



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

***Thursday, February 5, 2026
9:30 a.m. – 11:15 a.m.***

To Attend In-Person:

**SCAG Main Office – Policy A Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/81703196837>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 817 0319 6837**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation 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) 236-1895. 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.



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy A Meeting Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/81703196837>. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 817 0319 6837, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, February 4, 2026** will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, February 4, 2026, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Ana Beltran America's Best Value Inn Lobby 351 W. Main Street Westmorland, CA 92281	Art Bishop Town of Apple Valley - Town Hall 14955 Dale Evans Pkwy Conference Room A Apple Valley, CA 92307	Daniel Brotman City of Glendale - City Hall 613 E Broadway, Ste 200 Glendale, CA 91206
Martha Cardenas-Singh Imperial County Administrative Center 940 Main Street El Centro, CA 92243	Ned E. Davis City of Westlake Village - City Hall 31200 Oak Crest Drive Westlake Village, CA 91361	Carmen Hernandez City of Barstow - City Hall 220 E. Mountain View Barstow, CA 92311
Britt Huff City of Rolling Hills Estates - City Hall 4045 Palos Verdes Drive North Rolling Hills Estates CA, 90274	Brian Johsz 5615 Gableview Court Chino Hills, CA 91709	Steven Leash Cahuilla Band of Indians 52701 Hwy 371 Anza, CA 92539
Elaine Litster City of Simi Valley - City Hall 2929 Tapo Canyon Road Simi Valley, CA 93063	Patty Senecal City of Seal Beach - City Hall 211 8th Street Seal Beach, CA 90740	Jennifer Stark City of Claremont - City Hall 207 Harvard Avenue Upstairs Citrus Room Claremont, CA 91711
Ali Taj 11856 E. 187th Street Artesia CA 90701	Tamala Takahashi City of Burbank - City Hall 275 East Olive Avenue 2nd Floor, Council Office Burbank, CA 91502	Connor Traut 7661 Silver Street Buena Park, CA 90620
Stephanie Virgen City of Coachella - City Hall 1515 Sixth Street Coachella, CA 92236	Dale Welty City of Canyon Lake - City Hall 31526 Railroad Canyon Road Canyon Lake, CA 92584	

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



EEC - Energy and Environment Committee *Members – February 2026*

1. **Hon. Rick Denison**
EEC Chair, Yucca Valley, RC District 11
2. **Hon. Daniel Ramos**
EEC Vice Chair, Adelanto, RC District 65
3. **Hon. Ana Beltran**
Westmorland, ICTC
4. **Hon. Arthur Bishop**
Apple Valley, SBCTA
5. **Hon. Daniel Brotman**
Glendale, AVCJPA
6. **Sup. Martha Cardenas-Singh**
Imperial County
7. **Hon. Margaret Clark**
Rosemead, RC District 32
8. **Hon. Robert Copeland**
Signal Hill, GCCOG
9. **Hon. Jenny Crosswhite**
Santa Paula, RC District 47
10. **Hon. Ned Davis**
Westlake Village, LVMCOG
11. **Hon. Carmen Hernandez**
Barstow, SBCTA
12. **Hon. Shari Horne**
Laguna Woods, OCCOG
13. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG
14. **Hon. Brian Johsz**
Chino Hills, SBCTA
15. **Hon. Joe Kalmick**
Seal Beach, RC District 20
16. **Hon. Steven Leash**
Cahuilla Band of Indians



- 17. Hon. Elaine Litster**
Simi Valley, VCOG
- 18. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 19. Sup. Vianey Lopez**
Ventura County
- 20. Hon. Yasmine-Imani McMorris**
Culver City, WCCOG
- 21. Hon. Cory Moss**
Industry, Pres. Appt. (Member at Large)
- 22. Hon. Jeannette Sanchez-Palacios**
Ventura, VCOG
- 23. Hon. Suely Saro**
Long Beach, RC District 29
- 24. Hon. Patty Senecal**
Seal Beach, OCCOG
- 25. Hon. Jennifer Stark**
Claremont, SGVCOG
- 26. Hon. Ali Taj**
Artesia, GCCOG
- 27. Hon. Tamala Takahashi**
Burbank, SFVCOG
- 28. Hon. Connor Traut**
Buena Park, OCCOG
- 29. Hon. Stephanie Virgen**
Coachella, CVAG
- 30. Hon. Dale Welty**
Canyon Lake, WRCOG



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room
Los Angeles, CA 90017
Thursday, February 5, 2026
9:30 AM

The Energy and Environment Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Rick Denison, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – November 6, 2025 PG 8

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items PG 13

INFORMATION ITEMS

3. Connect SoCal 2050: Process Preview 10 Mins. PG 17
(Camille Guiriba, Senior Regional Planner, SCAG)
4. Innovative Clean Transit Regional Assessment Study Update 20 Mins. PG 27
(Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG and Fang Yan, Director of Clean Transportation and Energy, ICF)
5. Nature-based Stormwater and Flooding Strategies 30 Mins. PG 49
(Conor Mossavi, Civil Engineering Associate, LADWP Watershed Management Group)

CHAIR'S REPORT

(The Honorable Rick Denison, Chair)



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

STAFF REPORT

(Ivette Macias, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

REPORT

Southern California Association of Governments

February 5, 2026

MINUTES OF THE MEETING ENERGY AND ENVIRONMENT COMMITTEE THURSDAY, NOVEMBER 6, 2025

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: [<http://scag.iqm2.com/Citizens/>](http://scag.iqm2.com/Citizens/).

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Rick Denison (Chair)	<i>Yucca Valley</i>	District 11
Hon. Daniel Ramos (Vice Chair)	<i>Adelanto</i>	District 65
Hon. Art Bishop	<i>Town of Apple Valley</i>	SBCTA
Hon. Martha Cardenas-Singh		Imperial County
Hon. Robert Copeland	<i>Signal Hill</i>	GCCOG
Hon. Ned Davis	<i>Westlake Village</i>	LVMCOG
Hon. Margaret Clark	<i>Rosemead</i>	SGVCOG
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Carmen Hernandez	<i>Barstow</i>	SBCTA
Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
Hon. Britt Huff	<i>Rolling Hills Estates</i>	SBCCOG
Hon. Brian Johsz	<i>Chino Hills</i>	SBCTA
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Vianey Lopez		Ventura County
Hon. Yasmine-Imani McMorris	<i>Culver City</i>	WCCOG
Hon. Cory Moss	<i>City of Industry</i>	Pres. Appt
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Jennifer Stark	<i>Claremont</i>	SGVCOG
Hon. Ali Taj	<i>Artesia</i>	Pres. Appt
Hon. Tamala Takahashi	<i>Burbank</i>	SFVCOG
Hon. Connor Traut	<i>Buena Park</i>	OCCOG
Hon. Stephanie Virgen	<i>Coachella</i>	CVAG
Hon. Dale Welty	<i>Canyon Lake</i>	WRCOG

Members Not Present

Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Daniel Brotman	<i>Glendale</i>	District 42
Hon. Steven Leash	<i>Cahuilla Band of Indians</i>	



Hon. Elaine Litster	<i>Simi Valley</i>	VCOG
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Jeannette Sanchez-Palacios	<i>Ventura</i>	VCOG
Hon. Patty Senecal	<i>Seal Beach</i>	OCCOG

* Member Litster was not at a noticed location and could not be counted towards attendance.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Denison called the meeting to order at 9:33 a.m. Senior Government Affairs Officer, Ivette Macias, led the Pledge of Allegiance. Staff confirmed a quorum was present.

PUBLIC COMMENT PERIOD

Chair Denison opened the public comment period and noted that this was the time for members of the public to offer comment on matters that are within SCAG's jurisdiction but are not listed on the agenda.

Chair Denison asked if any comments were received after the deadline. SCAG staff acknowledged there were no public comments received after the 5:00 p.m. deadline on November 5, 2025.

Seeing no public comment, Chair Denison closed the public comment period for matters not listed on the agenda.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – September 4, 2025

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items
3. REAP 2.0 Program Update

There were no Public Comments on the Consent Calendar.

A MOTION was made (Johz) to approve the Consent Calendar. Motion was SECONDED (Ramos) and

passed by the following votes:

AYES: Bishop, Cardenas-Singh, Clark, Copeland, Crosswhite, Davis, Denison, Hernandez, Horne, Huff, Johz, Lopez, Moss, Ramos, Stark, Taj, Takahashi, Traut, Virgen and Welty (20)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

4. Connect SoCal 2024: Implementation Strategies Update

There were no public comments on item 4.

Leslie Cayton, Associate Regional Planner, stated that the updated report included milestone progress for 56 implementation strategies. She indicated SCAG has progressed on 80 of the 93 strategies since plan adoption. She stated that three strategies have been completed. She provided an overview of the recent accomplishments within the implementation strategies categories of mobility, communities, environment, and economy.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

5. Planning for Extreme Heat

There were no public comments on item 5.

Ryan Wolfe, Manager of Sustainable and Resilient Development, introduced the following presenters: Dr. Marc Futernick, MD, National Director of Sustainability for U.S. Acute Care Solutions and Ana Tabuena-Ruddy, Assistant Director & Chief Sustainability Officer of City of Los Angeles' Bureau of Street Services.

Dr. Futernick discussed the impact of extreme heat on human health. He reviewed the shifts of northern hemisphere summer temperatures and the physiological reactions to extreme heat. He stated that there were more deaths related to heat waves than all other extreme events combined. He provided an overview of heat exhaustion versus heat stroke and classic versus exertional risk factors. Lastly, he discussed shade and other extreme heat interventions.

Ms. Tabuena-Ruddy provided a brief overview of the equitable cooling strategies for Los Angeles neighborhoods. She stated there were 181 lane miles of cool paving, 617 street segments, and 5,600 trees planted. She discussed the efficiency of using trees or cool pavement, and which option would

be best. She stated there was a 10-step process for local decisions that were focused on outcomes, equity, and feasibility and provided an explanation of each step. Lastly, she discussed what was learned while implementing the 10-steps.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

CHAIR'S REPORT

Chair Denison stated that the Transportation Committee meeting would be reviewing a recommendation from SCAG for disbursement of \$1.25 billion in Federal Fiscal Year 2026-27 and 2027-28 Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funding. He indicated that if approved, these funding recommendations will be presented to the Regional Council in December for approval. Upon Regional Council approval, he noted the project sponsors could proceed to program their projects into the Federal Transportation Improvement Program (FTIP) and begin the obligation process. He stated that the 2025 Southern California Economic Update would take place during the SCAG Joint Policy Committees meeting on December 4 at 9:30 a.m. and the presentation would feature SCAG's annual economic report and analysis from SCAG's Economic Roundtable and would be followed by an in-depth discussion about the state of the economy moderated by former Los Angeles Mayor Eric Garcetti.

STAFF REPORT

Ivette Macias, Senior Government Affairs Officer, announced that SCAG had launched the Future Leaders Initiative, a new six-month civic leadership pilot program for young Southern Californians interested in learning how regional and local governments collaborate for long-term change. She stated that the application process for the Future Leaders Initiative was open now through November 25 and that individuals between 18-26 who live in one of the six-county in the SCAG region were invited to apply.

ANNOUNCEMENT

There were no announcements.

ADJOURNMENT

There being no further business, Chair Denison adjourned the Energy and Environment Committee meeting at 10:42 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT																
2025-2026																
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun	Total Mtgs Attended To Date	
Beltran, Ana	Westmoreland, ICTC	1	D A R K		0		0								1	
Bishop, Art	Apple Valley, SBCTA	1			0		1								2	
Brotman, Daniel	Glendale, RC District 42				1		0								1	
Cardenas-Singh, Martha	Imperial County				1		1								2	
Clark, Margaret	Rosemead, RC District 32	1			1		1								3	
Copeland, Robert	Signal Hill, GCCOG	0			0		1								1	
Crosswhite, Jenny	Santa Paula, RC District 47	1			1		1								3	
Davis, Ned	Westlake Village, LVMCOG	1			1		1								3	
Denison, Rick	Yucca Valley, RC District 11	1			1		1								3	
Hernandez, Carmen	Barstow, SBCTA	1			1		1								3	
Horne, Shari	Laguna Woods, OCCOG	1			1		1								3	
Huff, Britt	Rolling Hills Estates, SCBCOG	1			0		1								2	
Johsz, Brian	Chino Hills, SBCTA	1			0		1								2	
Kalmick, Joe	Seal Beach, RC District 20	1			1		1								3	
Leash, Steven	Cahuilla Band of Indians	0			0		0								0	
Litster, Elaine	Simi Valley, VCOG	1			1		0								2	
Lock Dawson, Patricia	Riverside, District 68	0			0		0								0	
Lopez, Vianey	Ventura County	1			1		1								3	
McMorrin, Yasmine-Imani	Culver City, WCCOG	1			1		1								3	
Moss, Cory	City of Industry, Pres. Apt	0			0		1								1	
Ramos, Daniel	Adelanto, SBCTA	1			1		1								3	
Sanchez-Palacios, Jeanette	Ventura, VCOG	0			0		0								0	
Saro, Suely	Long Beach, RC District 29	0			0		1								1	
Senecal, Patty	Seal Beach, OCCOG	1			0		0								1	
Stark, Jennifer	Claremont, SGVCOG	1			1		1								3	
Taj, Ali	Artesia, Pres. Apt	1			0		1								2	
Takahashi, Tamala	Burbank, SFVCOG	1			1		1								3	
Traut, Connor	Buena Park, OCCOG	1			1		1								3	
Virgen, Stephanie	Coachella, CVAG	0			1		1								2	
Welty, Dale	Canyon Lake, WRCOG	1			1		1								3	



AGENDA ITEM 2

REPORT

Southern California Association of Governments
February 5, 2026

To: EEC - Energy and Environment Committee
From: Ryan Wolfe, Department Manager
213-630-1527, wolfe@scag.ca.gov
Subject: EEC Outlook and Future Agenda Items

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

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. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024. Following adoption of Connect SoCal 2024, staff developed a 12-month EEC Outlook to carry forward the policy priorities and Implementation Strategies of Connect SoCal 2024. For FY2026, the EEC Outlook reflects outcomes of the 2025 Executive Administration Committee (EAC) Retreat and discussions with the EEC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item and can be pulled by the Chair for discussion at the request of members for input and modifications.

BACKGROUND:

The work of the Southern California Association of Governments (SCAG) and the leadership from the agency's Policy Committees and Regional Council is driven by SCAG's legally mandated duties as a Metropolitan Planning Organization (MPO) for Southern California, the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 as well as, the agency Strategic Plan approved by the Executive Administrative Committee on May 1, 2024^{[1](#)}.

Energy and Environment (EEC) Committee Outlook and Framework

The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed.

In addition, as appropriate within the scope of each Policy Committee, the 2026 Presidential Priorities are incorporated in the Outlook.

- Clean Transportation Technology
- Housing Production
- Regional planning in support of the 2028 Olympic & Paralympic Games

The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion, or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the EEC Policy Committee and the considerations noted above.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. February 2025 EEC Agenda Outlook

^[1] SCAG 2024 Strategic Plan: <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2497&Inline=True>

Energy and Environment Committee

The Energy & Environment Committee (EEC) shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters, which pertain to the regional issues of energy and the environment. EEC shall also be responsible for reviewing and providing policy recommendations to the Regional Council on matters pertaining to environmental compliance.

EEC Committee Agenda Outlook for FY2026

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items
Sept	<ul style="list-style-type: none"> Natural and Agricultural Lands Study Overview Ecosystem Services Connect SoCal: Subregional SCS Strategy Framework Innovative Clean Transit Study*
Oct	No Meetings
Nov	<ul style="list-style-type: none"> Panel: Planning for Extreme Heat Green Stormwater Infrastructure Connect SoCal Implementation Strategies
Dec	Joint Policy Committee Meeting: Economic Update
Jan	No Meetings
Feb	<ul style="list-style-type: none"> Vehicle-to-Grid Technologies* Moved to June Nature-Based Strategies: Flooding Innovative Clean Transit Update Connect SoCal: Vision and Goals Review

*Presidential Priorities

•Clean Transportation Technology

EEC Committee Agenda Outlook for FY2026

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items
Mar	<ul style="list-style-type: none">• Resilient Utility Infrastructure• Regional Resilience Toolkit Overview• Integrating Resilience into Capital Improvement Plans
Apr	Joint Policy Committee Meeting: Connect SoCal Policy Framework
May	General Assembly
Jun	<ul style="list-style-type: none">• Climate finance tools• Vehicle-to-Grid Technologies* <i>Moved from February</i>• Artificial Intelligence/Data Centers: The Water Energy Nexus

*Presidential Priorities
•Clean Transportation Technology



AGENDA ITEM 3

REPORT

Southern California Association of Governments
February 5, 2026

To: CEHD - Community, Economic, and Human Development Committee
EEC - Energy and Environment Committee
TC - Transportation Committee

From: Camille Guiriba, Senior Regional Planner
213-236-1809, guiriba@scag.ca.gov

Subject: Connect SoCal 2050: Process Preview

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION FOR CEHD, EEC, AND TC:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

Every four years, SCAG must prepare and adopt a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In April 2024, SCAG's Regional Council approved the most recent RTP/SCS, Connect SoCal 2024. The next RTP/SCS, Connect SoCal 2050, is being prepared for adoption by the Regional Council by spring 2028. The purpose of this staff report is to review statutory requirements, outline the process for developing the next RTP/SCS, and highlight major milestones.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development.

What is the RTP/SCS?

The RTP/SCS is a long-range regional plan that builds upon land use and transportation strategies established over several planning cycles and presents the vision for Southern California's future, including policies, strategies, and projects to increase mobility options and achieve a more sustainable regional development pattern. The RTP/SCS charts a path towards a more mobile, sustainable, and prosperous region by strengthening connections between transportation investments and land use planning, and between the people whose collaboration can improve the quality of life for Southern Californians. Developing the RTP/SCS requires several years of data

collection, rigorous technical analysis, robust policy discussions, and substantial stakeholder engagement.

As the Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG must follow specific state and federal requirements in the development of the RTP/SCS to ensure receipt of transportation funding from both state and federal sources:

Regional Transportation Plan (RTP) – federal law requires SCAG to prepare and update a long-range RTP (23 U.S.C. §134 et seq.). The RTP must include, among other things: the identification of transportation facilities such as major roadways, transit, intermodal facilities and connectors that function as an integrated metropolitan system over at least a 20 year forecast period; a financial plan demonstrating how the RTP can be implemented with “reasonably available” resources and additional financial approaches; strategies to improve existing facilities, relieve vehicular congestion, and maximize the safety and mobility of people and goods; and environmental mitigation activities. (23 U.S.C. §134 (i)(2)).

Transportation Conformity Requirements – Pursuant to the federal Clean Air Act, SCAG’s RTP/SCS must meet all federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of Transportation Control Measures, and interagency consultation and public involvement (42 U.S.C. §7401 et seq.).

System Performance Monitoring – Transportation system performance monitoring and reporting became federal mandates with the passage of ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) in 2012, and the ‘FAST Act’ in 2015. SCAG has been a pioneer in the development and use of performance metrics to evaluate progress toward achieving regional goals before MAP-21/FAST Act became law. Starting with the 1998 RTP, SCAG has been using quantitative performance measures to evaluate how the RTP is performing in terms of achieving the plan’s regional goals.

Title VI Analysis – SCAG must comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations and ensures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by SCAG. In addition, as an MPO that receives state funding, SCAG must comply with California Government Code Section 11135, which prohibits discrimination from any program or activity that is conducted, funded directly, or received financial assistance from the state based on race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, and support state goals for transportation, environmental quality, economic growth, and social

equity per the California Transportation Commission 2024 Regional Transportation Plan Guidelines and Caltrans' 2024 RTP Checklist for MPOs.

Sustainable Communities Strategy – California Senate Bill 375, codified in 2008 in Government Code §65080 (b)(2)(B), requires that the RTP includes a Sustainable Communities Strategy (SCS) which can meet regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB). Currently, the targets for the SCAG region are eight percent below 2005 per capita GHG emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035. CARB is statutorily required to adopt updated targets every eight years with the next deadline being the end of 2026. At this time, no draft targets have been proposed. SCAG is closely monitoring the target update process as the outcome can impact our work to fulfill the SCS requirements in this upcoming cycle.

Connect SoCal 2050

SCAG's next RTP/SCS, Connect SoCal 2050 will build from the previous plan (Connect SoCal 2024) adopted by the SCAG Regional Council in April 2024. This will include updates of fundamental data from local jurisdictions and transportation agencies and refinement of strategies and investments based on input from stakeholders and leadership by SCAG's Policy Committees and Regional Council.

The Preliminary Milestones attachment illustrates the work to develop the next Connect SoCal in four phases:

- Foundations and Frameworks (Summer 2025 – Spring 2026): Initiate plan development process and establish plan goals.
- Data Collection and Policy Development (Spring 2026 – Fall 2026): Collect input from local jurisdictions and transportation agencies, conduct research, identify emerging regional trends, and discuss plan policies and strategies with stakeholders.
- Outreach and Analysis (Winter 2027 – Summer 2027): Conduct public workshops, incorporate feedback from outreach activities and analyze data.
- Draft Plan and Adoption (Fall 2027 – Spring 2028): Prepare draft plan for public review and final plan for consideration by the Regional Council for adoption in early 2028.

While the major development steps for the next RTP/SCS are largely known and driven by federal and state regulations, SCAG has discretion over the projects, policies, strategies, and data presented in the plan. SCAG staff will work to identify and present these variables to the Policy Committees and Regional Council. Further discussion with regional stakeholders and decision-makers will be necessary over the next two years in identifying the policy priorities for the region moving forward.

Coordination with 7th cycle RHNA process

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. RHNA quantifies the need

for housing within each jurisdiction during specified planning periods. The 6th cycle RHNA allocation plan which covers the planning period October 2021 through October 2029 was adopted by the Regional Council in March 2021. SCAG staff will be starting the 7th cycle RHNA process this year and it is expected to conclude after adoption of Connect SoCal 2050. Per recent legislation, the RHNA process is beginning one year earlier with SCAG receiving the Regional Housing Needs Determination from the California Department of Housing and Community Development by fall this year. Staff are developing a RHNA schedule with consideration for coordination between RHNA and Connect SoCal processes and will share the schedule with the Regional Council at an upcoming meeting.

NEXT STEPS:

At the March 2026 Policy Committees, staff will review the Vision, Goals, and Regional Planning Policies as adopted in Connect SoCal 2024 and speak to new plan development elements that are being incorporated into Connect SoCal 2050.

FISCAL IMPACT:

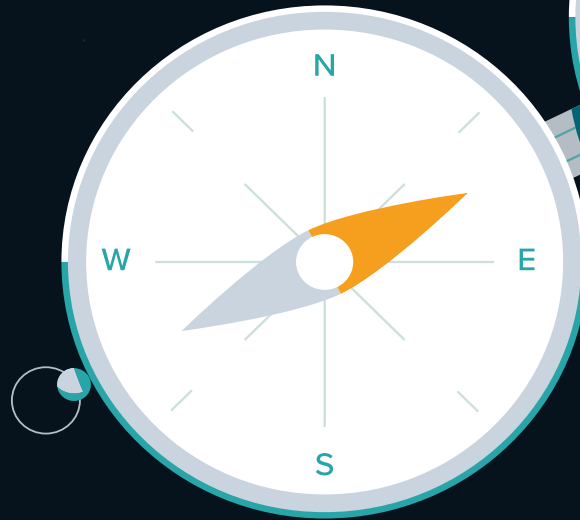
No fiscal impact.

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal Process Preview
2. Connect SoCal 2050 Preliminary Milestones

Connect SoCal 2050: Process Preview

February 5, 2026



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

1

REGIONAL TRANSPORTATION PLAN

SUSTAINABLE COMMUNITIES STRATEGY



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

The RTP/SCS must...



Be updated every 4 years to maintain eligibility for Federal funding



Be financially constrained (costs = revenues)



Be developed in consultation with key stakeholders and the public



Demonstrate transportation conformity



Be long-range: 20+ years into the future



Achieve GHG reduction targets

The RTP/SCS includes...



Vision, goals, and guiding policies



Performance measures



Financial plan



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



List of transportation projects

Summary of Requirements



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

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

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

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

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

Key Challenge: CARB to Update GHG Targets



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





Connect SoCal 2050 Preliminary Milestones*

Foundations & Frameworks			Data Collection & Policy Development			Outreach & Analysis			Draft Plan & Adoption		
2025		2026				2027				2028	
SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING
	Subregional SCS Framework & Guidelines	Public Participation Plan Preliminary Regional and County Growth Projections	RTP/SCS Process Framework		Policy Development Framework Program Environmental Impact Report (PEIR): Notice of Preparation	Draft Technical Methodology Local Validation Process Complete		Draft Plan Model Runs	Draft Connect SoCal 2050, Transportation Conformity Determination and PEIR	Final Plan Model Runs	Final Connect SoCal 2050, Transportation Conformity Determination and PEIR
Model Improvements											
		Connect SoCal Futures									
			Draft Plan Policy Discussions								
			Local Data Exchange Process								
			Project List Solicitation								
						Public Workshops					
									Public Comment Period		

Milestones Color Key:

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

Bold = Action Item

* Draft - Subject to Change



Next Month

- March 2026 Policy Committees
 - Review Vision, Goals and Regional Planning Policies from Connect SoCal 2024
 - New plan development elements

THANK YOU!

For more information, contact:

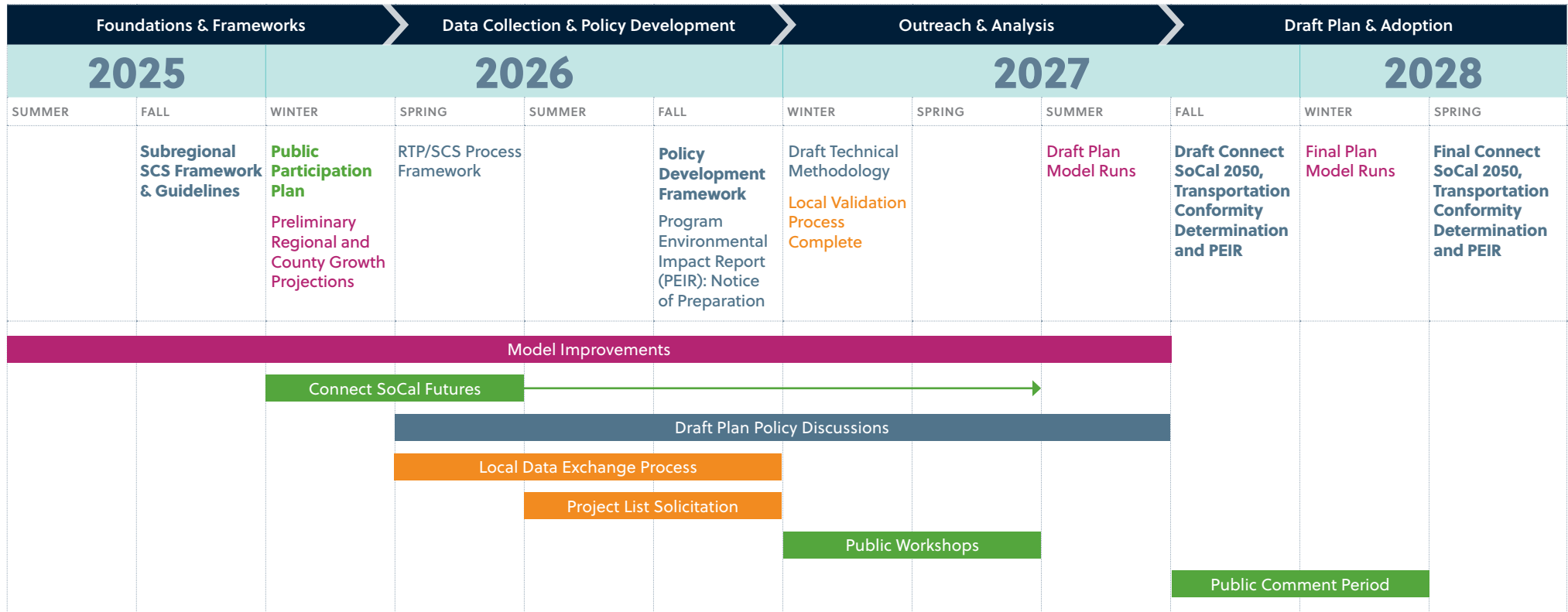
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The Southern California Association
of Governments' 2024-2050
Regional Transportation Plan/
Sustainable Communities Strategy



Connect SoCal 2050 Preliminary Milestones*



Milestones Color Key:

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

Bold = Action Item

* Draft - Subject to Change



AGENDA ITEM 4

REPORT

Southern California Association of Governments

February 5, 2026

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

From: Priscilla Freduah-Agyemang, Senior Regional Planner
213-236-1073, agyemang@scag.ca.gov

Subject: Innovative Clean Transit Regional Assessment Study Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

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 is assessing the efforts of the region's transit operators to develop and implement the ZEB Rollout Plans and evaluating 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 updates on stakeholder engagement and key findings from the existing conditions research.

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 requires transit agencies to publish ZEB Rollout Plans, and has purchase requirements for transit agencies of different sizes by year.

INNOVATIVE CLEAN TRANSIT REGIONAL ASSESSMENT STUDY

SCAG's Innovative Clean Transit Regional Assessment Study (Study) is meant to support the region in its efforts to transition to ZEBs by 2040 by assessing the efforts of the region's transit operators to develop and implement ZEB Rollout Plans, evaluating 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. More information on the Study is available on the SCAG [website](#). Since the last update to the SCAG policy committees in September 2025, the project team has conducted stakeholder engagement and an analysis of the existing conditions of ZEB in the region. This staff report provides an update on the stakeholder engagement efforts and provides a summary of the key findings from the existing conditions research.

STAKEHOLDER ENGAGEMENT

Since the last update to the SCAG policy committees, the project team provided regular updates on Study background and preliminary findings of the existing conditions research to the Regional Transit Technical Advisory Committee (RTTAC). The RTTAC shared feedback on what the Study should continue to focus on. The project team also conducted targeted outreach through surveys and one-on-one meetings. Surveys were shared with the transit agencies, bus manufacturers, bus manufacturers, charging infrastructure manufacturers, and utility providers to seek input on the challenges, opportunities, and experiences related to zero-emissions bus deployment. The survey also requested interested stakeholders to sign up for one-on-one interviews. The project team received responses from the 12 transit agencies who opted to participate in the one-on-one interviews. In addition to the transit agencies, the project team also interviewed one infrastructure provider who shared insights on the landscape and some of the challenges they currently face in the ZEB market. Feedback from the survey and targeted outreach (one-on-one interviews) will help shape the implementation action plan and the final report.

PRELIMINARY FINDINGS – EXISTING CONDITIONS

The project team conducted a comprehensive assessment of the current status of ZEB deployment, infrastructure, policies, funding programs, and workforce development across the SCAG region.

Zero Emission Bus Rollout Plans

As shared in the previous update to SCAG policy committees, the ICT regulation requires all large and small transit agencies in California to submit a complete ZEB Rollout Plan (Rollout Plan) by 2020 and 2023, respectively. The Rollout Plan should be approved by its governing body, showing how it plans to achieve a full transition to ZEBs. Generally, the plan should be living documents and lay out careful planning to identify types of ZEB technologies and ensure the synchronization of vehicle procurement, infrastructure build out, working training, potential funding sources and start-up and scale-up challenges.

The primary sources of Rollout Plan information include CARB's official website, direct email communications from CARB, and postings on individual transit agency websites. CARB maintains a public webpage with Rollout Plans, which was most recently updated in July 2025. In addition, CARB has distributed six (6) Rollout Plans via email for smaller agencies that do not have their plans posted online. In some cases, smaller agencies publish their Rollout Plans only on their own websites, and these may not appear on CARB's webpage. Currently, 49 transit agencies in SCAG region have their ZEB Rollout Plan accessible through CARB's webpage, email exchange, or the agencies' own website. Although not a transit agency, the San Bernardino County Transportation Authority (SBCTA) adopted its ZEB Rollout Master Plan in 2020. The plan covered four transit agencies, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, City of Needles, and Victor Valley Transit Authority, all of which later developed and submitted their own individual plans in 2023. Though Antelope Valley Transit Authority (AVTA) did not have a Rollout Plan, they officially achieved a 100% ZEB fleet in March 2022.

The Rollout Plan requires each agency to identify a specific ZEB technology pathway, such as battery electric bus (BEB) or hydrogen fuel cell electric bus (FCEB), which directly guides the planning and development of supporting infrastructure. Among 49 transit agencies with accessible Rollout Plans, more than half of the agencies chose to transition their entire fleet to BEBs, most of which are small agencies, and five agencies chose a full FCEB transition for their fleet. The other transit agencies either have not specified the technology or decided to transition their fleet to a mix of BEBs and FCEBs for reasons like technology readiness for different bus types, and considerations of operational resilience, should either fuel become temporarily unavailable. One example is the Orange County Transportation Authority (OCTA), which plans to conduct pilot projects to test both FCEBs and BEBs to inform their final decision and long-term ZEB strategy. Similarly, some transit agencies have not yet selected a preferred technology pathway at the time of writing.

ZEB Deployment

By 2024, California had deployed over 1,300 ZEBs statewide. The SCAG region, which accounts for half of the state's transit fleet, grew its ZEB count from 302 in 2021 to 600 in 2024, with battery-electric buses (BEBs) making up the majority of deployments. The number of BEBs nearly doubled from 271 in 2021 to 536 in 2024. While the absolute number of FCEBs is lower than BEBs, it also more than doubled from 31 in 2021 to 64 in 2024. The growing number of ZEBs in the SCAG region reflects the increasing focus on transitioning to a low-carbon transit bus system. It also reflects the public transit agencies' determination to achieve a full ZEB transition by 2040. Nearly 80% of the ZEBs in the SCAG region are standard buses (typically 35 to 40 ft), commonly used for fixed routes. Another 14% are articulated transit buses, typically 60 ft long and made up of two sections connected by a flexible joint. Approximately 30 ZEBs, about 6% of the total, are over-the-road coaches, double deckers or cutaway, reflecting the limited zero-emission options currently available in these vehicle types.

Based on agency-level data, two transit agencies, Antelope Valley Transit Authority (AVTA) and the City of Artesia, had achieved 100% ZEB fleets by 2023, as shown in **Table 1**. Anaheim Transportation Network (ATN) had reached approximately 56% of ZEB adoption by 2023. With support from a \$3.8 million Federal Transit Administration (FTA) grant to procure additional BEBs, ATN is actively progressing toward a fully ZEB fleet. The Cities of Glendora and South Pasadena also reached over 50% of ZEBs due to their small fleet sizes.

As of 2023, Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Los Angeles Department of Transportation (LADOT) have deployed approximately 40 and 100 ZEBs, respectively. However, given their large fleet sizes (2,299 and 478, respectively), these numbers still represent a relatively small share of total adoption. Other agencies, such as Foothill Transit, Long Beach Transit, SunLine Transit Agency, OCTA, and the City of Santa Monica, each operate around 20 or more ZEBs.

Table 1: Number of ZEBs in SCAG region by bus type in 2023

Transit Agency	Number of ZEBs						Total Buses	% ZEB
	Standard	Articulated	Over-the-Road	Cutaway	Double Decker	Total ZEB		
Anaheim Transportation Network	36	10				46	82	56%
Antelope Valley Transit Authority	65	18	24			107	107	100%
City of Artesia	1					1	1	100%
City of Beaumont				2		2	22	9%
City of Culver City	4					4	57	7%
City of Gardena (GTrans)	6					6	65	9%
City of Glendora	2					2	4	50%

City of Norwalk	6					6	47	13%
City of Santa Monica	19					19	194	10%
City of South Pasadena				2		2	3	67%
Foothill Transit	50				2	52	355	15%
Long Beach Transit	29					29	242	12%
Los Angeles County Metropolitan Transportation Authority		40				40	2,299	2%
Los Angeles Department of Transportation	99		1			100	478	21%
Montebello Bus Lines	3					3	61	5%
Omnitrans	4					4	243	2%
Orange County Transportation Authority	20					20	1,128	2%
Sunline Transit Agency	25					25	85	29%
Victor Valley Transit Authority	12					12	104	12%
Total	381	68	25	4	2	480		

Source: ICT Reporting Tool & Data, CARB (2023)

Infrastructure

The region has more than 700 chargers across 40 sites serving 16 transit agencies, most of which are depot plug (over 90%) in or overhead pantograph systems. The remaining consist of on-route chargers (either overhead or wireless). There are fewer hydrogen fueling stations, with large scale facilities at Foothill Transit, OCTA, and SunLine, and new projects underway in Riverside, Pasadena, Victor Valley, and Gold Coast Transit District. Innovative projects such as Anaheim Transportation Network's solar powered "Charge" hub demonstrate how distributed energy resources can enhance resilience and reduce operating costs. Overall, they may be operational, under development, or only proposed in agency planning documents.

Policy and Funding Programs

Several federal, state, regional and local policies, regulations, and funding programs drive the deployment of ZEBs in the SCAG region, reflecting both regulatory mandates and public health imperatives.

Federal

A range of federal policies, programs, and funding mechanisms are shaping the transition to ZEBs across the U.S. These initiatives provide both regulatory and financial support via tax credits, grants, and infrastructure investments. Together, they create the framework that enables transit agencies to plan, fund, and scale up ZEB adoption.

The EPA Phase 3 Regulations, administered by the U.S.EPA, establish long-term standards that accelerate the adoption of ZEBs. Between 2027 and 2032, progressively stricter greenhouse gas and pollutant standards will apply to medium- and heavy-duty vehicles. In addition, the Heavy-Duty NOx Rule, effective in 2027, sets sharp reductions in NOx emissions from diesel engines. These measures provide regulatory certainty while reinforcing the transition to zero-emission technologies.

The Inflation Reduction Act (IRA), enacted in August 2022, provides major near-term incentives for zero-emission buses and related infrastructure, with specific provisions that allow tax-exempt transit agencies to benefit through direct pay (elective payment) mechanisms.

The Federal Transit Administration (FTA) programs such as the Low-No and Buses & Bus Facilities grants provide direct funding for bus purchases and supporting facilities. In FY2024, more than \$226 million was awarded to 15 projects across California, including four in the SCAG region, to help transit systems transition to low- and zero-emission bus models. The funding awarded to California and the SCAG region over the past five years through this program is summarized in **Table 2**. In FY2025, FTA announced the availability of \$1.5 billion under the Low-No and Buses & Bus Facilities grants. FTA's complementary initiatives include the Transit Workforce Center (TWC), which provides ongoing training and workforce development for ZEB adoption. The Zero Emission Research Opportunity (ZERO) Program, launched in 2016 as a one-time research grant, advanced testing and demonstration of zero-emission bus technologies, with findings that continue to inform FTA programs today. However, it is important to note that a minimum of 25% of FY2025 Low-No funds must go to low-emission (other than zero-emission) projects, representing a significant shift from prior years that prioritized zero-emission technologies. Cost to develop zero-emission transition plans are also no longer eligible under Low-No grant.

Table 2 Funding Projects in the SCAG Region Supported By FTA's Low-No And Buses And Bus Facilities Grants Between 2020 And 2024

FY	California Total	SCAG	Projects
2020	\$17,553,008	\$6,253,255	- Antelope Valley Transit Authority
2021	\$89,556,806	\$41,338,078	- City of Anaheim - City of Cerritos - City of Norwalk - City of Torrance Transit Department - Foothill Transit - Riverside Transit Agency - SunLine Transit Agency
2022	\$236,565,507	\$152,057,196	- City of Gardena - Gold Coast Transit District - Los Angeles County Metropolitan Transportation Authority (LA Metro)

			<ul style="list-style-type: none"> - Omnitrans - Orange County Transportation Authority - Riverside Transit Agency - SunLine Transit Agency
2023	\$181,406,277	\$4,665,165	<ul style="list-style-type: none"> - City of Anaheim - City of Norwalk
2024	\$226,010,303	\$100,344,240	<ul style="list-style-type: none"> - Morongo Basin Transit Authority - City of Commerce Transit - Los Angeles County Metropolitan Transportation Authority (LA Metro) - Omnitrans

Source: Low-No and Bus & Bus Facilities Programs, FTA

The Infrastructure Investment and Jobs Act (IIJA or BIL) invests \$7.5 billion in EV charging nationwide. Its cornerstone, the National Electric Vehicle Infrastructure (NEVI) Program, was updated in August 2025 to streamline requirements by removing the 50-mile spacing mandate.

The National Zero-Emission Freight Corridor Strategy developed jointly by the Department of Energy (DOE), Department of Transportation (DOT), and Environmental Protection Agency (EPA) in 2024, identifies priority freight and transit corridors for deployment of high-capacity charging and hydrogen fueling infrastructure.

The DOE Regional Clean Hydrogen Hubs (H2Hubs) program, managed by DOE, allocates \$7 billion to expand hydrogen production and distribution nationwide. California's ARCHES hub has been selected as one of seven regional hubs, with a mandate to accelerate hydrogen deployment across multiple sectors, including transit. ARCHES has partnered with more than 13 transit agencies statewide⁷ to develop fueling infrastructure and deploy FCEBs. In Southern California, participants include Foothill Transit, Omnitrans, OCTA, and Riverside Transit Agency, all of which are integrating hydrogen fueling into their long-term fleet transition strategies.

State

California has established a comprehensive policy framework to accelerate the transition to zero-emission vehicles (ZEVs), with public transit fleets as a key focus area. This framework combines regulatory mandates, executive orders, and financial incentives that provide clear direction and support for agencies to plan and implement fleet electrification. A major early milestone came with Executive Order N-79-20 (September 2020), which set the statewide goal of 100% zero-emission passenger vehicle sales by 2035 and directed state agencies to develop strategies for transitioning all medium- and heavy-duty vehicles—including transit buses—to ZEVs by 2045. Building on this, Governor Newsom signed Executive Order N-27-25 (June 2025), directing agencies to advance

Advanced Clean Cars III, update state purchasing and planning requirements, and expand strategies to accelerate ZEV deployment across all vehicle classes.

In response, CARB issued its August 2025 Report to the Governor, which provides a statewide action plan for accelerating ZEV adoption. The report emphasizes:

- **Infrastructure and permitting reforms**, including streamlined utility coordination and corridor build-outs, to ensure charging and hydrogen fueling keep pace with fleet transitions.
- **Consumer and fleet confidence measures**, such as stronger durability and warranty requirements for batteries and fuel cell systems, and the potential development of an indirect source rule to cut emissions from freight and transit hubs.
- **Financial continuity**, calling for backfill of federal incentives (e.g., \$45W) as they sunset, and sustained state funding through programs like HVIP, Energize, and LCTOP to reduce capital and infrastructure costs.
- **Equity and access**, ensuring that disadvantaged and overburdened communities benefit from ZEV investments, consistent with California's Justice40 commitments.
- **Fueling cost reduction strategies**, including leveraging the ARCHES hydrogen hub to drive down hydrogen costs and secure long-term supply for transit fleets.

As described earlier, at the heart of California's transit policy is the Innovative Clean Transit (ICT) Regulation, adopted by CARB in 2018. ICT requires all public transit agencies operating buses over 14,000 lbs. to transition to a 100% zero-emission bus (ZEB) fleet by 2040, with purchase requirements phased in based on agency size. Large agencies, such as LA Metro, Foothill Transit, and OCTA, are already deploying substantial ZEB fleets to meet these obligations, while smaller agencies follow a scaled schedule. The ICT regulation remains one of the most influential fleet electrification policies in the U.S., providing a clear and enforceable mandate.

Complementing ICT are other statewide policies that shape the ZEB transition:

- **Advanced Clean Fleets (ACF)**: Originally applied to drayage, high-priority, and public fleets. CARB withdrew its waiver request for high-priority and drayage fleets in 2025. The public fleet provisions remain, but transit agencies are not covered under ACF since they are regulated separately by ICT.
- **Advanced Clean Trucks (ACT)**: Requires manufacturers to sell increasing percentages of ZEVs, culminating in 100% by 2045.
- **Low NOx Omnibus**: Tightens heavy-duty NOx standards beginning with model year 2024.

These regulatory measures are supported by a robust suite of funding and incentive programs.

- **CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)** reduces upfront costs for ZEB purchases, making large-scale deployments financially feasible.

- **CARB’s Low Carbon Fuel Standard (LCFS)** provides an ongoing revenue stream, as agencies generate credits from the use of electricity or hydrogen in operations, which can be sold to offset operating costs.
- **CEC’s EnergIZE program** funds charging and hydrogen fueling infrastructure, with a dedicated Transit Set-Aside lane, currently offering up to \$8 million in incentives through October 2025, to help public transit agencies build charging and hydrogen fueling infrastructure.
- **Caltrans’ Low Carbon Transit Operations Program (LCTOP)** has directed more than \$200 million to transit agencies statewide for the purchase of ZEBs and associated infrastructure. Within the SCAG region, LA Metro, LADOT, OCTA, and the City of Pasadena have received more than \$60 million in funding for ZEB initiatives and related infrastructure.
- **CalSTA’s Transit and Intercity Rail Capital Program (TIRCP)** provides competitive, large-scale capital funding to modernize transit systems, reduce greenhouse gas emissions, and support transformative projects, including the procurement of zero-emission buses and major charging or fueling infrastructure. Over the past seven funding cycles, 14 transit agencies in the SCAG region have secured more than \$300 million from TIRCP to advance zero-emission bus purchases and supporting infrastructure.

Regional and Local

SCAG’s long-range plan, Connect SoCal, includes a long-term vision for a zero-emission transportation future. Out of a total of \$751.7 billion investment through 2050, the plan allocates \$303.3 billion toward transit projects and operations and dedicates \$248.7 billion for transit operations and maintenance. These investments support EV adoption across transit, goods movement, and light-duty sectors. These moves are not just about climate; they are essential for improving regional air quality. The South Coast Air Basin remains in “extreme” nonattainment under the 2015 ozone NAAQS, with a 2037 deadline. CARB’s 2022 SIP Strategy and the South Coast AQMD Air Quality Management Plan (AQMP)⁹ identify needed NOx beyond current measures, highlighting that zero-emission transit and supporting infrastructure are central to meeting these mandates.

SCAG completed work with 18 cities in 2023 to expand EV charging through policy guidance, site analyses, and infrastructure planning. While designed for passenger EVs, these initiatives build the same planning, siting, and utility coordination capacity that transit agencies need for ZEB charging. SCAG’s Clean Transportation Technology Policy & Resolution ([Resolution No.23-654-6](#)) (April 2023) provides the framework, and the companion Clean Technology Compendium which identified transit fleets as a priority for zero-emission deployment, and highlighted infrastructure and operational needs. Alongside SCAG’s EV Charging Station Study, which recommends chargers near transit hubs, these efforts create tools and knowledge that directly help local agencies prepare for ZEB transitions, consistent with Connect SoCal goals.

Southern California Edison (SCE), the region's largest utility, offers the Charge Ready Transport program to help transit agencies and other fleet operators electrify. The program covers much of the cost for make-ready infrastructure, including design, permitting, and installation of the electrical systems needed to power bus depots and charging equipment. Agencies can select charging solutions that fit their fleet needs, while SCE provides ongoing technical support and coordination with utility upgrades.

Workforce Development

Workforce development is a critical enabler of ZEB transition. At the national level, the Transit Workforce Center (TWC) and Electric Vehicle Infrastructure Training Program (EVITP) provide core training. In California, the Transit Training Consortium (CTTC) offers specialized ZEB courses, while the Zero Emission Bus Resource Alliance (ZEBRA) supports knowledge sharing among more than 80 agencies. In addition, Southern California Zero Emission Transit (SCTET) Forum, ZEV Equity Task Force as well as American Public Transportation Association (APTA) and the Clean Cities program provide resources about workforce training. The Community colleges like San Bernardino Valley College and Santa Ana College are preparing ZEV technicians with state funded programs, and SunLine's West Coast Center for Excellence in Zero-Emission Technology (CoEZET) delivers hands-on hydrogen and electric bus training. Larger agencies are building in-house programs, while smaller agencies rely on manufacturers and external providers.

NEXT STEPS

The project team is in the process of developing the best practices analysis and assessing the challenges and opportunities of ZEB deployment to ascertain the region's readiness overall. This work will inform future development of an implementation action plan and a toolkit for zero emission deployment across the region. SCAG staff will continue to share Study updates with the Transportation Committee, the Energy and Environment Committee, and the Regional Transit Technical Advisory Committee. SCAG staff anticipates the Study will be completed by summer 2026.

FISCAL IMPACT:

Work associated with this item is included in Fiscal Year 2026 Overall Work Program 140.0121.10.

ATTACHMENT(S):

1. PowerPoint Presentation - ICT EEC



SCAG Innovative Clean Transit (ICT) Regional Assessment Study

February 5, 2026

WWW.SCAG.CA.GOV

1

Background

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



2

PROJECT OBJECTIVES & SCOPE

3

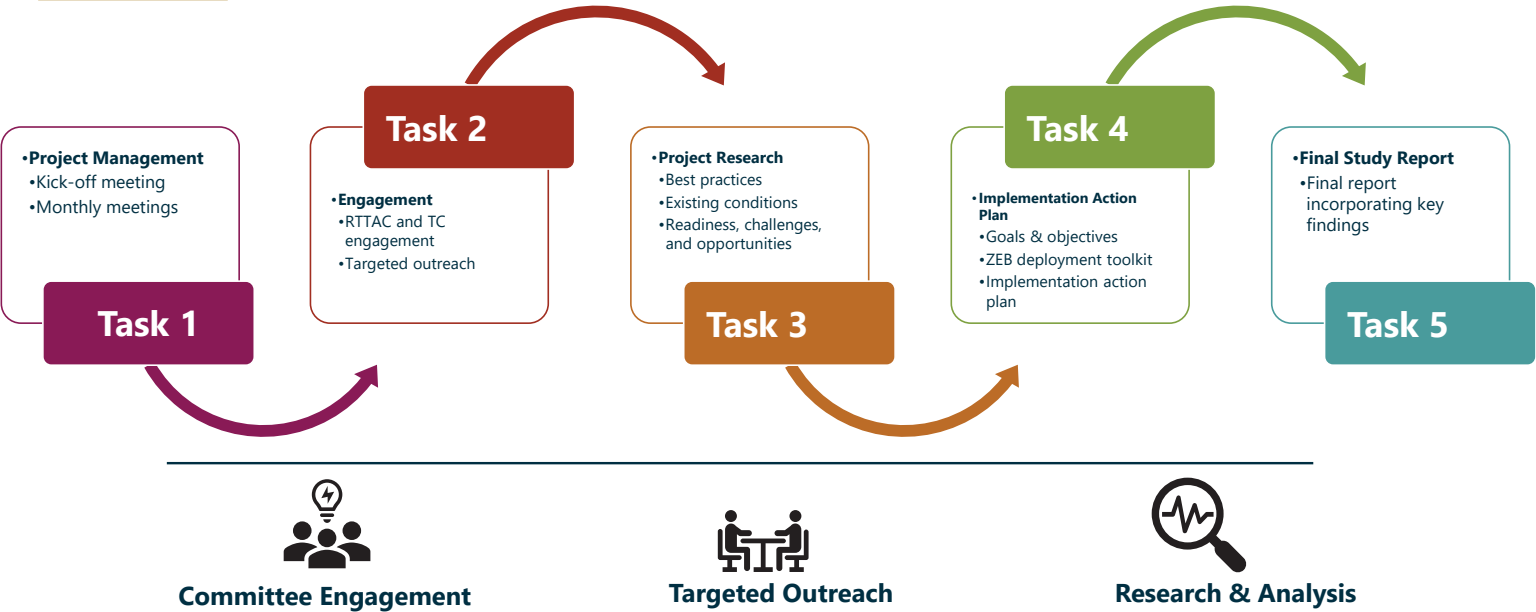
PROJECT OBJECTIVES & SCOPE

Project Primary Objectives

- **Assessing Current Efforts**
 - Ongoing efforts aimed at clean transit solutions
- **Identify Existing Gaps**
 - Identify gaps via existing ZEB rollout plans
 - Explore avenues for improvement and enhancement.
- **Enhancing Coordination Across Agencies**
- **Identifying Opportunities for SCAG's Support**
 - Supporting the transition to clean transit in the region.



Scope of Work

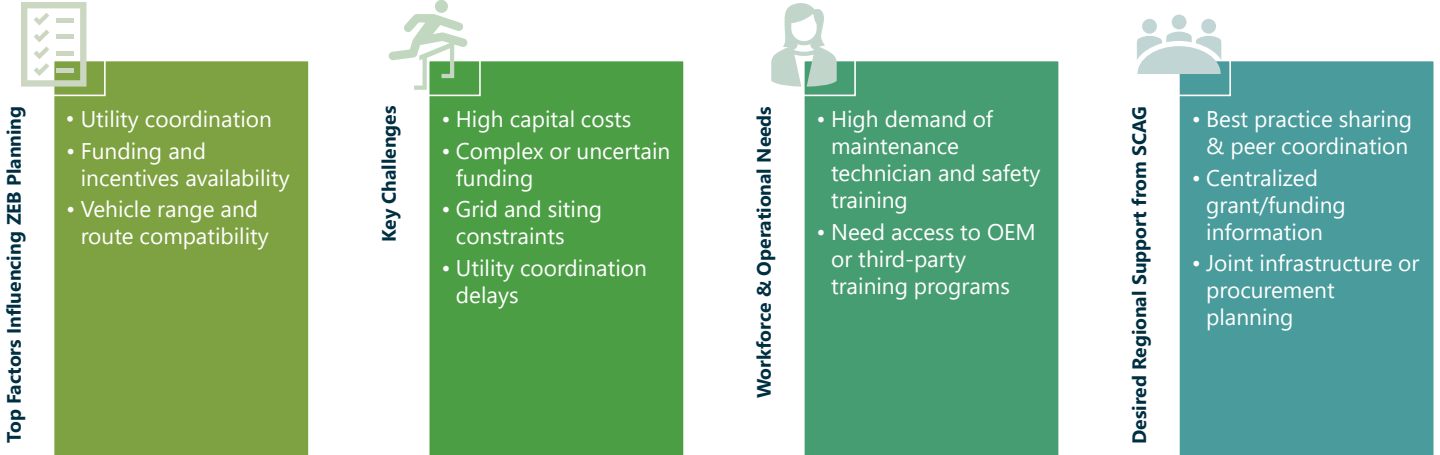


ENGAGEMENT

Targeted Outreach

Survey Summary

- September to November 2025
- Summary of responses received from transit agencies

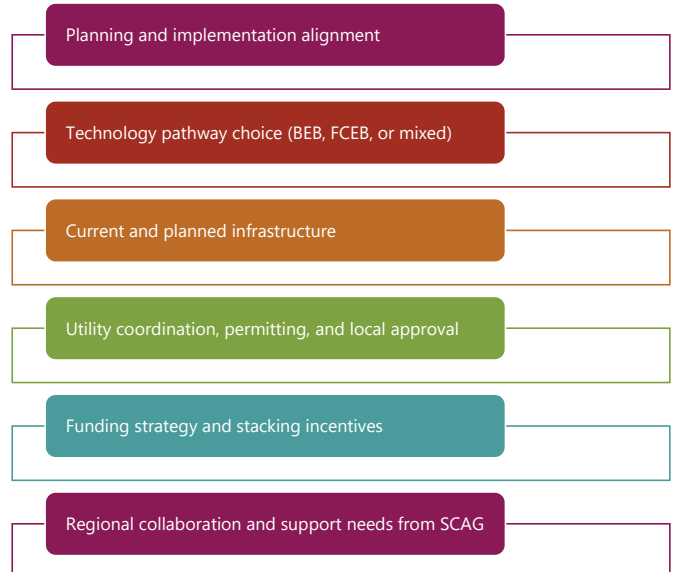


1:1 Interviews

- 13 interviews (12 transit agencies + 1 vendor)



Topics Discussed



Interview Summary



Implementation Status

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



Challenges

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



Opportunities

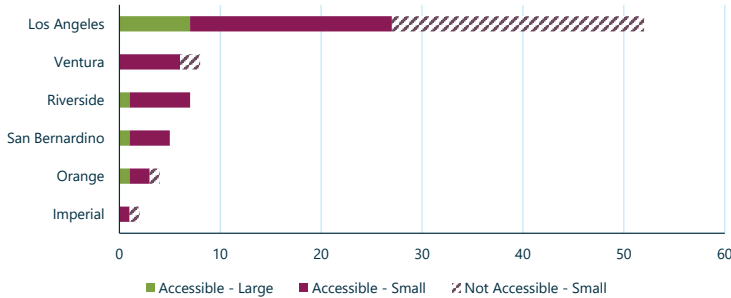
- Funding intelligence and advocacy
- Practical toolkits to reduce soft costs
- Targeted collaboration where feasible

PROJECT RESEARCH

Existing Conditions

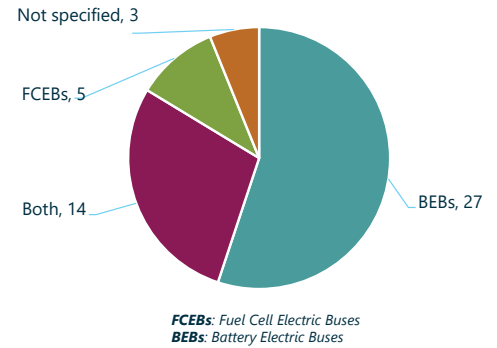
Rollout Plans

Rollout Plan Status



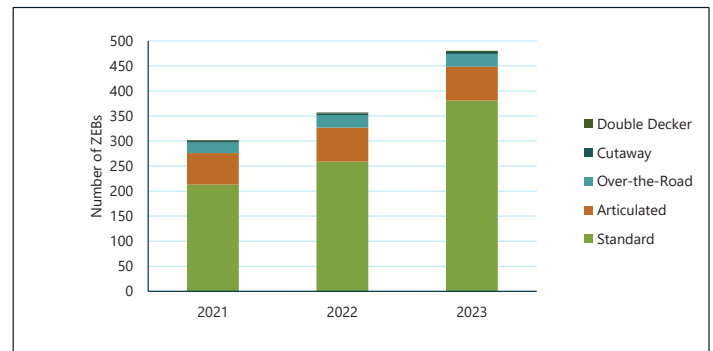
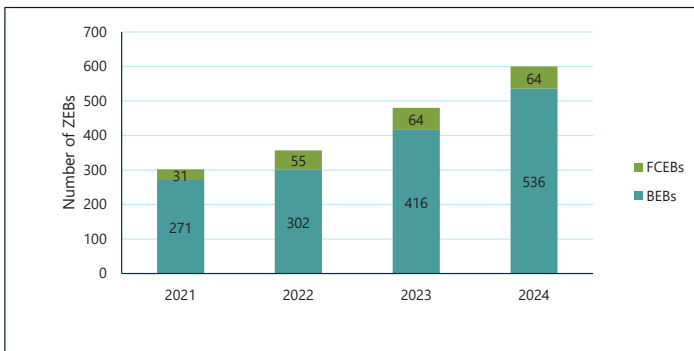
Source: ICT Rollout Plan, CARB

Technology Pathways in Rollout Plans



- Out of **78** Agencies (**10** large and **68** small) in SCAG region:
 - **49** have accessible rollout plans via CARB's website, email communications w/ CARB, or individual agency websites.
 - **27** have committed to BEB pathways, while **5** have opted to follow FCEB pathways; the remaining agencies either did not specify a pathway or are pursuing both technologies

Zero Emission Bus (ZEB) Deployment – Bus Counts



* Data for 2021–2023 is sourced from CARB's ICT reporting, while 2024 data comes from CEC's ZEV dashboard, which only has breakdown of BEBs vs. FCEBs, but not by bus category. The 2024 figures will be updated once CARB releases its ICT 2024 reporting this fall

- ZEBs deployment in the SCAG region (~6,600 buses in total) has increased from **302** in 2021 to **600** in 2024:
 - Between 2021-2024, FCEBs **x2.06**, BEBs **x1.98**
 - Primarily applied to standard and articulated buses, with limited use for cutaways, double-deckers, and over-the-road coaches.

Zero Emission Bus (ZEB) Deployment –Agencies

Transit Agency	Number of ZEBs						Total Buses	% ZEB
	Standard	Articulated	Over-the-Road	Cutaway	Double Decker	Total ZEB		
Anaheim Transportation Network	36	10				46	82	56%
Antelope Valley Transit Authority	65	18	24			107	107	100%
City of Artesia	1					1	1	100%
City of Beaumont				2		2	22	9%
City of Culver City	4					4	57	7%
City of Gardena (GTrans)	6					6	65	9%
City of Glendora	2					2	4	50%
City of Norwalk	6					6	47	13%
City of Santa Monica	19					19	194	10%
City of South Pasadena				2		2	3	67%
Foothill Transit	50				2	52	355	15%
Long Beach Transit	29					29	242	12%
Los Angeles County Metropolitan Transportation Authority		40				40	2,299	2%
Los Angeles Department of Transportation	99		1			100	478	21%
Montebello Bus Lines	3					3	61	5%
Omnitrans	4					4	243	2%
Orange County Transportation Authority	20					20	1,128	2%
Sunline Transit Agency	25					25	85	29%
Victor Valley Transit Authority	12					12	104	12%
Total	381	68	25	4	2	480		

* Note that this list is only about transit agencies who have ZEBs via 2023 ICT reporting; not the full list of all transit agencies in the SCAG region.

Zero Emission Bus (ZEB) Deployment – OEMs

Original Equipment Manufacturers (OEMs)	2021	2022	2023	2024*
BEBs				
BYD	120	137	219	334
New Flyer	63	70	97	92
Proterra	56	43	43	58
Phoenix	1	1	2	N/A
GreenPower	2	2	4	27
Gillig	6	23	25	23
MCI	21	24	24	N/A
Alexander Dennis	2	2	2	2
FCEBs				
Eldorado (ENC)	10	10	10	N/A
New Flyer	21	45	54	64

* Data for 2021–2023 is sourced from CARB's ICT reporting, while 2024 data comes from CEC's ZEV dashboard. The 2024 figures will be updated once CARB releases its ICT 2024 reporting this fall

Charging Infrastructure - Technologies

Depot Plug-in Charging



Depot Overhead Charging



On-Route Overhead Charging



On-Route Wireless Charging

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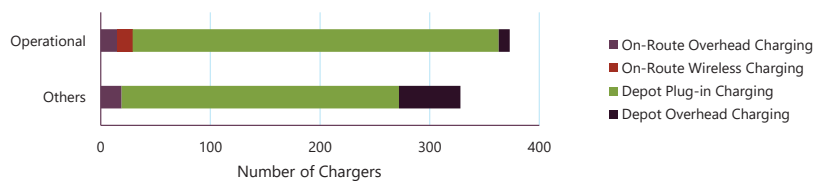
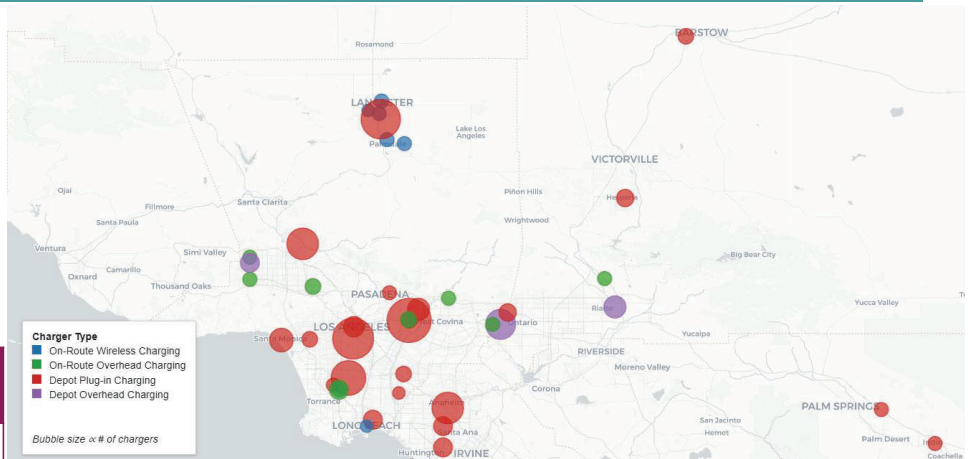
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Charging Infrastructure – Charger Distribution

- Transit agencies do not report charging infrastructure to ICT or other programs
- Challenging to get up-to-date info
- Due diligence per desktop research; Project team will **confirm** with individual agencies

Type of Chargers	Total Number of Chargers
Depot Overhead Charging	66
Depot Plug-in Charging	587
On-Route Overhead Charging	34
On-Route Wireless Charging	14
Grand Total	701

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Charging Infrastructure – Other Advanced Technologies

- **Distributed Energy Resources (DERs)** like solar PV and battery storage support resilience and cut costs.
- **Microgrids** can maintain charging and operations during outages.
- Examples in the SCAG Region:
 - **Anaheim Transportation Network (ATN):** solar powered EV charging hub
 - **Los Angeles Department of Transportation (LADOT):** microgrids (solar+BESS)
 - **City of Gardena (Gtrans):** solar array



ATN



LADOT



Gtrans

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Hydrogen Infrastructure



In Operation



PASADENA
TRANSIT



Under Development

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Existing Policies

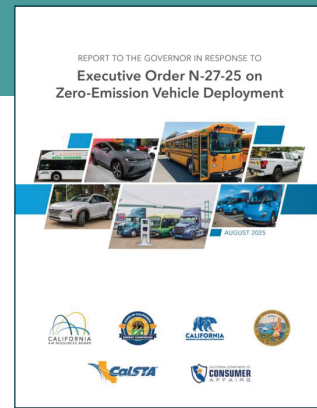
• Policy Mandates

• State:

- **Innovative Clean Transit (ICT)**
- **Executive Order N-79-20 (2020)**
- **Executive Order N-27-25 (2025)**
 - Directing agencies to advance Advanced Clean Cars III,
 - Update state purchasing and planning requirements,
 - Expand strategies to accelerate ZEV deployment across all vehicle classes.

• Regional:

- **Connect SoCal** includes GHG reduction targets and supports the transition to zero-emission transit as a key mobility and environmental strategy.



Funding Programs

• Strategic Funding & Market Signals

• Federal programs

- Bipartisan Infrastructure Law (BIL),
- Inflation Reduction Act (IRA), and
- FTA Low-No & Buses and Bus Facilities grants

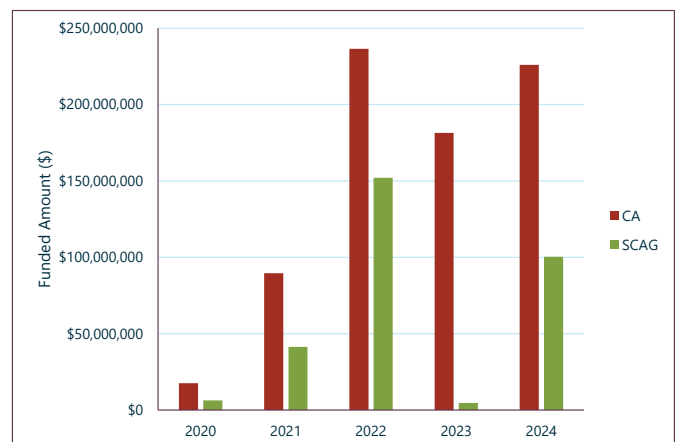
• State programs

- Clean Truck & Bus (HVIP) vouchers,
- Energize program,
- Low Carbon Transit Operations Program (LCTOP),
- Transit & Intercity Rail Capital Program (TIRCP) and
- Low Carbon Fuel Standard (LCFS) credits,

• Region and local levels

- Southern California Edison (SCE)
 - Charge Ready Transport program

FTA's Low-No and Buses & Bus Facilities grants in the SCAG region



Workforce Training

- Transit Workforce Center
- Electric Vehicle Infrastructure Training Program (EVITP)

- New Flyer MCI Academy & Vehicle Innovation Center



- California Transit Training Consortium (CTTC)
- Zero Emission Bus Resource Alliance (ZEBRA)
- Other Resources

- San Bernardino Valley College
- Santa Anna College
- IDEAL ZEV Workforce Pilot Projects

Next Steps

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



THANK YOU!

For more information, please visit:

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



AGENDA ITEM 5

REPORT

Southern California Association of Governments
February 5, 2026

To: EEC - Energy and Environment Committee
From: Ryan Wolfe, Department Manager
213-630-1527, wolfe@scag.ca.gov
Subject: Nature-based Stormwater and Flooding Strategies

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Multi-benefit, nature-based, distributed stormwater solutions play an important role in reducing flood risk and advancing groundwater recharge, water quality, and community co-benefits. These approaches align with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy by supporting integrated land use, infrastructure, and climate adaptation strategies that enhance regional resilience. As Connect SoCal 2024 emphasizes responding to climate change impacts, including more extreme precipitation and water supply challenges, distributed stormwater projects offer scalable, place-based solutions that complement traditional infrastructure investments. To illustrate these concepts in practice, the Los Angeles Department of Water and Power (LADWP) will provide an overview of its Stormwater Plan. The presentation will highlight specific project examples that demonstrate how integrated stormwater management can advance Connect SoCal 2024 goals related to flood risk reduction, local water supply reliability, and equitable, multi-benefit outcomes

BACKGROUND:

Southern California faces increasing flood risk, water supply uncertainty, and environmental stress as climate change intensifies storm events, extends drought cycles, and exacerbates heat and ecosystem impacts. Highly urbanized watersheds, extensive impervious surfaces, and aging drainage infrastructure limit the region's ability to safely convey and manage stormwater, often resulting in localized flooding, water quality impairments, and missed opportunities to capture runoff for beneficial use. At the same time, the region relies heavily on imported water, underscoring the importance of strategies that improve local water supply resilience while reducing flood hazards.

Multi-benefit, nature-based, distributed stormwater solutions offer a critical complement to traditional gray infrastructure by managing runoff closer to where it falls. These approaches—such as green streets, infiltration basins, permeable surfaces, and enhanced parkways and open spaces—can reduce peak flows, mitigate flooding, and recharge groundwater while also improving water quality, urban heat conditions, and neighborhood livability. Because they can be implemented incrementally and across a range of land uses, distributed solutions are particularly well suited to Southern California’s diverse jurisdictions and built-out urban environments.

As agencies throughout the region seek cost-effective and adaptable strategies to address flooding and water supply challenges, distributed stormwater solutions are increasingly recognized as a key component of a resilient regional approach. These strategies require coordination across land use planning, water management, transportation, and public works, as well as partnerships among local, regional, and state entities.

To illustrate examples of how these concepts are being planned and implemented at the Los Angeles Department of Water and Power (LADWP) Conor Mossavi, a Civil Engineering Associate in LADWP’s Watershed Management Group, will provide an overview of its Stormwater Plan and highlight specific examples. Over the last six years he has developed multi-benefit stormwater capture projects and programs, played a pivotal role in securing over \$75 million in grant funding for LADWP’s Stormwater Capture Program, and has been instrumental in the successful implementation of projects through inter-agency coordination and planning efforts. Conor holds a Bachelor’s and Master’s degree in Civil Engineering from UCLA.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. PowerPoint Presentation – LADWP



Water Resources Division Stormwater Capture Program

Presented by **Conor Mossavi**
February 5, 2026

LA's Water Supply Sources



LA's Water Supply Sources

Challenges

- Climate change
- Sensitive ecosystems
- Natural disasters
- Rising costs



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LA's History with Stormwater

Challenges

- Extreme wet weather and flooding
- Stormwater channeled into ocean
- Carries harmful pollutants
- Urbanization reduces aquifer recharge



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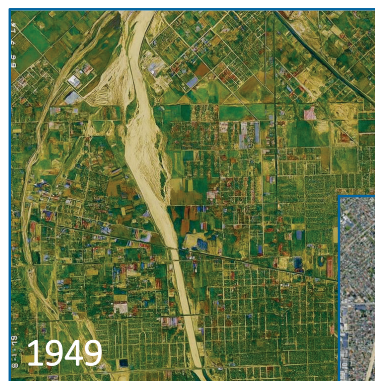
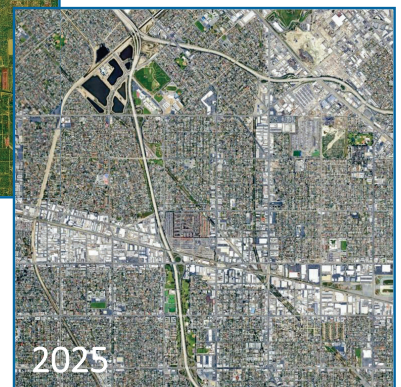


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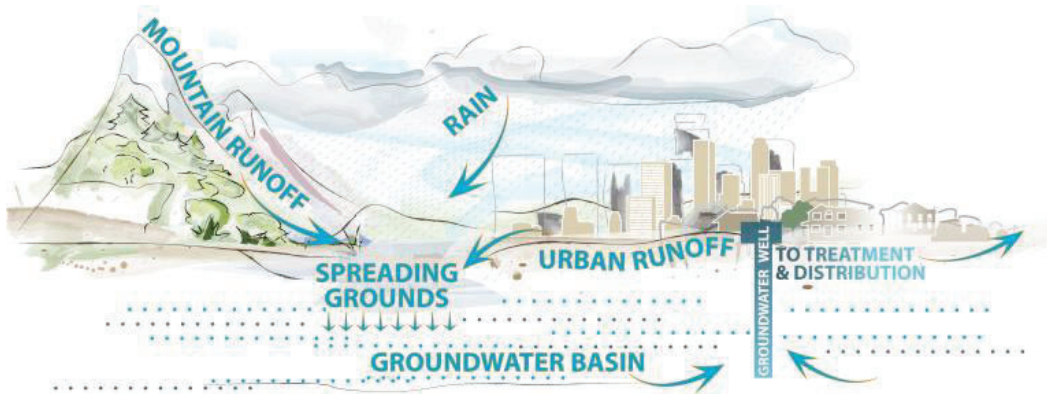
Urbanization
in the San
Fernando Valley



LA's History with Stormwater

Solutions

- Watershed Management Group created in 2008
- Manages Water System's involvement in stormwater issues



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Stormwater Capture Master Plan

- Approved by Board in August 2015
- Stormwater Capture Master Plan goals
 - Quantify stormwater capture potential
 - Identify projects, programs, & policies
 - Prioritize water supply criteria
 - Develop costs/benefits
 - Define timeline and milestones
 - Develop partnerships

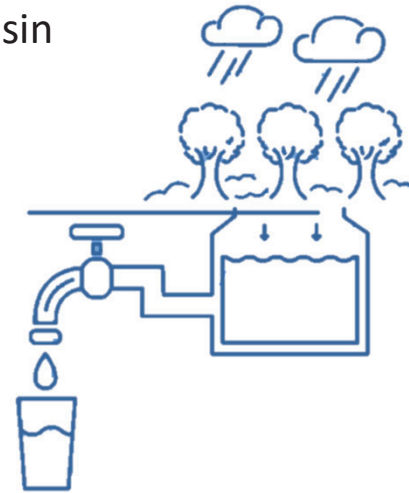


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Maximizing Stormwater Capture

- Recharge the San Fernando Groundwater Basin
- Direct use systems
- Diversion to water reclamation plant
- Leverage funding sources
- Forge new partnerships
- Multi-benefit approach



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Multi-Benefits of Stormwater Capture



8

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Stormwater Capture Classification



Centralized Capture
e.g. spreading grounds



Distributed Capture
e.g. green streets, rain barrels



Incidental Capture
i.e. natural percolation



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Centralized Projects

- Capture > 100 AFY
- Regional benefits
- Highly cost-effective
- Critical partnerships



1 acre-foot = 325,851 gallons
~ 1 football field filled with 1 foot of water



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Centralized Projects

- Capture > 100 AFY
- Regional benefits
- Highly cost-effective
- Critical partnerships

LACFCD: Spreading Grounds



LACFCD: Reservoirs



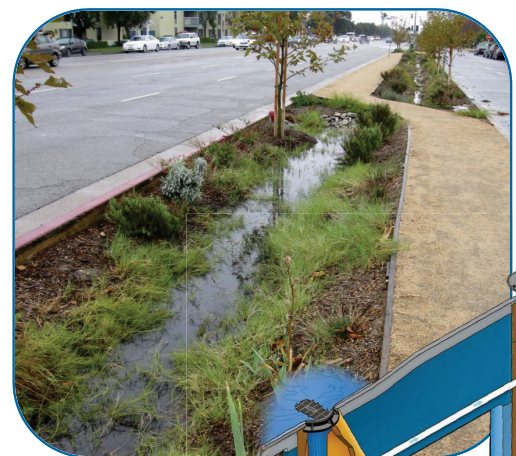
City of San Fernando: San Fernando Regional Park Infiltration Project



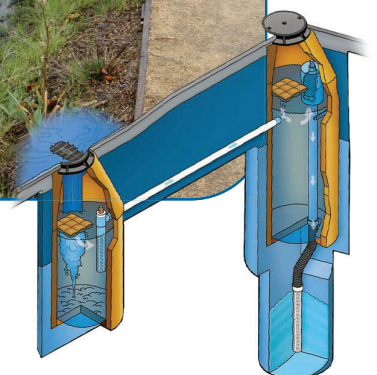
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Distributed Projects

- Capture < 100 AFY
- Green street projects
 - Bioswales, drywells, trees, new pavement
 - Transportation improvements
 - Enhances aesthetics
 - Mitigates flooding
 - Usually within public right-of-way



Woodman Avenue Green Street



Example Drywell System

Image courtesy of Oldcastle Infrastructure



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Completed Distributed Projects

Victory Blvd Green Street



Agnes Ave Green Street



Glenoaks Filmore Green Street



13

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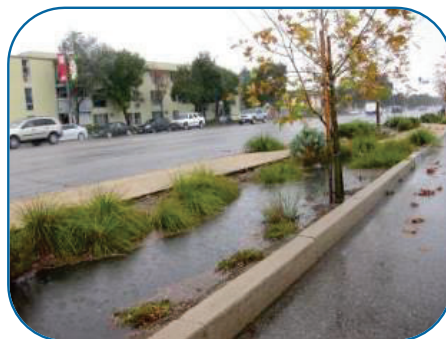
Elmer Ave Neighborhood Retrofit



Laurel Canyon Green Street



Woodman Ave Green Street

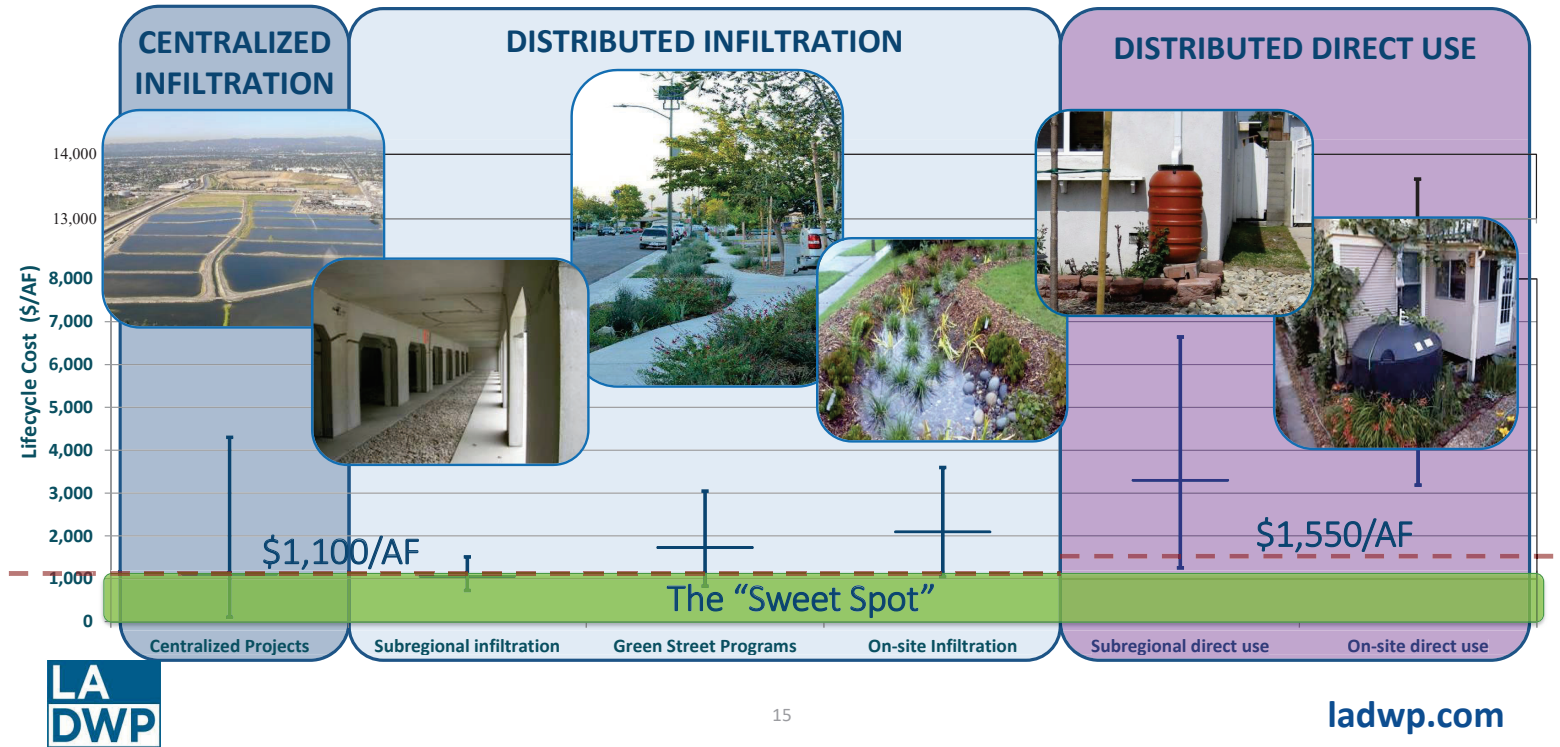


Porter Middle School



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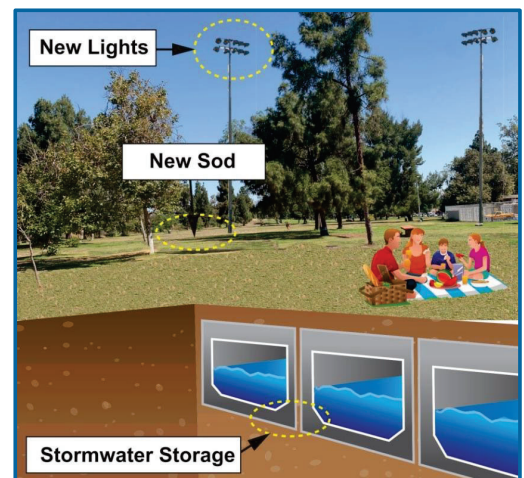
Cost-Benefit



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Measure W – Safe, Clean Water Program

- Passed in November 2018
- Approved by 70% of LA County voters
- Parcel tax of 2.5 cents per sq. ft. of impermeable area
- Generates ~ \$285M annually
- Managed by LA County Flood Control District
- Funds could also be used for O&M



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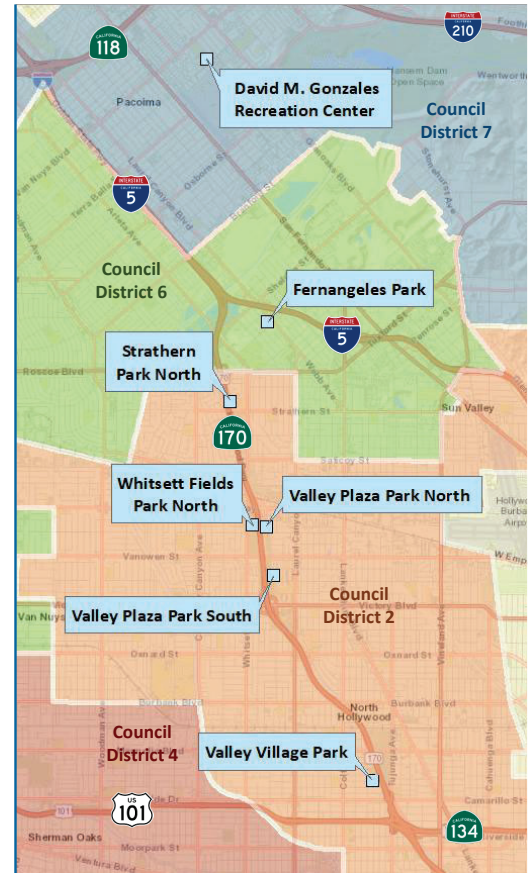
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Stormwater Capture Parks Program

- Stormwater capture projects at 7 parks
- Captures and infiltrates ~ 1,800 AFY
- Improves water quality and flood management
- Enhances park space, recreation, and greening
- Located in disadvantaged communities

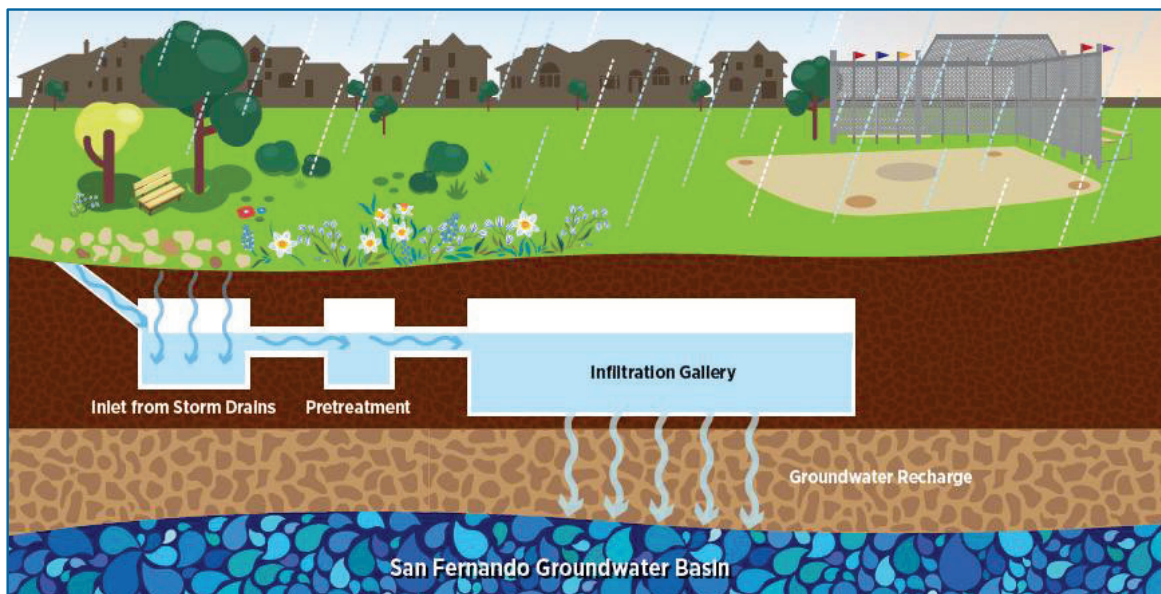


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Stormwater Capture Parks Program

Example Project Cross Section



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Providing clean, reliable water and power and excellent customer service in a safe, environmentally responsible and cost-effective manner.