Transit Agency, asked if Caltrans has received any funding for project implementation as of now. Jessi responded that while the district plans will identify funding sources, the plans themselves will not create any resources for funding.

##### **4.2.1 Big Blue Bus’ Role in the Palisades Fire Response**

Liseth Guizar, Transit Safety and Training Manager at the City of Santa Monica, provided an update on Big Blue Bus’s role in the Palisades Fire on January 7<sup>th</sup>, 2025. Ms. Guizar reviewed how Big Blue Bus and the City prepared and responded to the fire, including the activation and operation of the Emergency Operations Center (EOC). She discussed the communication process at the EOC and working together with key representatives from City departments to work together and address critical issues, such as downed power lines, and road closures due to abandoned vehicles resulting in rerouting of buses. BBB provided several emergency services including evacuation at assisted living/senior housing, shuttles along the evacuation zones to the evacuation centers and buses to first responders for various requests (eg. staging at parking lots to receive incoming Palisades residents). She highlighted staffing and planning issues due to safety concerns and staffing shortages as some staff were directly impacted by the fires. She shared key takeaways including the importance of communication across all levels of staff, training for emergency scenarios, and establishing working relationships across other City departments/agencies.

Priscilla Freduah-Agyemang, SCAG, asked about the Transit Mutual Assistance Compact (TransMAC), resources to help operators when dealing with the smoke, and how Big Blue Bus or any transit agency could better prepare/train for scenarios like this. Ms. Guizar

shared TransMAC is a group of 24 transit agencies that established a formal process to provide mutual aid to each other, and mentioned current membership includes several transit agencies in the region. During the emergency, the City provided N-95 masks to operators and had air filters available on the buses. For training, Big Blue Bus did a tabletop exercise with TransMAC for potential wildfire scenarios.

#### 4.2.2 Pasadena Transit Eaton Fire Response

Britt Card, City of Pasadena, provided an overview of the City of Pasadena’s emergency preparedness and response to the Eaton Fire. Similar to the City of Santa Monica, City of Pasadena’s Transportation Department participates in City’s emergency preparedness and planning efforts and have participated in tabletop exercises, including transit staff. Ms. Card shared the transit agency was called to help evacuate people to the evacuation centers from multiple buildings including 250 staff, nurses and seniors from a nursing facility. She highlighted how their proximity and availability made it possible to provide the resources the city needed. She shared the challenges the transit agency experienced due to how quickly emergency services were needed including those whose homes were affected by the fire. The fire had an impact on service, staff, and operators.

#### 4.2.3 Wildfire Evacuation Response and Plans Among Transit Riders in Los Angeles County

Madelin Brozen, UCLA Lewis Center for Regional Policy Studies, shared preliminary data on research about transit riders’ health risks and travel adaptations during the wildfires. The research focused on evacuation behavior, air pollution exposure and use of health protective behavior, and travel behavior adaptation after the fire events. The study used the Transit app to implement a survey within LA County. Ms. Brozen shared the preliminary results of the survey including 40 percent of evacuees not having access to a car, and instead relying on transit and walking more. The initial results highlighted the importance of transit and shuttles for non-car-owning evacuees. The research team is continuing to undergo data analysis, modeling, interviews, and meetings with practitioners.

Priscilla Freduah-Agyemang, SCAG, asked if the study is planning to include questions about considering transit as a mode for evacuation. Matthew Palm, University of North Carolina at Chapel Hill, responded that the team asked why people who evacuated using public transit but will add a question on the survey to find out why other evacuees did not choose public transit. Grahame Watts, City of Thousand Oaks, asked about what the Transit app was. Ms. Brozen explained that the Transit app is a global app that aggregates transit services across the city with real time information. Jennifer Nguyen, Chair, asked when the final study will be released. Ms. Brozen stated that the deliverables are still being finalized and to refer to the UCLA Lewis Center’s mailing list for updates.

#### 4.3 CalSTA Transit Transformation Task Force Update

Lorelle Moe-Luna, Multimodal Services Director at Riverside County Transportation Commission (RCTC), provided an update on the Transit Transformation Task Force. Ms.

Moe-Luna went over meetings 7 through 9 in December, February, and March. Topics covered included new revenue sources for transit operations and capital projects, and TDA reform for transit operations. Ms. Moe-Luna went over the outline for the draft report and mentioned an updated version is expected to be available for review and discussion at the April meeting.

## **5.0 STAFF REPORT**

### **5.1 SCAG Mobility Hubs Update**

Sirinya Matute, SCAG, provided an update on the mobility hubs. Ms. Matute provided background and a recap on mobility hubs and SCAG's efforts. She provided a recap of efforts including identifying a baseline mobility hubs network. She reviewed the different mobility hub typologies and the mobility hub design and implementation guide which was recently completed. The guide includes a Kit of Parts which summarizes recommended amenities depending on the mobility hub typology. Ms. Matute also shared that the recent project led to conceptual designs for four priority project sites as potential examples for other agencies. She also described the stakeholder engagement efforts and the next steps to coordinate with stakeholders to implement some of the project sites from the conceptual designs using SCAG's Regional Pilot Initiative funding.

## **6.0 ADJOURNMENT**

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

Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.2  
**May 28, 2025**

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**To:** Regional Transit Technical Advisory Committee (RTTAC)

**From:** Priscilla Freduah-Agyemang, Senior Regional Planner,  
213-237-1973, [agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)

**Subject:** Federal Transit Administration (FTA) Low or No Emission and  
Grants for Buses and Bus Facilities Competitive Programs FY2025  
Notice of Funding Opportunity

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**SUMMARY:**

From: <https://www.transit.dot.gov/notices-funding/fy-2025-notice-funding-opportunity-low-or-no-emission-grant-program-and-grants>

On May 15, 2025, the Federal Transit Administration (FTA) announced the Notice of Funding opportunity for the FY2025 Low or No Emission (Low-No) and Buses and Bus Facilities competitive grant programs. The funding opportunity includes:

- \$1.10 billion available for Low or No Emission (low-No Program), and
- Approximately \$398 million for the Buses and Bus Facilities Program.

The Low-No Grant Program makes funding available to help transit agencies buy or lease U.S.-built low- or no-emission vehicles, including related equipment or facilities.

The Buses and Bus Facilities Grant supports transit agencies in buying and rehabilitating buses and vans and building bus maintenance facilities.

This year's NOFO updates previous requirements by removing funding priorities related to climate change, sustainability, environmental justice, and diversity, equity and inclusion.

FTA is now prioritizing transit agencies that describe how their projects will improve the accessibility of transportation for families with young children, with a focus on improved access to jobs, healthcare and retail

Grant applications are due on July 14, 2025.

The Joint Office of Energy and Transportations continues to offer technical assistance and resources for Zero-Emission Buses. More information can be found at <https://driveelectric.gov/transit-agencies>.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.3  
**May 28, 2025**

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**To:** Regional Transit Technical Advisory Committee (RTTAC)

**From:** Priscilla Freduah-Agyemang, Senior Regional Planner,  
213-237-1973, [agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)

**Subject:** Caltrans Report on Transit Technology Ecosystem

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**SUMMARY:**

From: <https://www.calitp.org/assets/Cal-ITP-Priority-Transit-Technologies-Recommendations.pdf>

The report on transit technology ecosystem identifies five transit technologies which have the potential to improve transit services but face critical market frictions limiting their use – Automatic Passenger Counters (APCs), Charge Management Software (CMS), Computer Aided Dispatch / Automatic Vehicle Location (CAD/AVL), Non-cellular Connectivity, and Transit Signal Prioritization (TSP). While the market for each transit technology is unique, the barriers facing transit providers from using them fall into five dimensions: market existence, market competition, product interactions, access to market, and market knowledge. This report summarizes each technology and provides recommendations to cultivate a modular, scalable, and competitive transit technology market in California.

An initial report published on May 1, 2024 is the culmination of an ecosystem mapping exercise to inform California’s development of a strategy for deploying modular, scalable, and competitive statewide technology solutions to meet key policy objectives. The report draws from a variety of data sources – both quantitative and qualitative – to arrive at several key findings. The report can be found at <https://www.calitp.org/assets/Caltrans.Report.on.Transit.Technology.Ecosystem.pdf>.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.4  
**May 28, 2025**

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**To:** Regional Transit Technical Advisory Committee (RTTAC)

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

**Subject:** SANDAG Interactive Web Map for the LOSSAN Rail Corridor

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**SUMMARY:**

From: <https://storymaps.arcgis.com/stories/acf29b5b0a914ea5ad7043005ff0bcbb>

San Diego Association of Governments (SANDAG) has developed an interactive story map to detail the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor, emphasizing its vital role in regional mobility, the economy, and long-term planning. This engaging digital tool allows users to explore the 351-mile corridor—spanning six Southern California counties and serving as the second busiest intercity passenger rail corridor in the nation—through an intuitive, map-based interface that includes infographics and historical images. The interactive map displays current rail services including Amtrak Pacific Surfliner, COASTER, and Metrolink, which collectively supported 4.48 million boardings in FY 2024. It also visualizes the corridor’s critical role in freight movement, including \$4.9 billion in annual goods transported and military logistics supported by its designation as part of the Strategic Rail Corridor Network (STRACNET).

Users can explore layers highlighting existing and planned stations, infrastructure investments, and service enhancements, as well as contextual data such as projected housing and employment growth. Notably, the map focuses on coastal resiliency efforts, pinpointing vulnerable segments such as the Del Mar bluffs and San Clemente where sea level rise, erosion, and extreme weather events pose escalating risks. These layers detail specific project locations, timelines, and funding sources tied to SANDAG’s comprehensive strategy for coastal stabilization and rail realignment. Designed to inform stakeholders and the public alike, the interactive story map serves as a dynamic platform for understanding the full scope and significance of the LOSSAN Rail Corridor and the region’s ongoing investment in its future.

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Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017  
Agenda Item No. 3.5  
**March 26, 2025**

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**To:** Regional Transit Technical Advisory Committee (RTTAC)

**From:** Priscilla Freduah-Agyemang,  
(909) 289-2157, [agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)

**Subject:** American Public Transportation Association (APTA) –  
Fundamentals of Transit Payments Guide

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**SUMMARY:**

From: [https://knowledgehub.apta.com/resource/littlepay-the-fundamentals-of-transit-payments-explained?utm\\_source=apta-knowledge-hub&utm\\_medium=cast&utm\\_campaign=APTA\\_LITTLEPAY\\_SOLO\\_040425](https://knowledgehub.apta.com/resource/littlepay-the-fundamentals-of-transit-payments-explained?utm_source=apta-knowledge-hub&utm_medium=cast&utm_campaign=APTA_LITTLEPAY_SOLO_040425)

The Guide discusses the intricacies of contactless payments (cEMV) and explore the evolution from traditional cash-based systems to modern open-loop solutions. For transit leaders looking to modernize operations, this eBook breaks down how to streamline fare collection, enhance passenger experience, and drive operational efficiency. These key benefits are highlighted:

- Master transit payment essentials: From contactless payments to fare collection systems, gain a deep understanding of the fundamentals.
- Deliver exceptional experiences: Unlock the secrets to delivering seamless payment experiences that keep passengers coming back for more.
- Optimize revenue streams: Discover strategies to minimize costs and maximize revenue from your payment systems.
- Simplify system integration: Explore solutions to integration issues and outdated infrastructure that plague transit agencies and operators.
- Navigate procurement challenges: Learn to avoid pitfalls and make informed decisions that drive successful procurement processes.

# Metro 2028 Games Mobility Concept Plan

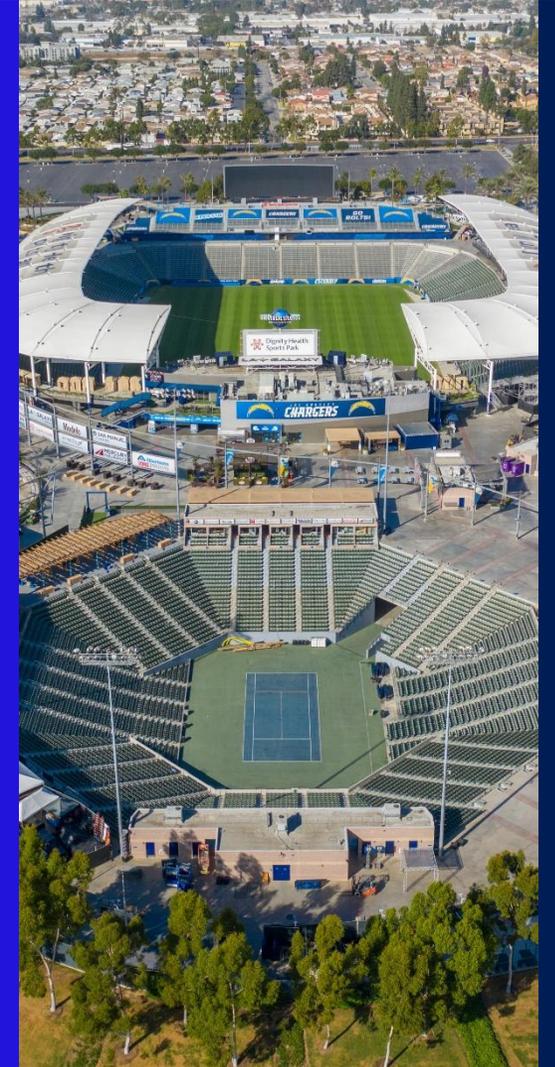


SCAG Regional Transit TAC

May 28, 2025

# Agenda

- 2028 Games Landscape
- Metro's 2028 Games Mobility Concept Plan
- Cost and Funding
- Next Steps
- Q&A / Discussion



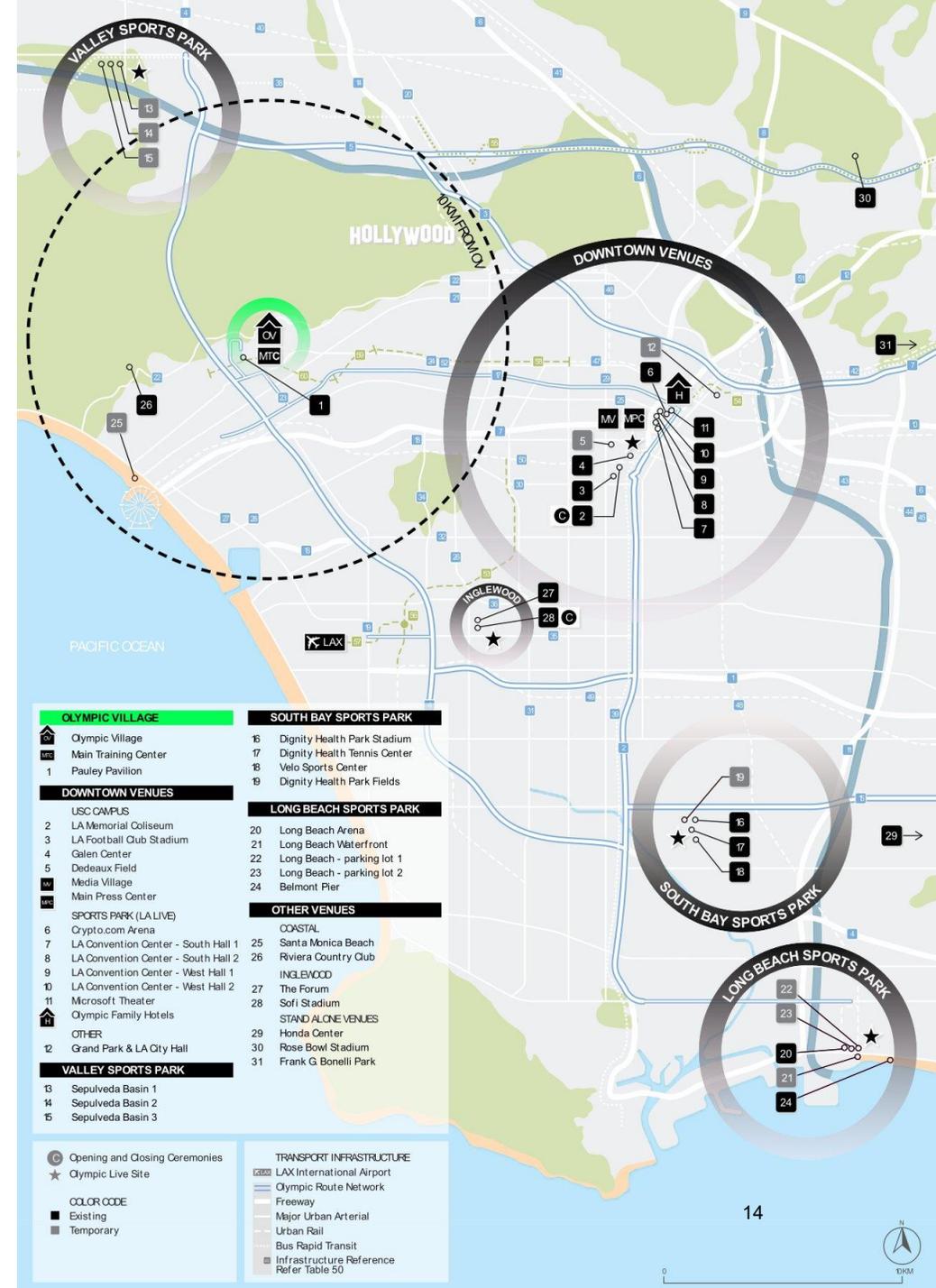
# 2028 Games Context

## Historic

- Anticipated to be the largest peacetime gathering in US history
- Biggest Olympics ever with most sports and athletes – five new sports added
- 3<sup>rd</sup> city to host the Olympics for a third time (London, Paris)
- First time hosting the Paralympics for LA

## Challenges

- All privately funded, with no transportation funding/budget
- National Special Security Event (NSSE) prohibits parking at most venues
- Messaged as a no-build and car free Games
- Schedule is date-certain



# 2028 Games by the Numbers

**10-15M**

Tickets to be sold

**800+**

Ticketed Events

**3M+**

Unique Attendees

**80+**

Competition & Non-competition Venues

**65K**

Volunteers & Employees

**1.2M**

Peak Day Spectator Trips

**80**

Days of Games Operation

**50K**

Key Constituents (Athletes, Officials, Media, etc.)

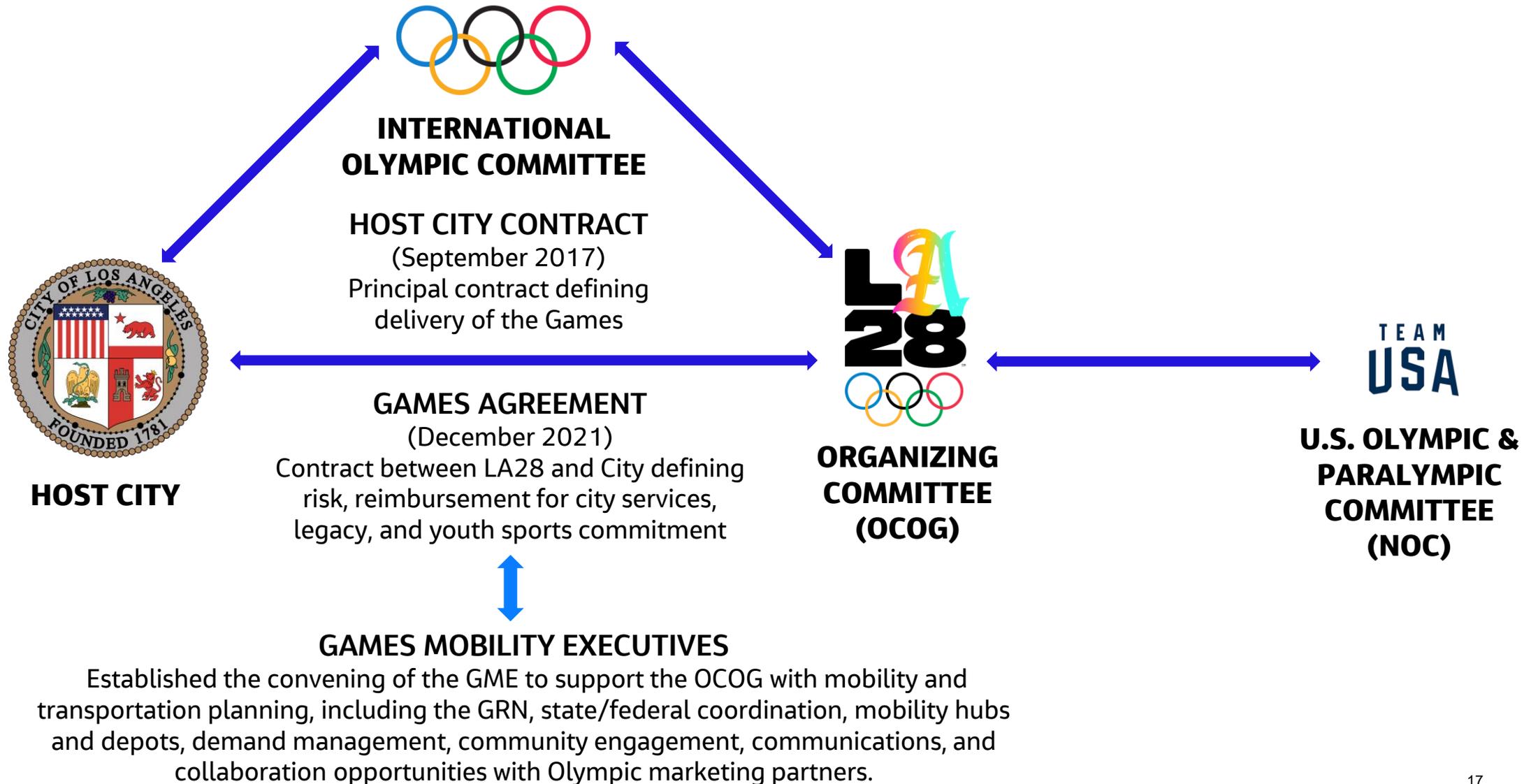


# LA 2028 Games Venues

#	VENUE	GROSS CAPACITY*	SPORT(S)
	LA Coliseum	67,000	Athletics/Track & Field
	Galen Center	46,055	Closing Ceremony
1	John C. Argue Swim Stadium	10,300	Badminton
	BMO Stadium	6,500	Aquatics/Diving
	Galen Center	22,000	Flag Football
	Galen Center	22,000	Lacrosse
	Crypto.com Arena	10,300	Gymnastics/Rhythmic
	Crypto.com Arena	16,409	Gymnastics/Artistic
	Crypto.com Arena	16,409	Boxing (final stages)
2	LA Convention Center - South Hall 1	7,000	Fencing
	LA Convention Center - South Hall 1	7,000	Taekwondo
	LA Convention Center - West Hall 1	5,150	Table Tennis
	LA Convention Center - West Hall 2	8,000	Judo
	LA Convention Center - West Hall 2	8,000	Wrestling
	Peacock Theater	7,100	Weightlifting
3	Dodger Stadium	7,100	Boxing (prelims)
4	Rose Bowl	56,000	Baseball
5	TBD	78,100	Football
6	South El Monte Shotgun Center	8,000	Cycling/Mountain Bike
7	Santa Anita Park	3,000	Shooting (Shotgun)
8	Pomona Fairplex	40,000	Equestrian
	Pomona Fairplex	40,000	Eventing XC
	Pomona Fairplex	8,000**	Cricket
	Sepulveda Basin Lake Balboa 1	6,500	Cycling/BMX Freestyle & Racing
9	Sepulveda Basin Lake Balboa 2	7,000	Skateboarding
	Sepulveda Basin Recreation Area	5,000	Basketball/3x3
	Sepulveda Basin Recreation Area	10,000	Modern Pentathlon
10	Universal Studio Lot	7,100	Squash
11	Riviera Country Club	30,000	Golf
12	Venice Beach	5,000	Athletics/Marathon (start)
	Venice Beach	5,000	Cycling/Road (start)
	Venice Beach	5,000	Triathlon
13	SoFi Stadium	46,055	Aquatics/Swimming
	Intuit Dome	67,000	Opening Ceremony
	Velo Sports Center	17,800	Basketball
	Velo Sports Center	3,500	Cycling/Track
14	Dignity Health Park Fields (primary)	27,000	Hockey
	Dignity Health Park Fields (secondary)	5,000	
	Dignity Health Park Stadium	22,000	Rugby
	Dignity Health Tennis Match Courts	1,000	
	Dignity Health Tennis Court 2	3,000	
	Dignity Health Tennis Court 1	5,000	Tennis
	Dignity Health Tennis Center Court	10,000	
	Dignity Health Park Stadium	8,000	
	Long Beach Convention Center Lot 1	8,400	Climbing
	Long Beach Convention Center Lot 2	12,000	Aquatics/Water Polo
	Long Beach Convention Center Lot 2	12,000	Aquatics/Artistic Swimming
	Long Beach Convention Center	3,000	Shooting (Target)
	Long Beach Arena	12,500	Handball
15	Long Beach Waterfront	2,500	Aquatics/Marathon Swimming
	Alamitos Beach	2,500	Rowing (Coastal)
	Belmont Pier	12,000	Volleyball/Beach
	Belmont Pier	10,000	Sailing
	Marine Stadium	10,000	Windsurfing
	Marine Stadium	12,000	Canoe/Kayak
	Marine Stadium	12,000	Rowing
16	Trestles Beach	12,000	Surfing
17	Honda Center	6,000	Volleyball/Indoor
	Outside greater Los Angeles	18,000	Kayak/White Water
	Outside greater Los Angeles	n/a	Softball



# Games Governing Structure



# Games Mobility Executives

## Games Mobility Executives [GME]



### Key Delivery Roles

#### LA28

- Bid transportation commitments
- Closed transportation systems (athletes/Games-family)
- Venue operations

#### Agencies

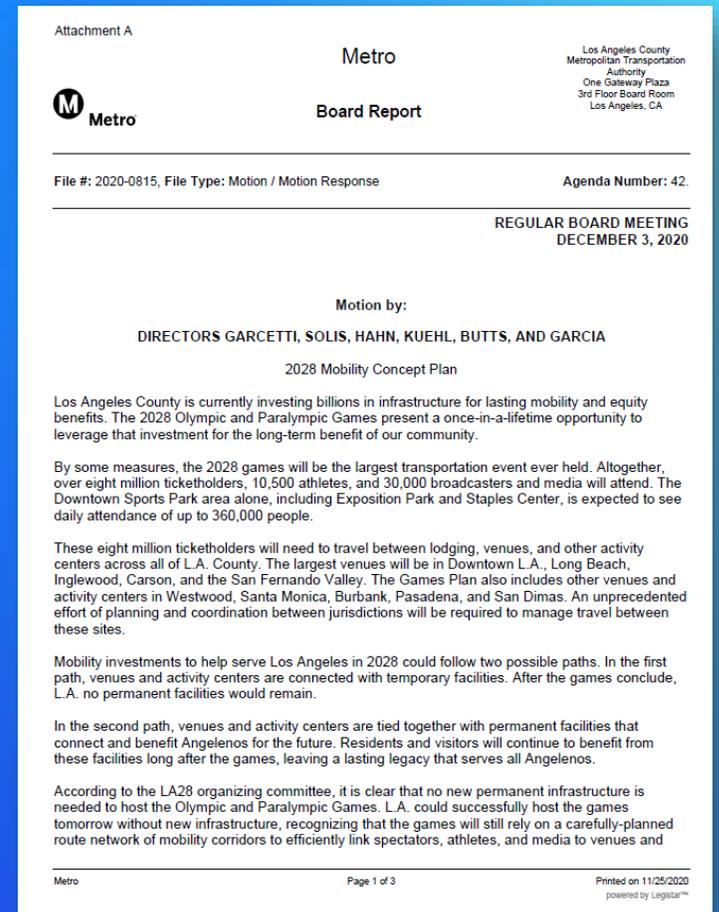
- Open transportation systems (GETS-spectators and workforce)
- GRN delivery and management
- Regional/local traffic operations
- Games Mobility Hubs
- TDM planning and communications
- Legacy projects

# GME Subcommittee

Agency	GETS/ Zero Emission Bus Program	Mobility Hubs	GRN & Traffic Management	Light Rail Speed Improvements/ Station Upgrades	First/Last Mile & Open Streets	Regional Rail	Countywide Bus Only Lanes	Comms & Outreach	Accessibility & Access Services Electrification	TDM & UBM	Wayfinding	Heat
Metro Lead	Conan Cheung	Frank Ching	Steve Gota	Michelle McFadden	Jacob Lieb	Michael Cano	James Shahamiri/ Steve Gota	Jennifer Vides	Ben Alcazar	Frank Ching / Avital Shavit	Marcel Porras	Heather Reppenig
Metro PM	Stephen Tu	Daniel Bernstein	Ernesto Chaves	Ernesto Chaves	Hector Gutierrez	Ernesto Chaves	Jacqueline Torres	Kasey Shuda	Hector Gutierrez	Marcel Porras	Jewel DeGuzman	Kasey Shuda
LA28 Lead	Sam Morrissey	Sam Morrissey	Sam Morrissey	n/a	Sam Morrissey	n/a	n/a	Sam Morrissey	Sam Morrissey	Sam Morrissey	Sam Morrissey	
LA28 PM	Ellie Parfrey Taylor	Ellie Parfrey Taylor	Ellie Parfrey Taylor	n/a	Ellie Parfrey Taylor	Ellie Parfrey Taylor	n/a	Ellie Parfrey Taylor	Ellie Parfrey Taylor	Ellie Parfrey Taylor	Ellie Parfrey Taylor	
LADOT Lead	Jay Kim	Tomas Carranza	Dan Mitchell	Dan Mitchell	Dan Mitchell	Dan Mitchell	Dan Mitchell	Makenzi Rasey	Ali Everett (Dept. on Disability)	Tomas Carranza	Dan Mitchell	
LADOT PM	Brian Lee	Jarvis Murray/ Vladimir Gallegos	Kamyshyan ATSAC - Bill Shao/Bee (Suvimol) Nilprapa	Engdu Workneh	Pamela Lee/Lauren Ball	Engdu Workneh	Bill Chan/ Emmanuel Fabiyi	Clare Eberle	Natalie Sparrow (Bur. of Engineering)	Rubina Gazarian	Sandip Soni/Lupe Sandoval	
City of LA Coord Lead	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman	Daniel Rodman		
City of LA Tech Lead	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Tina Backstrom	Geoff Thompson	
SCAG Lead		Annie Nam	Annie Nam		Annie Nam	Philip Law		Annie Nam		Annie Nam/Philip Law	Annie Nam	
SCAG PM		Courtney Aguirre	Scott Strelecki		Courtney Aguirre	Courtney Aguirre		Courtney Aguirre		Strelecki	Courtney Aguirre	
Caltrans Lead	Marlon Regisford	Tasha Higgins	Tasha Higgins/Rafael M	n/a	Marlon Regisford	n/a	Rafael Molina	Lauren Wonder	Marlon Regisford	Regisford	Tasha Higgins	
Caltrans PM	TBD	Patricia Amadi	Patricia Amadi	n/a	TBD	n/a	TBD	Jeff Newman/Kimberly	TBD	TBD	Patricia Amadi	
Metrolink Lead		Rod Bailey			Roderick Diaz	Roderick Diaz		Lisa Bahr	Rod Bailey	Roderick Diaz	Roderick Diaz	
Metrolink PM					Brian Jacob	Rory Vaughn		Meredith Yeoman		Rory Vaughn	Rory Vaughn	

# Metro Board of Directors Motion 42

- **December 2020: Motion by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia approved directing Metro to:**
  - Prepare a Mobility Concept Plan (MCP), in consultation with LA28 and venue cities, Caltrans, and Metrolink, that identifies permanent and transit-supportive projects and programs that can help serve the 2028 Games focused on:
    - Core Transportation Modes
    - First/Last Mile Connectivity
    - Additional projects and program
  - Create an interdisciplinary Task Force
  - Develop a Games-related federal engagement strategy and funding and priority proposal identified in the MCP
  - Initiate conversations with other SoCal transportation agencies to support the 2028 Games

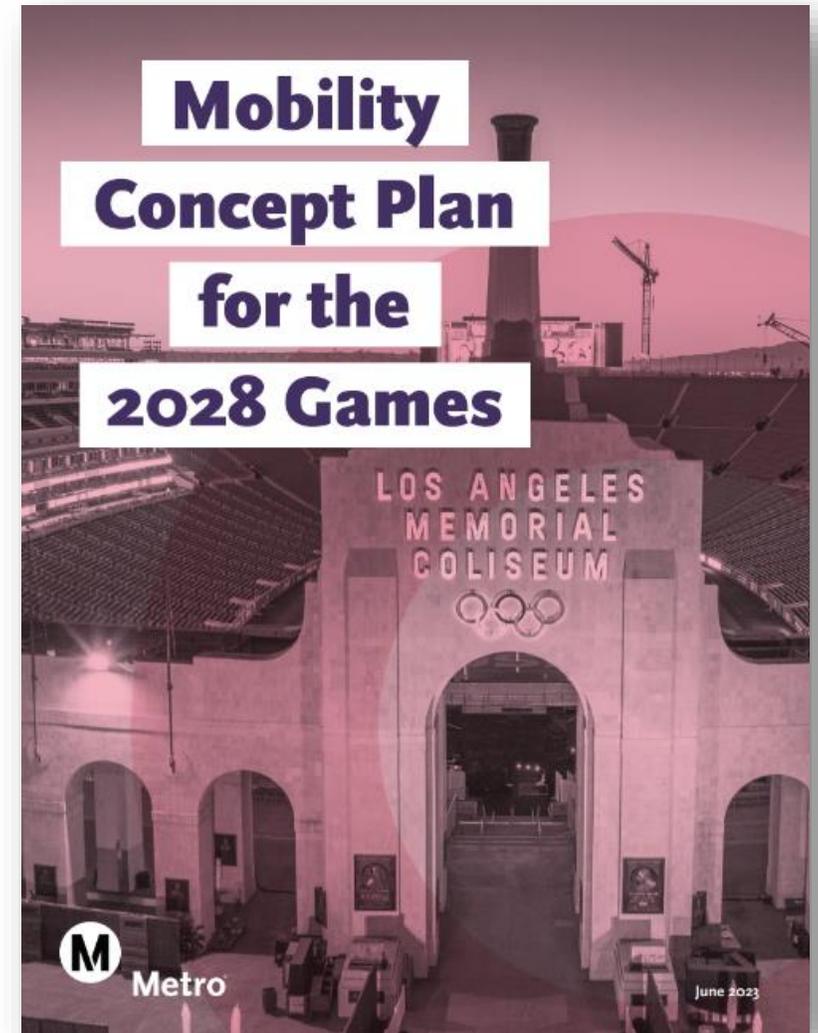


## BACKDROP

- Realization many of the original 28x28 projects were aspirational
- COVID and funding challenges
- LA28 focused on commercial sponsorships and lacked resources
- Before GME established

# Metro 2028 Games Mobility Concept Plan

- **What it is?**
  - *Established the vision*
    - Transit-first games
    - Metro as the lead mobility service provider
    - Defined essential Games needs
  - *Evaluated critical areas*
    - Roles/responsibilities
    - Safety/security
    - Customer experience
    - Travel demand modeling
  - *Identified key projects*
    - Achievable by 2028
    - Provide legacy benefits
    - Support 2028 Games mobility



June 2023

Refer to file #: 2023-0377

# Metro 2028 Games Mobility Concept Plan

- Identified key objectives for project list
  - Equity
  - Legacy
  - Games
- Completed a multidisciplinary needs assessment
- Coordinated with LA28, venue cities, & key agencies
- Updated and refined initial project list
- Screened and prioritized projects based on:
  - 60% Criteria Score (Legacy, Value, and Equity)
  - 40% Probability of On-Time Delivery & Funding
- Identified top 50 projects for Board approval and Games Mobility Executives (GME) consideration
- GME selected and presented priority workstreams to USDOT to support mobility for the 2028 Games

Step 1: Comprehensive Project List



Step 2: Can project be complete by 2028?



Step 3: How do the project score based on the MCP's three criteria?



Step 4: Identified Top Scoring Projects



Step 5: Probability of Funding



Step 6: Probability of On-Time Delivery (POTD)



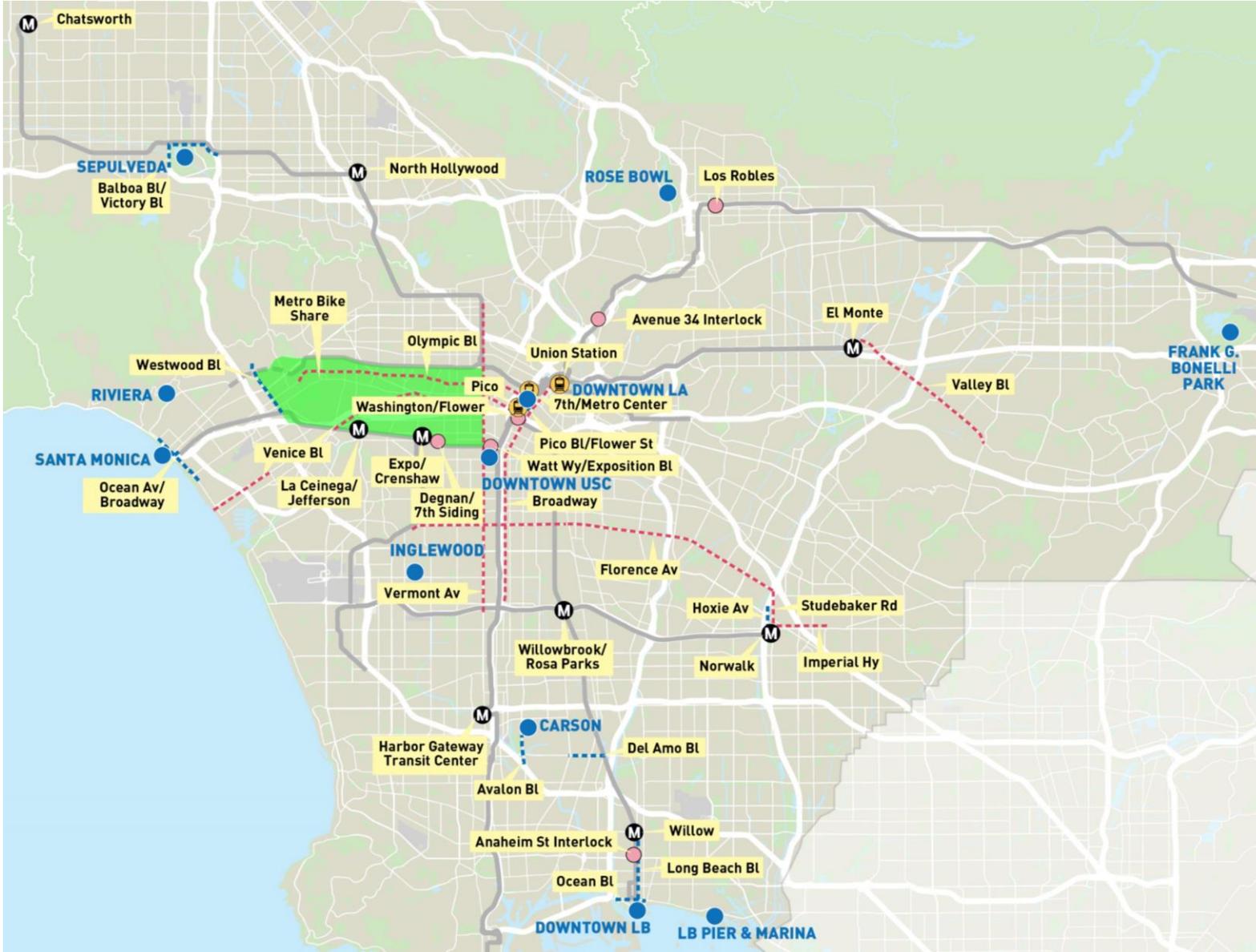
Step 7: 2022 Prioritized MCP Project List

# MCP Workstreams Approved by GME and Submitted to USDOT

- **Essential Games Projects**
  - GETS
  - GRN
- **Legacy Infrastructure Projects**
  - First/last mile
  - Bus Priority Improvements
  - Mobility hubs
  - LRT Improvements
  - Key Stations (SOGR)
  - Zero Emission Bus Program Phase 1
  - Access Services Fleet Electrification
  - Metrolink 2028 Games Readiness Program
  - Integrated Transportation Management
- **Legacy Programs**
  - Open Streets to Uplift Arts, Culture, and Recreation
  - Transportation Demand Management
  - Universal Basic Mobility

<p><b>Games Enhanced Transit Service</b></p> 	<p><b>First/Last Mile</b></p> 	<p><b>Games Route Network</b></p> 
<p><b>Bus Priority Improvements</b></p> 	<p><b>Mobility Hubs</b></p> 	<p><b>LRT &amp; Key Station Improvements</b></p> 
<p><b>14</b> Workstreams</p> <p><b>11</b> Metro-led workstreams</p> <p><b>\$2B</b> Games workstreams</p> <p><b>\$1B</b> Legacy workstreams</p>	<p><b>TDM</b></p> 	<p><b>Integrated Transportation Management</b></p> 

# Map of Venues and MCP/RCN Projects



## Mobility Hubs

- Chatsworth
- North Hollywood
- Harbor Gateway Center
- Willowbrook/Rosa Park
- La Cienega/Jefferson
- Expo/Crenshaw
- El Monte
- Norwalk
- Willow

## Key Station

- Union Station
- Pico
- 7<sup>th</sup>/Metro Center

## Bus Priority Improvements

- Olympic Bl
- Venice Bl
- Vermont Av
- Broadway
- Florence Ave
- Studebaker Rd
- Imperial Hy
- Valley Bl

## First/Last Mile

- Balboa Bl/Victory Bl
- Ocean Av/Broadway
- Westwood Bl
- Long Beach Bl
- Ocean Bl
- Avalon Bl
- Del Amo Bl
- Hoxie
- Pico Bl/Flower St
- Metro Bike Share

## LRT

- Los Robles Interlock
- Degnan/7th Siding
- Washington/Flower LRT Speed & Reliability Improvements
- Watt Wy/Exposition Bl Closure Project
- Avenue 34 Interlock
- Anaheim Interlock

# RCN Update



# USDOT Reconnecting Communities: Removing Barriers and Creating Legacy – A Multimodal Approach for LA County

- Program Amount = \$162M
- Federal Amount = \$139M
- Scope: Spans 11 cities and 4 unincorporated areas
  - 35.5 miles of bus improvements
  - 5 mobility hubs
  - 5 first/last mile locations
  - 60 bikeshare stations
  - 5 years of GoPass
  - 3 open street locations



# Reconnecting Communities Grant

- Environmental Approach
  - Bundled projects together by type or geography
  - CEQA: Categorical Exemption SB-922 (if not previously cleared by NextGen)
  - NEPA: Categorical Exclusion
- Schedule
  - Ongoing city coordination
  - November: Technical analysis complete
  - Winter 2025: CEQA NOE & NEPA Categorical Exemption received
  - Spring 2025: Community engagement in local communities

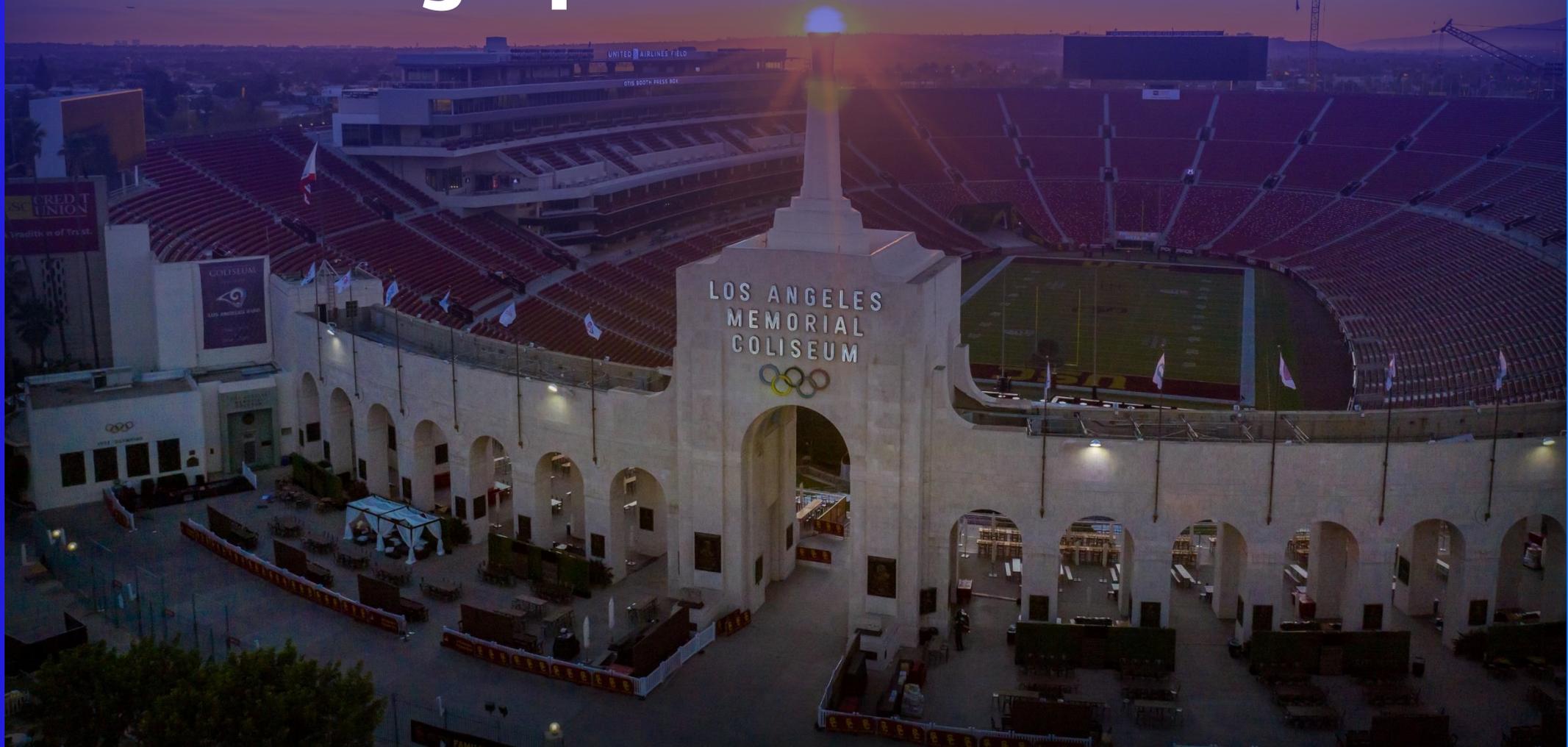


# Reconnecting Communities Grant Stakeholders & Scope Elements

Scope	Metro	Bell 	Bell Gardens 	Carson 	Downey 	El Monte 	Huntington Park 	Industry 	Long Beach 	Los Angeles 	LACPW 	Norwalk 	Santa Fe Springs 	SGVCOG 
Bus	X	X	X		X	X	X	X		X	X	X	X	X
FLM	X			X						X	X	X		
Mobility Hubs	X					X			X	X				
Open Streets	X					X			X	X				
Bike Share	X									X				
Go Pass	X													

 Metro has met with all stakeholders regarding RCN Projects

# Funding Update



# FY26 Budget Letter

Project/Program	Total Cost	Planning/Engineering Funds Needed by:	Implementation/Construction Funds Needed by:
Bus Priority Improvements	\$41.0M	Jan 2025	Jan 2026
First/Last Mile Improvements	\$101.7M	Jan 2025	Jan 2026
Metro Mobility Hubs	\$80.0M	Jan 2025	Jan 2026
Key Stations	\$216.0M	Jan 2025	Jan 2026
Light Rail Improvements	\$80.0M	Jan 2025	Jan 2026
Games Enhanced Transit Service	\$2,015.7M	Jan 2025	Jan 2026
Games Route Network	\$166.5M	Jan 2025	July 2026
Integrated Transportation Management	\$115.6M	Jan 2025	Jul 2027
Transportation Demand Management	\$124.0M	Jan 2025	Jan 2027
Metrolink Fleet and Track Capacity Improvements	\$239.0M	Jan 2025	Jan 2027

# Q&A





# Transit Transformation Task Force Update

Regional Transit Technical Advisory  
Committee (RTTAC)

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May 28, 2025

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Task Force Meetings #10 Debrief

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1. Discussed recommendations for accessible transportation, capital construction costs and timelines
2. Discussed recommendations for **TDA reform** for transit operations, funding, unmet needs process, performance measures
3. Discussed recommendations for additional funding needs and revenue generation
4. Discussed updated Task Force draft report and recommendations



# **PRINCIPLES, STRATEGIES AND POLICY RECOMMENDATIONS FOR THE TDA REFORM**

---

**DISCUSSION TO SOLICIT RTTAC FEEDBACK**

# Transit Transformation Task Force Update

STRATEGY	RECOMMENDATIONS
UU. Simplify reporting requirements for funding & increase transparency to the public	UU.1. Re-use reporting materials that are already prepared for the FTA in the NTD process rather than require novel submissions, calculations to be done
	UU.2. Establish a working group with statutory deadlines for draft and final metrics & performance measures that includes regions, transit agencies, state agencies to be updated every 4 years in lieu of farebox recovery and cost inflation penalties
	UU.3. Require Caltrans and SCO to better monitor, collect and publish information on usages of TDA funds within agencies
	UU.4. Provide additional technical assistance to agencies to meet reporting requirements, aim to shift reporting burden to the state based on existing NTD, GTFS data

# Transit Transformation Task Force Update

VV. Improve predictability of long-term funding	VV.1. Remove farebox recovery penalty, require agencies establish plans and use future TDA funding to address deficiencies identified in audit process if not meeting goals.
	VV.2. Ensure processes to distribute and use funding are consistent with transit transformation goals (e.g., strengthening criteria to determine unmet needs)
	VV.3. Amend the unmet transit needs process to require that counties meet localized targets before spending on roads, rather than a findings-based hearing
	VV.4. Consider phased implementation of updated population numbers from 1970s while ensuring that no agency or region has decline in revenues year over year

# Transit Transformation Task Force Update

WW. Align Incentives	WW.1. Use working group to develop accountability mechanisms for when infrastructure owners are driving challenges for transit agencies by leveraging other sources of state funds. Leverage the triennial audit process to do so.
	WW.2. Update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives
	WW.3. Update TDA to better align to criteria in state discretionary investment programs
	WW.4. Establish clear, peer-based performance metrics for agencies to follow. Account for sectorial issues (i.e., recessions, loss of sales tax revenue) inside the performance measures and inside TDA accountability process.



# RECOMMENDATIONS FOR ADDITIONAL FUNDING NEEDS AND REVENUE GENERATION

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DISCUSSION TO SOLICIT RTTAC FEEDBACK

# Options for New Revenues Sources

- Government sources of funds
- Fare and roadway revenue
- Property and related activities (e.g. density bonus)
- Other directly generated revenue (sponsorships and partnerships, advertising, private charters, and right-of-way leasing for telecom)
- Reallocation of other revenues
- Additional TTTF recommendations for review (income taxes, payroll taxes, corporate taxes)



## June 10 Meeting @ LA Metro Board Room

- Transit Transformation Task Force Meeting #11:
  - June 10, 2025, 10:00 a.m. to 4:00 p.m.  
LA Metro, Metro Board Room  
(One Gateway Plaza – 3rd Floor  
Los Angeles, CA 90012)
  - Virtual Option will be available (visit <https://calsta.ca.gov/subject-areas/sb125-transit-program>)
  - Meeting materials are available on the CalSTA website





# THANK YOU!

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For more information, please visit:

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

The background image shows the interior of a bus. A digital display at the front shows "2ND AVE N" in orange. Passengers are seated, and the bus has blue and orange interior accents. A "CAUTION" sign is visible on the right side.

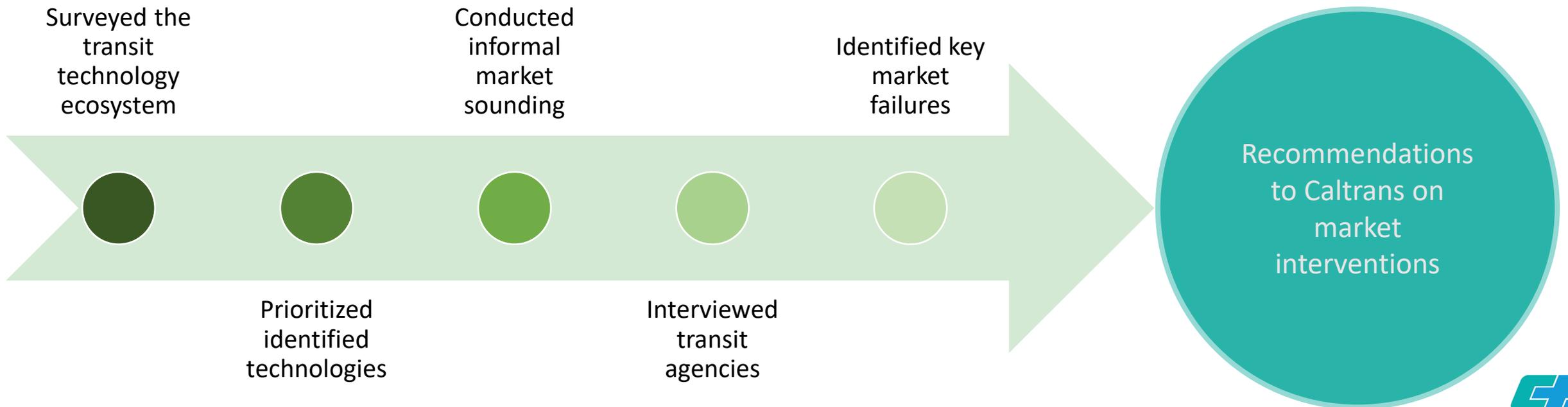
# Recommendations on Priority Technologies

*Report prepared for Caltrans*

March 2025

# Overview

Over the last ~2 years, our work has culminated in action-oriented recommendations focused on 5 priority transit technologies.



# Transit Technology Ecosystem

During the first phase of work<sup>1</sup>, the team surveyed the transit technology ecosystems and reported on key trends for transit providers across California.

Alerts	Annunciators
Automatic Passenger Counters (APCs)	Charge Management Software (CMS)
CAD/AVL	Data warehouse
Digital Signage	GTFS / GTFS Management
Head signs	Infotainment
Next stop signs	Non-cellular connectivity (ex. satellites, LoRa, etc.)
Payments (onboard fares, offboard fares, backend services)	Scheduling software
Traffic Signal Prioritization (TSP)	Web-based Trip Planner

<sup>1</sup> <https://www.calitp.org/assets/Caltrans.Report.on.Transit.Technology.Ecosystem.pdf>

# Prioritizing the Identified Transit Technologies

Caltrans wanted to identify technologies which 1) were not currently being supported and 2) experienced market inefficiencies that could be influenced.

## Deficient Market

- Automated Passenger Counter (APC)
- Charge Management Software (CMS)
- Computer Aided Dispatch (CAD)/ Automated Vehicle Location (AVL)
- Non-cellular connectivity
  - Satellites
  - LoRa
- Transit Signal Prioritization (TSP)

## Efficient Market

- Offboard rider information
  - Trip planner (web based)
- Onboard rider information
  - Annunciators
  - Head signs
  - Infotainment
  - Next stop signs

## Systems that Caltrans is already researching

- Alerts
- Digital signage
- GTFS / GTFS Management
- Payments
  - Onboard fares
  - Offboard fares
  - Backend services
- Scheduling

# Market Inefficiencies

All of the five priority technologies experienced at least one type of market inefficiency.

## Market Existence

- There is a **market with both supply and demand** that are self-sustaining.

## Market Competition

- There are **multiple quality options** in the market that are willing and able to sell to transit providers at fair market prices and deliver the purchased product.

## Product Interactions

- The vendor product meets **interoperability principles** and is easily assessed against **standard performance metrics**.

## Access to Market

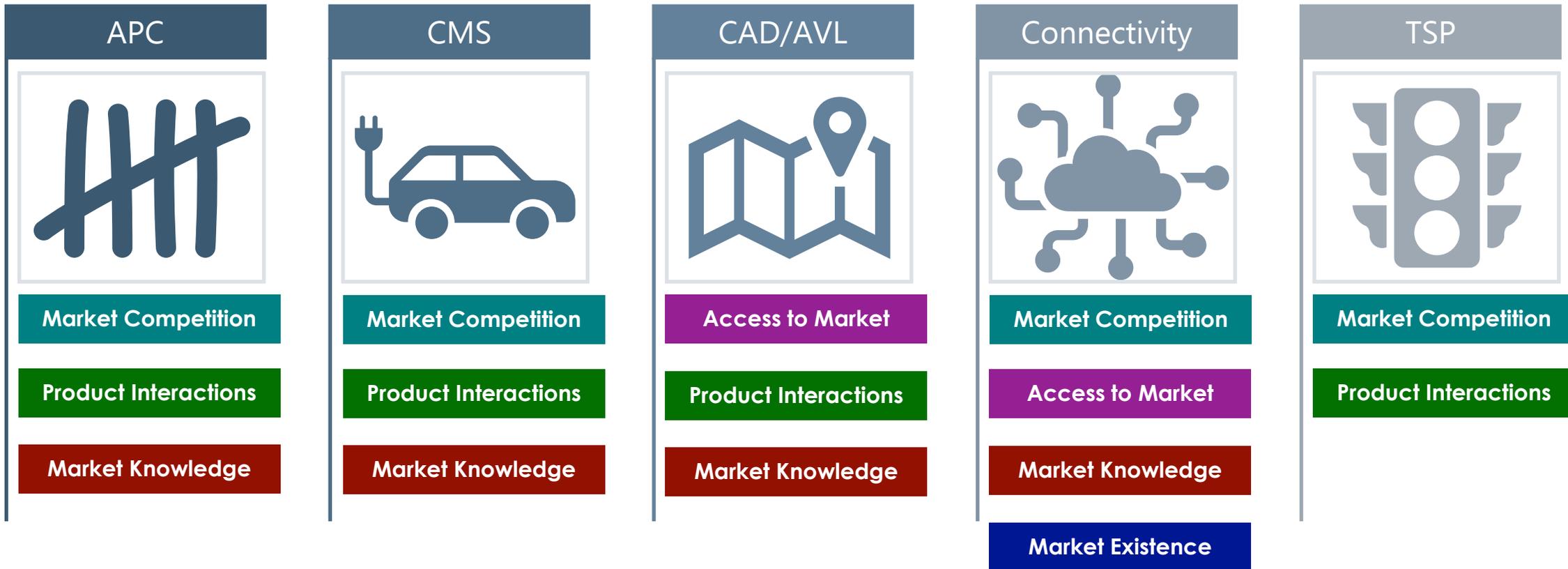
- **All transit providers** are able to access and purchase desired products, both in standalone and bundled formats.

## Market Knowledge

- Transit provider **staff understand** what they are buying and why they are buying it; and are able to negotiate based on this level of knowledge.

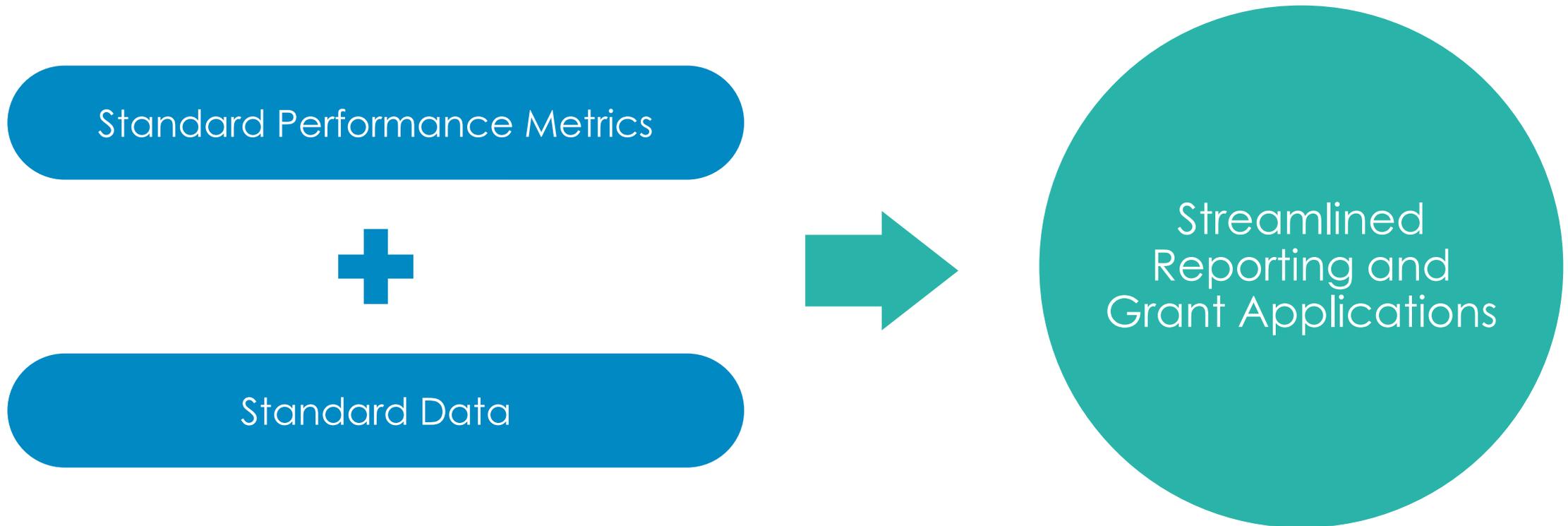
# Market Findings

All five prioritized transit technologies experience at least one form of market failure. The recommendations focus on how to mitigate or eliminate these failures.



# General Recommendations

Regardless of technology, there is a need for standard performance metrics and data to streamline reporting and grant applications.



# Types of Recommendations

The recommendations largely fell into three categories where the state could play a role in addressing market inefficiencies.

1

Transit Agency  
Education

2

Easier purchase /  
procurement options

3

Interoperability  
Between Technologies

# Technology Specific Recommendations

The recommendations largely fell into three categories where the state could play a role in addressing market inefficiencies.



APC

Provide guidance on bundling and modular procurement based on transit provider size, needs, and capacity.



CMS

Solicit feedback on types of CMS optimization, contractual requirements for interoperability, and create an industry working group comprised of public and private parties.



CAD/AVL

Define core components of CAD/AVL.

Create a scope of work checklist for transit providers that want to procure CAD/AVL systems and provide boilerplate contracting language.



Non-Cellular  
Connectivity

Publish a coverage map of current cellular and broadband networks and the anticipated build out over the next 5-10 years to identify priority transit corridors for state intervention and planning.



TSP

Adopt NTCIP protocol for all signals statewide, sunset proprietary data format, and investigate the need for a data standard.

# Identified State Roles

State DOTs can play several key roles in addressing the market inefficiencies. These can be generalized across technologies into four categories.

## Standardization

Standardize technology definitions and interactions to cultivate an interoperable ecosystem

## Technical Support

Provide technical support to transit agencies on variety of technology needs and operational benefits

## Coordination

Serve as coordinator between different agencies and regional organizations to implement technology

## Procurement & Contracting

Need for sample language and technical support for market- and expert-informed procurement and contracting

# Next Steps

In the next phase of the project, Caltrans will provide efficient and effective support to its agencies for priority technology implementation.

- 1 Explore creative **procurement & purchase strategies** like state MSAs, cooperative purchasing, and regional group purchasing
- 2 Shape procurement strategies for multiple technologies, including the development of **draft procurement documents**
- 3 Develop and publish **statewide guidance documents & templates** to serve as critical resources for transit agencies
- 4 Work with transit agencies to **pilot** priority technologies

# Questions?

Read the full report here: <https://www.calitp.org/assets/Cal-ITP-Priority-Transit-Technologies-Recommendations.pdf>

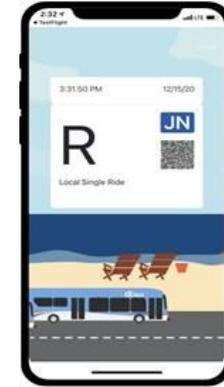
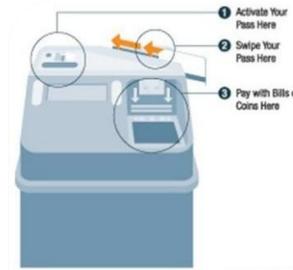


# Adoption of the Wave Card Fare Media



# Background

- Current Fare Payment Options
  - Cash/coin on Board
  - Magnetic Stripe Passes
  - Mobile Tickets scanned on Validators



- October 23, 2023 - Board of Directors approved the implementation of a new Rider Validation System (RVS)
- November 25, 2024 - Board of Directors approved Fare Policy Amendments to implement Fare Capping and a free two-hour transfer period
- The new RVS is scheduled to be implemented in 2025.



# Key Features and Architect of the new System

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- Contactless Smartcard/Wave Card
- Stored Value/Account Based
- Improved Mobile Ticketing
- Reduced Fare Programs
- Improved Retail Network
- Credit and Debit Card Payments
- Accepts cash/coin
- New Website – Account Management

# Wave Card Benefits

Replaces current magnetic stripe media

Upfront Cost \$2:00-\$4:00

Fare Capping Functionality

- Pay-per-ride – Always get the best fare
- No upfront cost for monthly passes
- Daily and Monthly Fare Caps
  - After reaching the daily or monthly cap, passengers ride free for the rest of the day or month

Free two-hour transfers

Add funds via the OCTA Website, retail network or OCTA Store

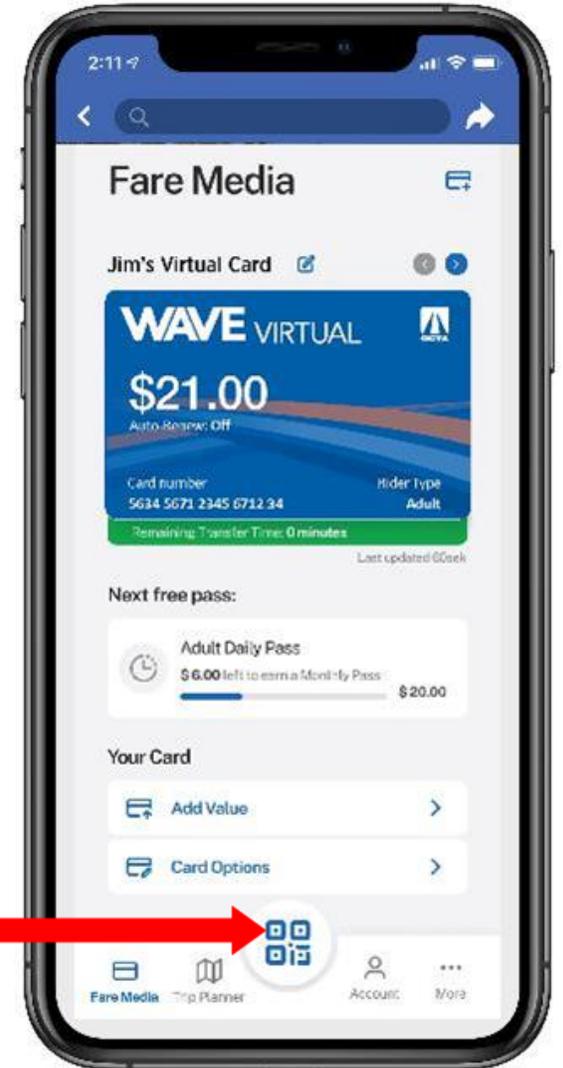
Balance Protection



# Mobile Application Upgrade

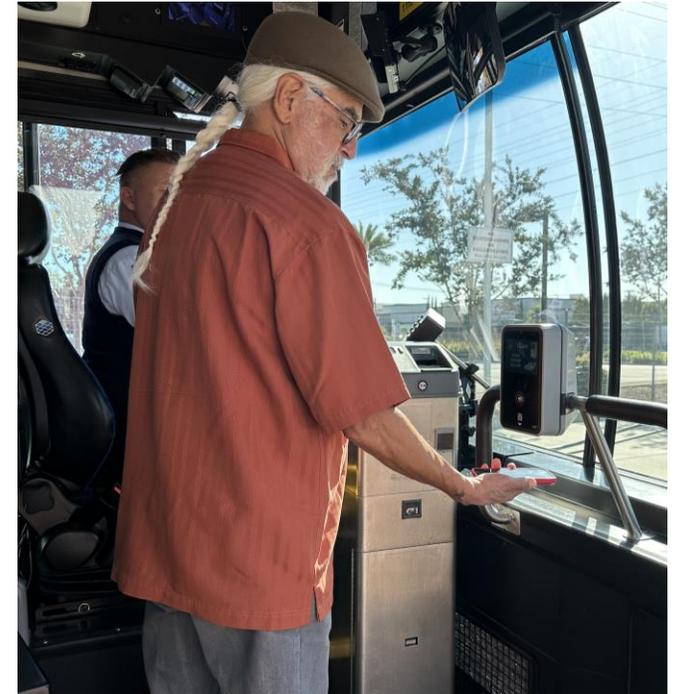
The new mobile app will also offer fare capping to any rider with a smartphone

- Download mobile app from iOS/Android app stores
- Create an account and add a “virtual card” for free
- Load funds with debit/credit card
- Can load with cash at retail locations
- Good option for unbanked or underbanked riders



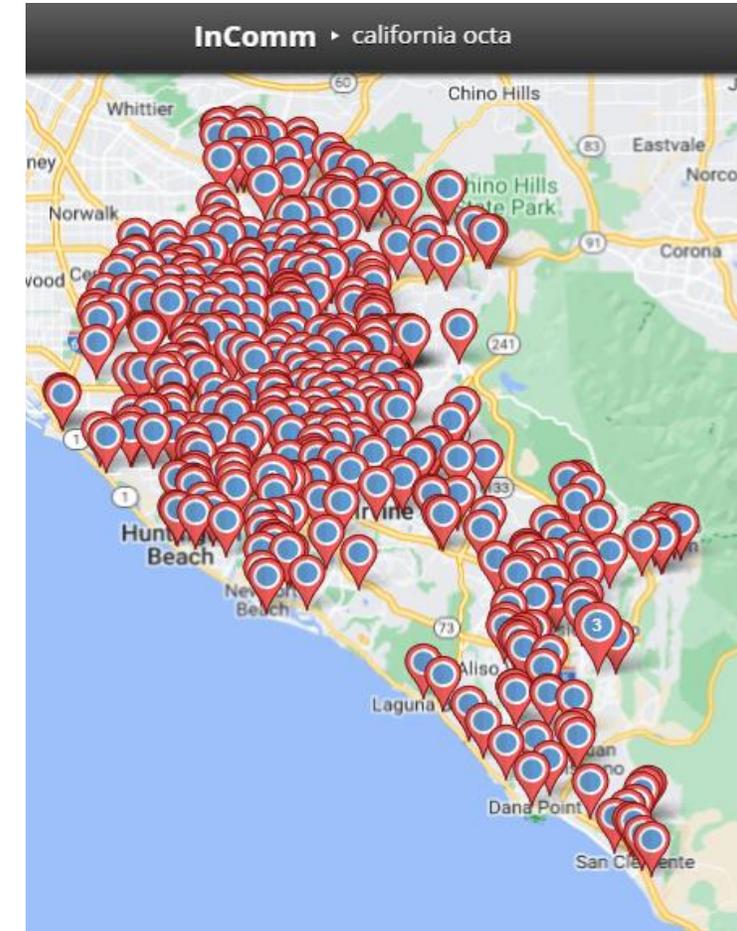
# Reduced Fare Programs

- Seniors and Disabled – 1st time free Wave Card
  - OCTA Store, Website, Mobile App, Cities Portals
- College Pass Program
  - Institutional Portals
- Youth Ride Free – 1st time free Wave Card
  - OCTA Store, Website, School District



# Retail Network Expansion

- The new network includes 400+ retail locations (compared with 100+ currently)
- Increased access to purchase/reload accounts using a familiar “gift card” model
- Can reload mobile app with cash



# Credit and Debit Card Payments

- Supports any contactless credit/debit card
- Supports Apple/Google/Samsung Mobile Wallets
- No pre-loading of fares or media required
- Tap-to-pay on each trip
- Pay-As-You-Go with fare capping

Open Payments provide daily fare capping to customers using the same payment method



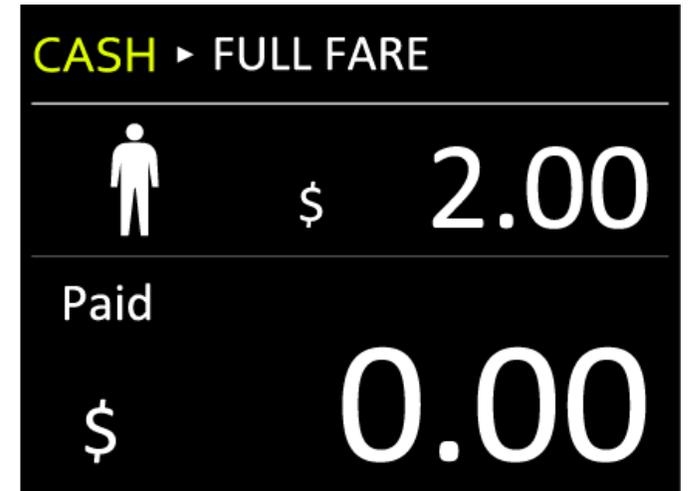
**CONTACTLESS CARD**  
Pay with credit/debit cards



**MOBILE DEVICE**  
Pay with your digital wallet

# LECIP Fareboxes

- November 25, 2024 – OCTA Board of Directors approved contract with LECIP to replace existing 24 years old fareboxes
- OCTA will continue to accept Cash on board



# New Websites and Client Portals



- ❑ Real-time Account Management
  - ❑ Riders will be able to manage their account, including all cards, in real-time.

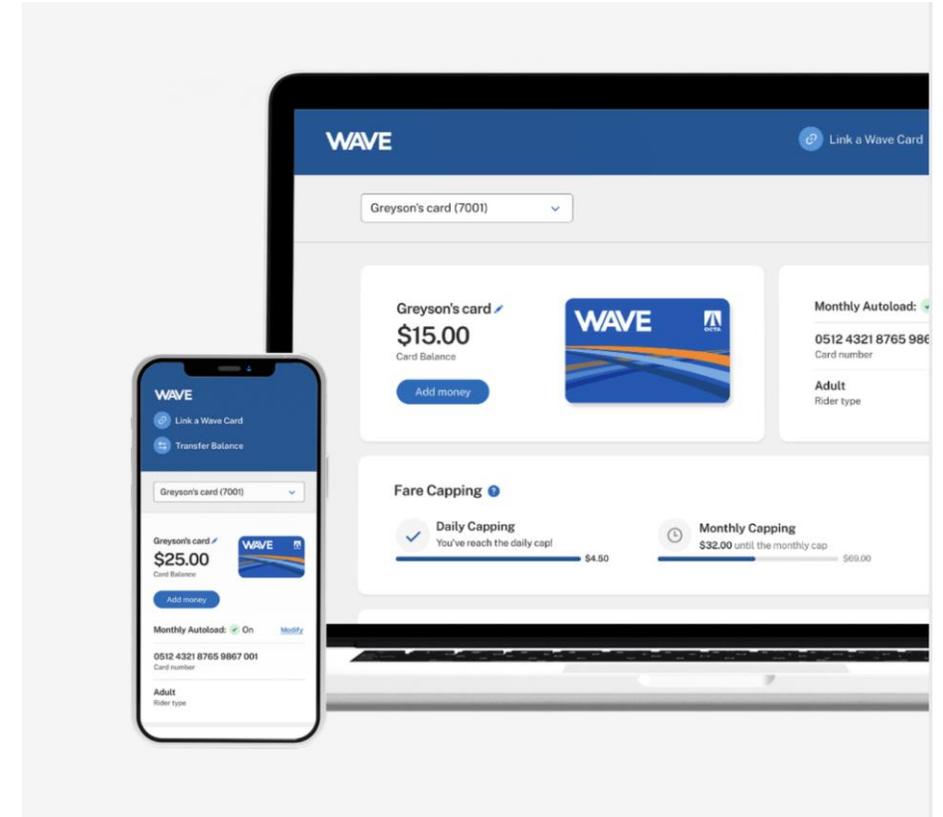


- ❑ Manage multiple Wave cards
  - ❑ Riders can have up to 8 Wave Cards connected to their account.



- ❑ Automatic Fund Replenishment
  - ❑ You can also set limits for automatic fund reloading through your online account.

- ❑ Client Portals for Institutions and Agencies
  - ❑ Colleges, Universities, School Districts, Social Service Agencies, Employers and others



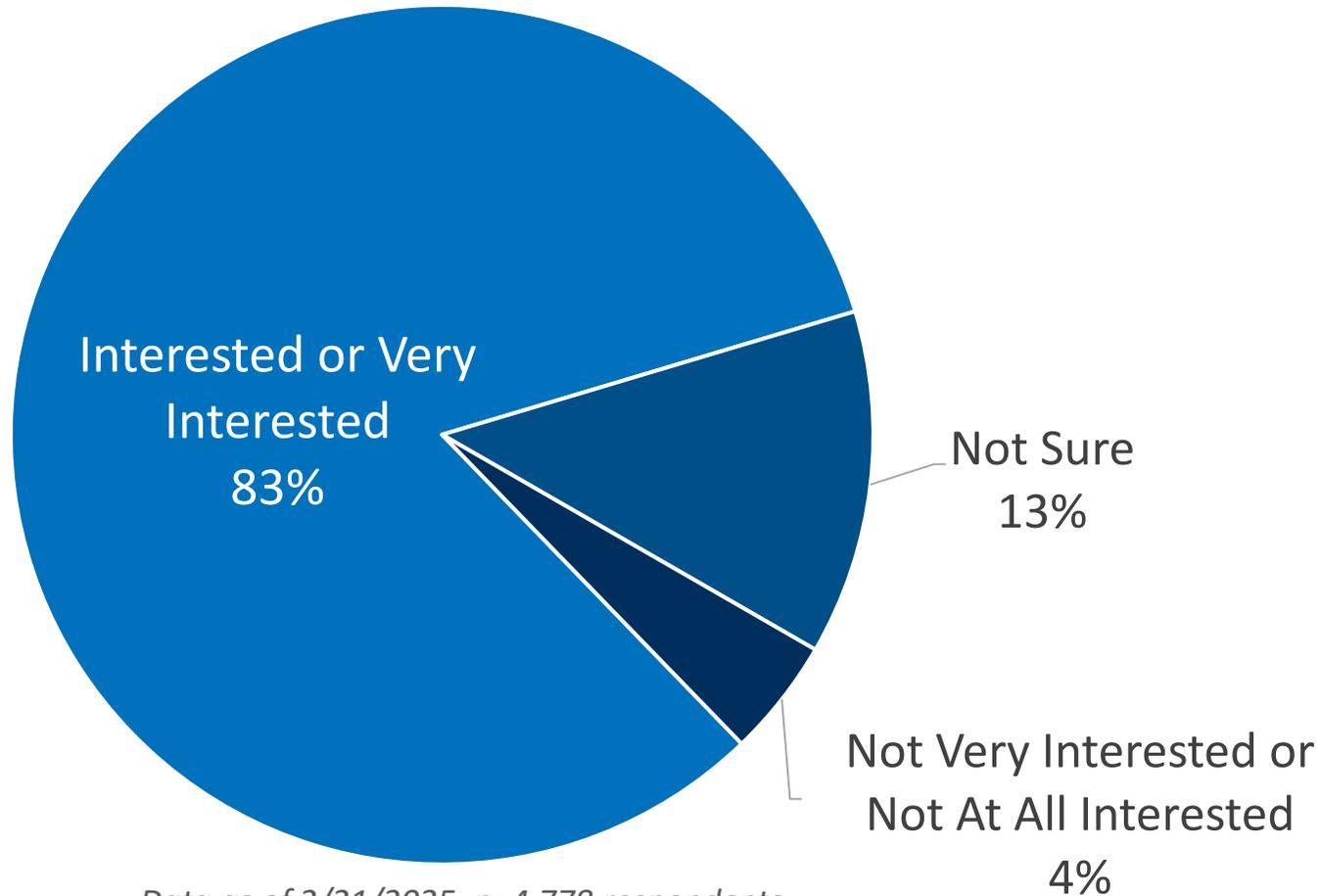
# Outreach and Rider Engagement

	Title VI Public Involvement Plan (PIP)	Comprehensive Awareness & Education	Launch Campaign & Promotion
Purpose	<ul style="list-style-type: none"> <li>• Ensure compliance with Title VI</li> <li>• Engage underserved populations</li> <li>• Gather public feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare riders with clear information about system changes to ensure a smooth transition</li> <li>• Build excitement</li> </ul>	<ul style="list-style-type: none"> <li>• Drive adoption through incentives and promotional efforts to establish the system</li> <li>• Customer support</li> </ul>
Focus Excludes	<ul style="list-style-type: none"> <li>• Marketing or system promotion</li> </ul>	<ul style="list-style-type: none"> <li>• Advocacy or promotional efforts</li> </ul>	



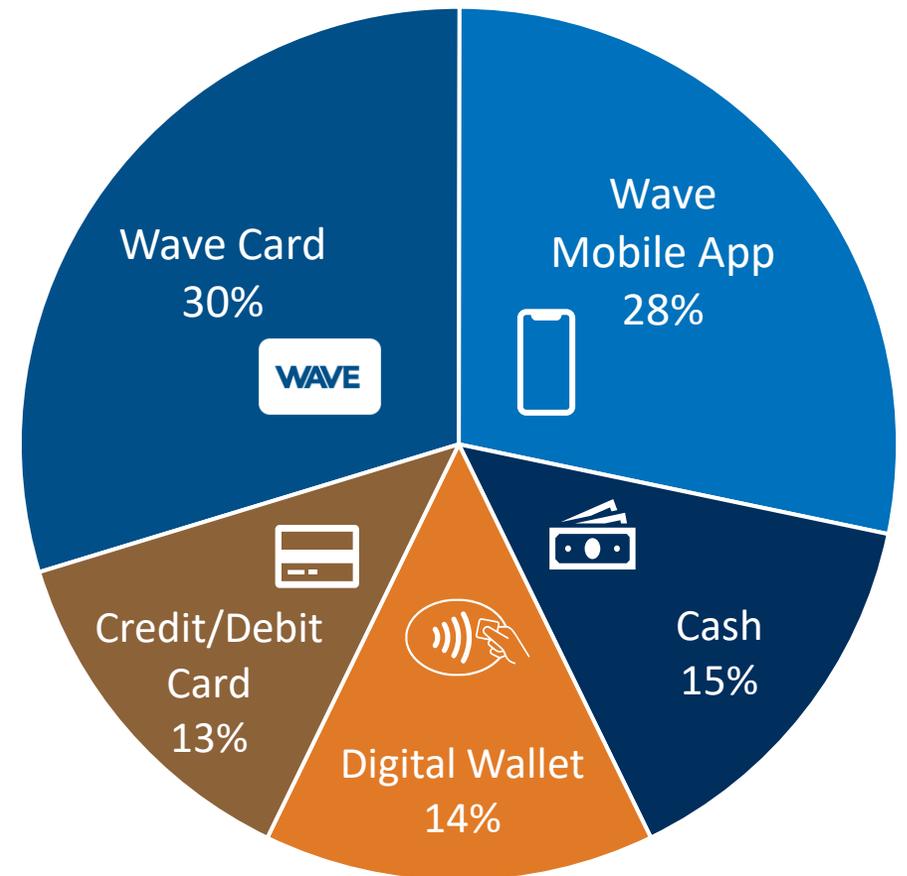
# What We Heard

## High Interest in New Fare Options



Data as of 2/21/2025. n=4,778 respondents

## Riders Plan to Use New Options



n = 9,977 responses from 4,589 unique respondents (respondents can make multiple selections)



# Next Steps

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- Functional Integrated Testing (May – August 2025)
  - New Mobile Application
  - Institutional and Customer Websites
  - Revenue Management System and Customer Relations Module
  - Retail Network
- Public Awareness Campaign and Education (May – September 2025)
- Pilot Testing (August – September 2025)
- System Launch (October 2025)



Thank You

# Transit Fare Open Payment System

SCAG Regional Transit Technical Advisory Committee Meeting

May 28, 2025

# Genfare Open Payment

- Launched in Feb 2023
- Farebox integrated tap reader
- Accepts cards with tap logo
- Accepts Apple and Google Pay
- No account required
- Mobile, magnetics, and cash
- Smart cards on the horizon



# Statistics

- Permitted only for a single ride, not passes
- Future fare capping option
- 15% of single ride transactions
- 3.3% of all ridership
- No negative customer feedback

# Lessons Learned

- Integrated solution – good for reporting, difficult to change vendors
- Transaction fees for low-cost fares (\$0.25, \$0.75, and \$1.75)
- No ability for customer to purchase a day pass
- Cards are not processed in real-time
- Insufficient funds transactions can take weeks to settle

# Thank you

Rick Kaczerowski  
Chief Technology Officer  
[rkaz@riversidetransit.com](mailto:rkaz@riversidetransit.com)  
(951) 565-5100



# Innovative Clean Transit Regional Assessment

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May 28, 2025

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

# Background

- Innovative Clean Transit (ICT) Regulation, 2018 (Cal. Code Regs. Tit. 13 § 2023.1)
  - California Air Resources Board
- Two Primary Requirements
  1. Transit agencies to publish a ZEB rollout plan.
  2. ZEB purchase requirements for transit agencies of different sizes by year



# Background

- ICT Classifications:

Agency Size	Requirement
<b>Large Transit Agency</b>	<ul style="list-style-type: none"><li>• Operates more than 65 buses in annual maximum service in either the South Coast Air Basin or the San Joaquin Valley Air Basin. Or</li><li>• Operates in an urbanized area with a population of at least 200,000 and at least 100 buses in annual maximum service</li></ul>
<b>Small Transit Agency</b>	<ul style="list-style-type: none"><li>• Recipient or subrecipient of Urbanized Area Formula Program funds under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in revenue service and does not operate a rail fixed guideway public transportation system (All other agencies)</li></ul>
<b>Exempt Agencies</b>	<ul style="list-style-type: none"><li>• Caltrans, Caltrain, Ferry Operators, School Districts, and operators that provide service that is closed to the general public and only available for a particular clientele</li></ul>

# Zero Emission Bus (ZEB) Rollout Plans

- ZEB Adoption Schedule

Agency Size	Rollout Plan Adoption Deadline
Large Transit Agency	July 1, 2020
Small Transit Agency	July 1, 2023
Joint Groups	Deadline based on the size of the largest agency in the group

# Connect SoCal 2024

## Mobility Goal:

- Build and maintain an integrated multimodal transportation network
  - Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
  - Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
  - Support planning for people of all ages, abilities, and backgrounds



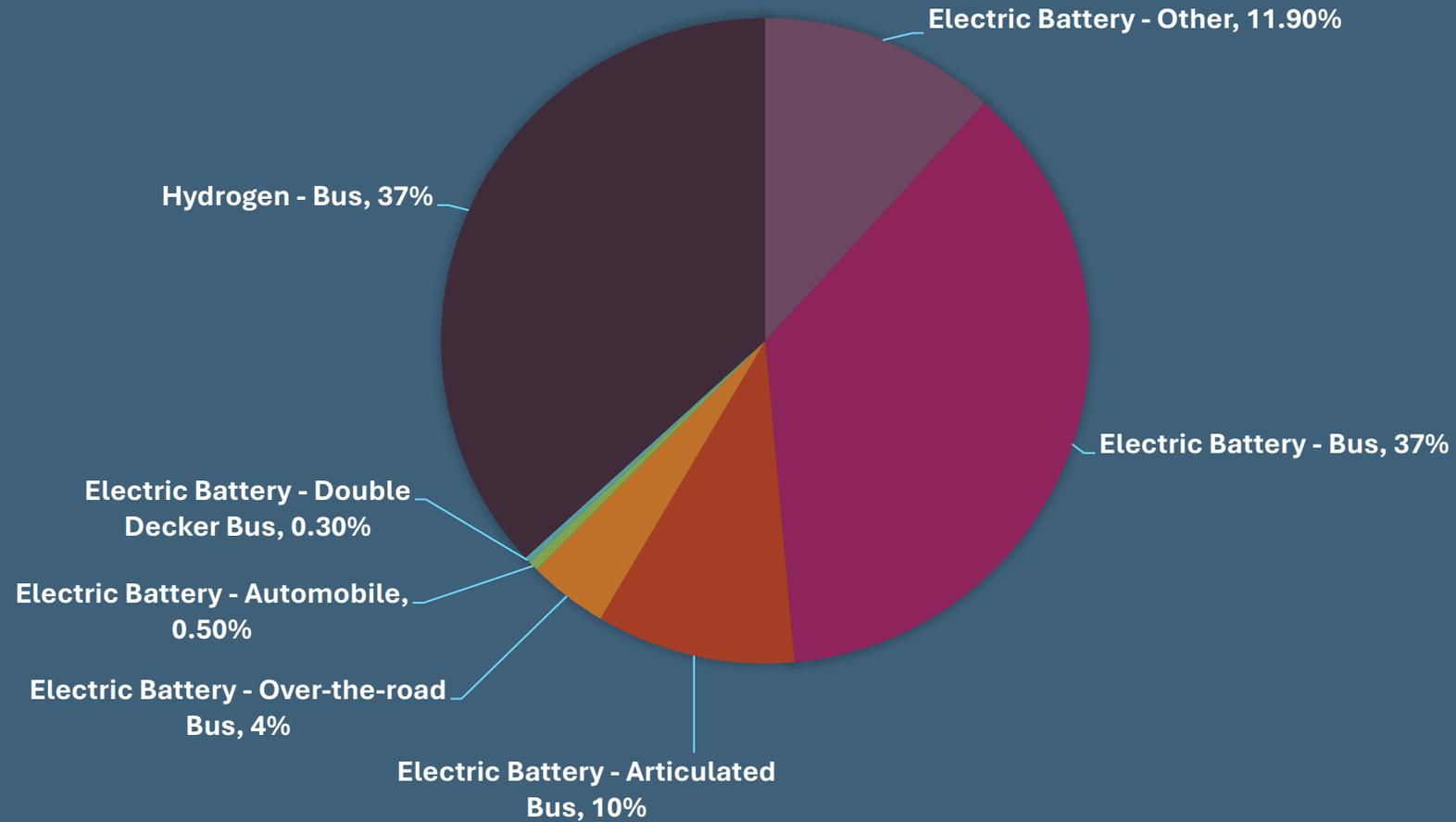
# Clean Technology Compendium

- Completed in September 2023
- In-depth look at **zero- and near-zero emission transportation technologies**, including charging and fueling infrastructure and other supporting products.
- Highlights essential features, identifies knowledge gaps, and suggests strategies for the deployment of clean technologies.
- **Serves as a resource** to public agencies in formulating policies that encourage the adoption of these technologies
- Provides stakeholders with information necessary to make decisions that align with sustainability objectives.
  - SCAG conducted a **Clean Technology Survey** to clean vehicle tech vendors to inform the Clean Technology Compendium, filling key information gaps.

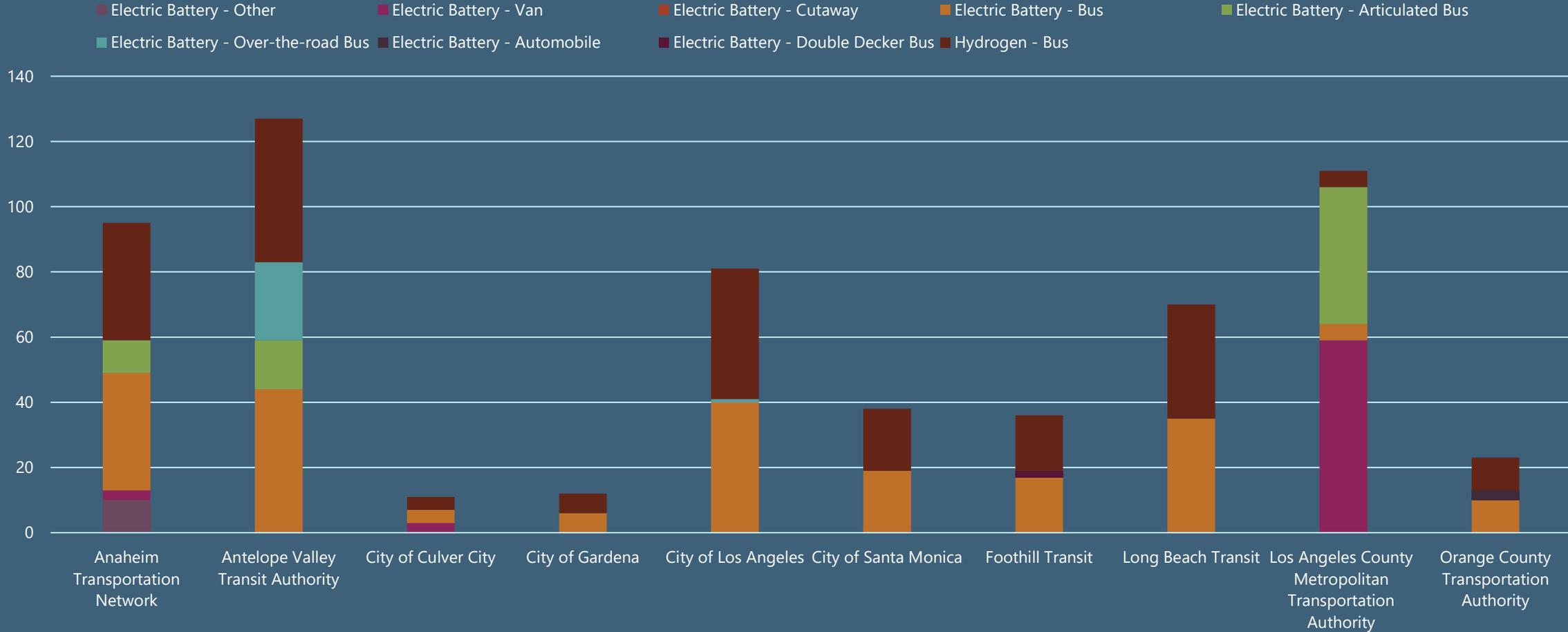


## Clean Technology Compendium

# ZEB Proportion in the SCAG Region



# SCAG Region: Zero Emission Bus Count by Operator



# Zero Emission Bus Examples Across the Region



# Innovative Clean Transit Regional Assessment

## Study Goal:

- Support the region in its efforts to transition to ZEBs by 2040. Assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans. Evaluate the readiness of the region to transition to zero-emission transit fleets and the ongoing efforts aimed at transitioning to clean transit solutions throughout the region.



# Innovative Clean Transit Regional Assessment

## Study Objectives

1. Assess the ongoing efforts aimed at transitioning to clean transit solutions throughout the region, including evaluations of existing fleets and supporting infrastructure.
2. Identify any existing gaps within ZEB Rollout Plans and explore avenues for improvement and enhancement.
3. Explore opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness.
4. Identify potential roles for SCAG to play in facilitating the transition to clean transit, including exploring opportunities for assistance through funding sources administered by SCAG



# Project Timeline

**JUNE 2025**

**JUNE 2026**

## STAKEHOLDER ENGAGEMENT

- Outreach & Engagement to Established Groups (RTTAC, SCAG TC & EEC)
- Targeted Outreach

## PROJECT RESEARCH

- Best Practices
- Existing Conditions
- Readiness, Challenges & Opportunities

## IMPLEMENTATION ACTION PLAN

- Goals & Objective Setting
- Zero-Emission Transit Vehicle Deployment Toolkit
- Implementation Action Plan

## FINAL REPORT

# Next Steps

- Continue to share updates with the RTTAC including seeking feedback throughout project duration
- Share updates with SCAG Policy Committees (Transportation and Energy & Environment)





# THANK YOU!

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For more information, please visit:

[www.scag.ca.gov](http://www.scag.ca.gov)