



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President
Cindy Allen, Long Beach
First Vice President
Ray Marquez, Chino Hills
Second Vice President
Jenny Crosswhite, Santa Paula
Immediate Past President
Curt Hagman
County of San Bernardino

COMMITTEE CHAIRS

Executive/Administration
Cindy Allen, Long Beach
Community, Economic, &
Human Development
David J. Shapiro, Calabasas
Energy & Environment
Rick Denison, Yucca Valley
Transportation
Mike T. Judge, Ventura County
Transportation Commission

MEETING OF THE

TRANSPORTATION 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 - Regional Council 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/82227737082>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 822 2773 7082**

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 Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/82227737082>. 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:** 822 2773 7082, 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 aguilar@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.

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Javier Amezcuia City of Calipatria - City Hall City Council Chambers 125 N Park Avenue Calipatria, CA 92233	Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236	Jonathan Dumitru 1 Mac Arthur Pl #600 Santa Ana, CA 92707	Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232
Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355	Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832
Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805	Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard, 3rd Floor Torrance, CA 90503	Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534
L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730	Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	Zizette Mullins City of Burbank - City Hall 275 E. Olive Avenue, 2nd Floor Burbank, CA 91502
Ara Najarian 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203	Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324	David Ready City of Palm Springs - City Hall 3200 E Tahquitz Canyon Way Palm Springs, CA 92264
Ed Reece City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711	Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582	Asam Sheikh City of Torrance - City Hall 3031 Torrance Boulevard, 3rd Floor Torrance, CA 90503
Ward Smith City of Placentia Council Chambers 401 E. Chapman Avenue Placentia, CA 92870	Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882	Cynthia Sternquist 6131 Camellia Avenue Temple city CA 91780
William "Bill" Uphoff City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717	Michael M. Vargas City of Perris - City Hall 101 N. D Street Perris, CA 92570	Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302



TRANSPORTATION COMMITTEE AGENDA

Zhen Wu

City of San Clemente - City Hall
Community Room/1st Floor
910 Calle Negocio
San Clemente, CA 92673

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

TC - Transportation Committee
Members – February 2026

- 1. Hon. Mike T. Judge**
TC Chair, VCTC
- 2. Hon. Thomas Wong**
TC Vice Chair, Monterey Park, RC District 34
- 3. Hon. Zeel Ahir**
Artesia, GCCOG
- 4. Hon. Javier Amezcuia**
Calipatria, ICTC
- 5. Hon. Adele Andrade-Stadler**
Alhambra, SGVCOG
- 6. Hon. Phil Bacerra**
Santa Ana, Pres. Appt. (Member at Large)
- 7. Hon. Ryan Balius**
Anaheim, RC District 19
- 8. Sup. Kathryn Barger**
Los Angeles County
- 9. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 10. Hon. Austin Bishop**
Palmdale, RC District 43
- 11. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 12. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 13. Hon. Jonathan Dumitru**
Orange, RC District 17
- 14. Hon. J. John Dutrey**
Montclair, RC District 9
- 15. Hon. Bryan Fish**
Culver City, WCCOG
- 16. Hon. Jason Gibbs**
Santa Clarita, NCTC

17. Hon. William Go
Irvine, RC District 14

18. Sup. Curt Hagman
San Bernardino County

19. Hon. Jan C. Harnik
RCTC

20. Hon. Laura Hernandez
Port Hueneme, RC District 45

21. Hon. Lauren Hughes-Leslie
Lancaster, NCTC JPA

22. Hon. Heather Hutt
Los Angeles, RC District 57

23. Hon. Fred Jung
Fullerton, RC District 21

24. Hon. Trish Kelley
TCA Representative

25. Hon. Lauren Kleiman
Newport Beach, RC District 15

26. Hon. Linda Krupa
Hemet, RC District 3

27. Hon. Andrew Lara
Pico Rivera, RC District 31

28. Hon. Carlos Leon
OCTA Representative

29. Hon. Bridgett Lewis
Torrance, Pres. Appt (Member at Large)

30. Hon. Clint Lorimore
Eastvale, RC District 4

31. Hon. Ken Mann
Lancaster, NCTC

32. Hon. Steve Manos
Lake Elsinore, RC District 63

33. Hon. Ray Marquez
Chino Hills, RC District 10

34. Hon. Larry McCallon
Air District Representative

35. Hon. Marsha McLean
Santa Clarita, RC District 67

36. Hon. Tim McOske
Los Angeles, RC District 62

37. Hon. L. Dennis Michael
Rancho Cucamonga, SBCTA

38. Hon. Linda Molina
Calimesa, Pres. Appt. (Member at Large)

39. Hon. Carol Moore
Laguna Woods, OCCOG

40. Hon. Zizette Mullins
Burbank, AVCJPA

41. Hon. Juan Muñoz-Guevara
Lynwood, GCCOG

42. Hon. Ara Najarian
Glendale, SFVCOG

43. Hon. Frank Navarro
Colton, RC District 6

44. Hon. Nikki Perez
Burbank, RC District 42

45. Hon. David Ready
Palm Springs, CVAG

46. Hon. Gil Rebollar
Brawley, RC District 1

47. Hon. Ed Reece
Claremont, SGVCOG

48. Hon. Marlon Regisford
Caltrans, District 7, Ex-Officio Non-Voting Member

49. Hon. Gabriel Reyes
Adelanto, Pres. Appt. (Member at Large)

50. Hon. Crystal Ruiz
San Jacinto, WRCOG

51. Hon. Ali Saleh
Bell, RC District 27

52. Hon. Steve Sanchez
La Quinta, RC District 66

53. Hon. Tim Sandoval
Pomona, RC District 38

54. Hon. Zak Schwank
Temecula, RC District 5

55. Hon. Emma Sharif
Compton, RC District 26

56. Hon. Asam Sheikh
Torrance, SBCCOG

57. Hon. Marty Simonoff
Brea, RC District 22

58. Hon. Jeremy Smith
Canyon Lake, Pres. Appt. (Member at Large)

59. Hon. Ward Smith
Placentia, OCCOG

60. Sup. Hilda Solis
Los Angeles County

61. Hon. Wes Speake
Corona, WRCOG

62. Sup. Karen Spiegel
Riverside County

63. Hon. Cynthia Sternquist
Temple City, SGVCOG

64. Hon. Butch Twining
Huntington Beach, RC District 64

65. Hon. Steve Tye
Diamond Bar, RC District 37

66. Hon. William Uphoff
Lomita, SBCCOG

67. Hon. Michael Vargas
Perris, Pres. Appt. (Member at Large)

68. Hon. Scott Voigts
Lake Forest, OCCOG

69. Sup. Donald Wagner
Orange County

70. Hon. Colleen Wallace
Banning, WRCOG

71. Hon. Alan Wapner
SBCTA

72. Hon. Alicia Weintraub
Calabasas, LVMCOG

73. Hon. Zhen Wu
San Clemente, OCCOG

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room

Los Angeles, CA 90017

Thursday, February 5, 2026

9:30 AM

The Transportation 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 Mike T. Judge, 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 12
2. Regional Transportation Safety Targets for 2026	PG 20

Receive and File

3. Transportation Committee Outlook and Future Agenda Items	PG 31
4. CalSTA Transit Transformation Task Force Update	PG 34
5. Innovative Clean Transit Regional Assessment Study Update	PG 39

ACTION ITEM

6. Approval of Federal Highway Administration (FHWA) Programming Procedures	PG 61
<i>(Warren Whiteaker, Department Manager, SCAG)</i>	

RECOMMENDATION:

Recommend that the Regional Council approve the Programming Procedures for FHWA-Administered Federal Funding.

INFORMATION ITEM

7. Metrolink Update <i>(Darren Kettle, Chief Executive Officer, Metrolink)</i>	20 Mins. PG 76
8. The Road to LA28: A Regional Transportation Demand Management (TDM) Strategy <i>(Courtney Aguirre, Department Manager, SCAG and Michael K. Krouse, President and Chief Executive Officer, GOCAL)</i>	20 Mins. PG 94
9. Connect SoCal 2050: Process Preview <i>(Camille Guiriba, Senior Regional Planner, SCAG)</i>	10 Mins. PG 118

CHAIR'S REPORT

(The Honorable Mike T. Judge, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
February 5, 2026

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, NOVEMBER 6, 2025**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

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

Members Present:

Hon.	Mike T. Judge (Chair)		VCTC
Hon.	Thomas Wong (Vice Chair)	<i>Monterey Park</i>	SGVCOG
Hon.	Phil Bacerra	<i>Orange Count, Pres. Appt.</i>	Member at Large
Hon.	Ryan Balius	<i>Anaheim</i>	District 19
Hon.	Kathryn Barger		Los Angeles County
Hon.	Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon.	John Dutrey	<i>Montclair</i>	District 9
Hon.	Bryan Fish	<i>Culver City</i>	WSCCOG
Hon.	John Gabbard	<i>Dana Point</i>	District 12
Hon.	Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon.	William Go	<i>Irvine</i>	District 14
Hon.	Curt Hagman		San Bernardino County
Hon.	Jan Harnik		RCTC
Hon.	Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon.	Fred Jung	<i>Fullerton</i>	District 21
Hon.	Trish Kelley		TCA
Hon.	Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon.	Linda Krupa	<i>Hemet</i>	District 3
Hon.	Andrew Lara	<i>Pico Rivera</i>	District 31
Hon.	Carlos Leon		OCTA
Hon.	Ken Mann	<i>Lancaster</i>	NCTC
Hon.	Steve Manos	<i>Lake Elsinore</i>	District 63
Hon.	Ray Marquez	<i>Chino Hills</i>	District 10
Hon.	Larry McCallon		Air District Representative
Hon.	Marsha McLean	<i>Santa Clarita</i>	District 67
Hon.	Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon.	Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG

Hon.	Ara Najarian	<i>Glendale</i>	SFVCOG
Hon.	Frank Navarro	<i>Colton</i>	District 6
Hon.	David Ready	<i>Palm Springs</i>	CVAG
Hon.	Ed Reece	<i>Claremont</i>	SGVCOG
Hon.	Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon.	Ali Saleh	<i>Bell</i>	District 27
Hon.	Steve Sanchez	<i>La Quinta</i>	District 66
Hon.	Tim Sandoval	<i>Pomona</i>	District 38
Hon.	Asam Sheikh	<i>Torrance</i>	SBCCOG
Hon.	Marty Simonoff	<i>Brea</i>	District 22
Hon.	Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon.	Ward Smith	<i>Placentia</i>	OCCOG
Hon.	Wes Speake	<i>Corona</i>	WRCOG
Hon.	Karen Spiegel		Riverside County
Hon.	Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon.	William Uphoff	<i>Lomita</i>	SBCCOG
Hon.	Michael Vargas	<i>Perris, Pres. Appt.</i>	WRCOG
Hon.	Colleen Wallace	<i>Banning</i>	WRCOG
Hon.	Alan Wapner		SBCTA
Hon.	Zhen Wu	<i>San Clemente</i>	OCCOG
Mr.	Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

Members Not Present:

Hon.	Zeel Ahir	<i>Artesia</i>	GCCOG
Hon.	Javier Amezcuia	<i>Calipatria</i>	ICTC
Hon.	Adele Andrade-Stadler	<i>Alhambra</i>	SGVCOG
Hon.	Austin Bishop	<i>Palmdale</i>	District 43
Hon.	Jeanette Burns		Morongo Band of Mission Indians
Hon.	Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon.	Jonathan Dumitru	<i>Orange</i>	District 17
Hon.	Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon.	Heather Hutt	<i>Los Angeles</i>	District 57
Hon.	Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon.	Clint Lorimore	<i>Eastvale</i>	District 4
Hon.	Tim McOsker	<i>Los Angeles</i>	District 62
Hon.	Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon.	Zizette Mullins	<i>Burbank</i>	AVCJPA
Hon.	Nikki Perez	<i>Burbank</i>	District 42
Hon.	Gil Rebollar	<i>Brawley</i>	District 1
Hon.	Gabriel Reyes	<i>Adelanto, Pres. Appt.</i>	Member at Large
Hon.	Zak Schwank	<i>Temecula</i>	District 5
Hon.	Emma Sharif	<i>Compton</i>	District 26
Hon.	Hilda Solis		Los Angeles County

Hon. Edward Twining	<i>Huntington Beach</i>	District 64
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Don Wagner		Orange County

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:30 a.m. Hon. Steve Manos, Lake Elsinore, District 63, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Judge opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for comments on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov.

No members of the public requested to comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – September 4, 2025
2. 2024 Sustainable Communities Program Active Transportation and Safety Amended Guidelines
3. Resolution No. 25-676-2 Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign
4. Resolution No. 25-676-3 Acceptance of FFY26 Office of Traffic Safety Grant Funds to Support the SoCal Transportation Safety Predictive Modeling and Analysis Platform

Receive and File

5. Transportation Committee Outlook and Future Agenda Items
6. CalSTA Transit Transformation Task Force Update

7. REAP 2.0 Program Update

A MOTION was made (Hagman) to approve Consent Calendar item 1 through 4; and Receive and File items 5 through 7. The motion was SECONDED (Gabbard) and passed by the following roll call votes.

AYES: Bacerra, Balius, Barger, Dutrey, Gabbard, Gibbs, Go, Hagman, Harnik, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lara, Mann, Manos, Marquez, McCallon, Moore, Munoz-Guevara, Najarian, Navarro, Reece, Saleh, Sandoval, Sheikh, Simonoff, Smith J., Smith W., Speake, Uphoff, Vargas, Wallace, Wapner, Wong, Wu (37)

NOES: None (0)

ABSTAIN: Wu, item 1 (1)

ACTION ITEM

8. FFY 2026-27 & FFY 2027-28 STBG/CMAQ Award Recommendations

Heidi Busslinger, SCAG staff, reported on the FFY 2026-27 & FFY 2027-28 STBG/CMAQ Award Recommendations. She stated the Congestion Mitigation and Air Quality (CMAQ) funds transportation projects or programs that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for criteria air pollutant. The amount available in this CMAQ funding cycle is \$615 million. The Surface Transportation Block Grant (STBG) Program funds projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. This STBG cycle, \$634 million is available. Ms. Busslinger noted that SCAG in its role as a Metropolitan Planning Organization, is responsible for facilitating STBG/CMAQ funding. She reviewed the call for projects guidelines, milestones and evaluation criteria.

Ms. Busslinger reviewed the project applications received and the requested funding totals. She noted 130 projects are recommended for funding, totaling \$1.2 billion. County level projects and funding were reviewed noting further details are provided in the agenda packet. With committee approval these projects will be forwarded to the Regional Council.

Hector Rodriguez, Access Services, commented in support of approving the funding projects as it will help Access Services continue serving those needing accommodation for the Americans with Disabilities Act.

Hon. Larry McCallon, Air District Representative, commented that shifting this process to the MPOs seems inefficient requiring additional process. Kome Ajise, SCAG Executive Director, responded that SCAG had been deemed out of compliance in the past and compliance requires that the agency conduct the STBG/CMAQ funding process.

Hon. John Gabbard, asked for follow up information regarding the administrative portion. Mr. Ajise responded that it will be provided.

Hon. Trish Kelley, TCA, asked why some projects were only partially funded and how that determination was made. Mr. Ajise responded that one key criterion was to determine if a project could be started within a particular timeframe. He noted that another funding cycle will occur in two years.

A MOTION was made (Hagman) to recommend that the Regional Council: (1) approve the FFY 2026-27 and 2027-28 STBG/CMAQ Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary. The motion was SECONDED (Barger) and passed by the following roll call votes.

AYES: Bacerra, Balias, Barger, Berkson, Dutrey, Gabbard, Gibbs, Go, Hagman, Harnik, Hughes-Leslie, Judge, Jung, Kelley, Kleiman, Krupa, Lara, Leon, Mann, Manos, Marquez, McCallon, McLean, Moore, Munoz-Guevara, Najarian, Navarro, Ready, Reece, Ruiz, Saleh, Sanchez, Sandoval, Sheikh, Simonoff, Smith J., Smith W., Speake, Spiegel, Sternquist, Uphoff, Vargas, Wallace, Wapner, Wong, Wu (46)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

9. Regional Pilot Initiative (RPI) Program Update

Krystal Ayala, SCAG staff, provided an update on the Regional Pilot Initiative (RPI) program. She noted the RPI program was designed to accelerate the region's ability to activate programs from Connect SoCal 2024 and advance state and regional objectives. She reviewed pilot projects including Transportation Data Analysis Technical Assistance Program, E-Bike Lending Library, Open Loop Fare Payment Demonstration and Mobility Hubs Pilots. She reviewed each of the programs noting the Open Loop Fare Payment Demonstration involves station-based validators for an easier rider experience with a look ahead to the 2028 Olympic Games. This initiative is underway and will launch in 2026. Next, she reviewed the E-Bike Lending Library which will install an E-bike hub in the Watts neighborhood allowing community members to check out a bike for local use. This will launch in 2026. This pilot program could be a model to develop similar sites in other communities. The Mobility Hubs program seeks to advance conceptual designs to support implementation of mobility amenities and services. She reviewed next steps for the program.

Hon. Colleen Wallace, Banning, WRCOG, asked about the location of the E-bike hub in Watts. Ms.

Ayalya responded that it will be located in the Nickerson Gardens area but will serve the greater community.

Denise Neil provided a public comment stating she has been active in developing multi use hubs around the Metro E line as well as supporting transit-oriented development. She expressed interest in working together around SCAG developed mobility hub concepts.

10. Connect SoCal 2024: Implementation Strategies Update

There were no public comments on Item No. 10.

Ryan Banuelos, SCAG staff, provided an update on Connect SoCal 2024 Implementation Strategies. Mr. Banuelos reported SCAG's role is mainly policy development, strategy, and funding while other agencies and private organizations, for example, operate transit services, install new bike paths, approve new land uses, or build new housing. He noted in addition to enacting Connect SoCal and assisting the region in advancing key performance measures, SCAG supports its partners through collaboration and policy leadership, federal funding administration, data collection, analysis and research and local technical assistance resources. Mr. Banuelos stated the agenda packet lists milestone progress for 56 implementation strategies. The implementation report is organized around four primary goals of mobility, environment, communities and economy. He next reviewed projects moving forward toward these goals.

METROLINK REPORT

Hon. Marty Simonoff, Brea, District 22, announced Metrolink saw record ridership for the Dodgers parade. All train lines were busy and once fans reached Union Station, they easily transitioned to Metro transit to the event. He noted the system showed it could sufficiently move great numbers of riders daily and capable of meeting needs for the World Cup 2026 and Olympics 2028. Also, the holiday express train will operate on selected days in December promoting a holiday spirit.

Hon. Marsha McLean, Santa Clarita, District 67, commented that each time a Metrolink promotion is offered ridership increases and encouraged greater service frequency for the region. Zhen Wu, San Clemente, OCCOG, asked how the day pass concept has affected ridership. Paul Hubler, Metrolink, responded that the \$15 day pass allows travel throughout the system and has increased ridership. Additionally, the student pass has proven successful in broadening the ridership base.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 10:52 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Ahir, Zeel	Artesia, GCCOG	1						
Amezcuia, Javier	Calipatria, ICTC				1			
Andrade-Stadler, Adele	Alhambra, SGVCOG							
Bacerra, Phil	Orange County, CoC	1			1		1	
Balius, Ryan	Anaheim, District 19	1			1		1	
Barger, Kathryn	Los Angeles County						1	
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1		1	
Burns, Jeanette	Morongo Band of Mission Indians				1			
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1			1			
Dumitru, Jonathan	Orange, RC District 17							
Dutrey, J. John	Montclair, SBCTA	1			1		1	
Brian, Fish	Culver City, WCCOG	1			1		1	
Gabbard, John	Dana Point, District 12	1			1		1	
Gibbs, Jason	Santa Clarita, NCTC	1			1		1	
Go, William	Irvine, District 14				1		1	
Hagman, Curt	San Bernardino County	1			1		1	
Harnik, Jan	RCTC	1			1		1	
Hernandez, Laura	Port Hueneme, RC District 45	1			1			
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1		1	
Hutt, Heather	Los Angeles, RC District 57							
Judge, Mike	VCTC	1			1		1	
Jung, Fred	Fullerton, OCCOG	1			1		1	
Kelley, Trish	TCA Representative	1			1		1	
Kleiman, Lauren	Newport Beach, District 15	1			1		1	
Krupa, Linda	Hemet, RC District 3	1			1		1	
Lara, Andrew	Pico Rivera, Dist 31	1					1	
Leon, Carlos	OCTA	1					1	
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)							
Loa, Richard	Palmdale, NCTC	1						
Lorimore, Clint	Eastvale, RC District 4	1			1			
Mann, Ken	Lancaster, NCTC						1	
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	
Marquez, Ray	Chino Hills, RC District 10	1			1		1	
McCallon, Larry	Air District Representative	1			1		1	

McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1	1	1	
McOsker, Tim	Los Angeles, RC District 62				
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1	1		
Moore, Carol	Laguna Woods, OCCOG	1	1	1	
Mullins, Zizette	Burbank, AVCJPA		1		
Munoz-Guevara, Juan	Lynwood, GCCOG	1	1	1	
Najarian, Ara	Glendale, SFVCOG	1	1	1	
Navarro, Frank	Colton, RC District 6	1	1	1	
Perez, Nikki	Burbank, District 42		1		
Ready, David	Palm Springs, CVAG	1	1	1	
Rebollar, Gil	Brawley, RC District 1	1	1		
Reece, Ed	Claremont, SGVCOG	1	1	1	
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1		1	
Reyes, Gabriel	San Bernardino County CoC		1		
Ruiz, Crystal	Sna Jacinto, WRCOG	1	1	1	
Saleh, Ali	Bell, RC District 27	1	1	1	
Sanchez, Steve	La Quinta, District 66	1	1	1	
Sandoval, Tim	Pomona, RC District 38		1		
Schwank, Zak	Temecula, RC District 5		1		
Sharif, Emma	Compton, District 26		1		
Sheikh, Asam	Torrance, SBCCOG	1		1	
Simonoff, Marty	Brea, RC District 22	1	1	1	
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)		1	1	
Smith, Ward	Placentia, OCCOG	1	1	1	
Solis, Hilda	Los Angeles County				
Speake, Wes	Corona, WRCOG	1	1	1	
Spiegel, Karen	Riverside County	1	1	1	
Sternquist, Cynthia	Temple City, SGVCOG	1	1	1	
Twining, Butch	Huntington Beach, District 64	1	1		
Tye, Steve	Diamond Bar, RC District 37	1	1		
Uphoff, William	Lomita, SBCCOG	1	1	1	
Vargas, Michael	Perris, Pres Apt		1	1	
Voigts, Scott	Lake Forest, OCCOG				
Wagner, Don	Orange County	1	1		
Wallace, Colleen	Banning, WRCOG	1	1	1	
Wapner, Alan	SBCTA	1	1	1	
Wong, Thomas	Montery Park, SGVCOG	1	1	1	
Wu, Zhen	San Clemente, OCCOG	1		1	

To: TC - Transportation Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Michael Gainor, Senior Regional Planner
213-236-1822, gainor@scag.ca.gov



Subject: Regional Transportation Safety Targets for 2026

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG's calendar year 2026 transportation safety targets, which are supportive of the adopted statewide safety targets.

RECOMMENDED ACTION FOR RC:

Adopt SCAG's calendar year 2026 transportation safety targets, which are supportive of the adopted statewide safety targets.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In compliance with federal transportation performance management program provisions, State DOTs and Metropolitan Planning Organizations (MPOs) are required to establish annual targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) released the updated statewide safety performance targets for calendar year 2026 in August 2025 and MPOs are provided 180 days from that date to determine regional safety performance targets. Therefore, SCAG will have until February 28, 2026 to adopt regional safety targets for calendar year 2026.

SCAG staff recommend adopting the regionally specific safety targets as presented in this report, which are supported by SCAG's existing transportation safety modeling capabilities that account for traffic, travel behavior, socioeconomic, and other emergent trends that impact regional safety performance. The recommended regional targets provide the ability for SCAG to accurately monitor ongoing regional transportation safety performance while maintaining consistency with the statewide targets. Since the safety targets are updated annually, SCAG will have the opportunity to revisit and update the regional targets each calendar year.

BACKGROUND:**Safety Performance Management Measures Final Rule**

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization package. State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated by the federally established performance management program to inform statewide and regional transportation planning and programming decision-making and to link investments to performance outcomes. The transportation safety performance measures and targets are intended to facilitate statewide and regional transportation investment decision-making that will provide the greatest possible reduction in fatalities and serious injuries resulting from collisions occurring on the multimodal transportation system.

The following five performance measures for transportation safety were established through federal rulemaking for which annual statewide and regional performance targets are required:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)**
- **Number of serious injuries**
- **Rate of serious injuries per 100 million VMT**
- **Number of non-motorized fatalities and non-motorized serious injuries**

The development of annual performance targets for these five measures requires State DOTs to coordinate with MPOs to assess the number and rate of fatalities and serious injuries occurring on all public roads, regardless of ownership or functional classification. Caltrans established statewide safety targets in August 2025 for calendar year 2026. SCAG has until February 28, 2026 to establish the updated annual regional safety targets.

Caltrans is required to annually update the statewide targets in August of each year. SCAG is then required to adopt targets for the same five safety performance measures within 180 days of Caltrans establishing the statewide targets. SCAG has the option to either agree to support the statewide targets as provided by Caltrans, establish a separate set of safety targets specific to the SCAG region, or use a combination of both approaches.

Safety Performance Evaluation Process

The FHWA Final Rule established the process for State DOTs and MPOs to develop and report safety targets, and the process used by FHWA to assess whether states have made significant progress toward meeting their safety targets. FHWA determines whether significant progress has been made toward achieving the statewide safety targets when at least four of the five targets have either been

met, or the reported outcomes are better than the observed baseline performance. The significant progress determination only applies to the statewide targets, not to the regional targets set by MPOs. If FHWA determines that the state has not made significant progress toward achieving its targets, an HSIP Implementation Plan must be developed by Caltrans to identify a pathway for meeting the targets in subsequent years. Additionally, any flexibility in the use of HSIP funds will be suspended.

The purpose of the HSIP Implementation Plan is to identify tangible actions the State would take in the subsequent federal Fiscal Year to ensure progress will be made toward achievement of the targets. To help ensure improved future transportation safety performance outcomes, SCAG sought opportunities to further enhance coordination with Caltrans on statewide and regional transportation safety activities, including active participation on the Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee.

Statewide Transportation Safety Targets

Starting in 2018, the statewide safety performance targets developed by Caltrans were supportive of 'Toward Zero Deaths, a core objective of California's Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan. The Toward Zero Deaths National Strategy provides a framework for reducing fatalities and serious injuries on all public roads based on the understanding that even one traffic-related fatality is unacceptable. Toward Zero Deaths was launched in 2014, adopting the zero-focused imperative along with a strong commitment to fostering an integrated national transportation safety culture. The guiding principles of the Toward Zero Deaths framework include:

- People make mistakes which may lead to collisions, but no one should be killed or seriously injured on the roadway network because of these mistakes.
- The human body has a limited physical ability to tolerate crash forces.
- Road safety is a shared responsibility of everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened to multiply its collective protective effects so that, if one part fails, the others will still protect people.

Caltrans now uses a trend line approach toward statewide safety performance target setting that extrapolates existing trends in rates of fatalities and serious injuries into the future with the assumption that the impacts of external factors are realized and that planned safety improvements, including development and implementation of local safety plans and the allocation of transportation safety grant funding, are implemented as expected. Caltrans does not currently use a safety model for purposes of target setting since it is challenging to precisely forecast the full impact of safety investments.

The calendar year 2026 statewide targets, reflecting trends based on five-year rolling averages, are as follows:

- Number of fatalities: **3,933.2**
- Rate of fatalities per 100 million VMT: **1.20**
- Number of serious injuries: **16,016.9**
- Rate of serious injuries per 100 million VMT: **5.21**
- Number of non-motorized fatalities and non-motorized serious injuries: **4,402.5**

Regional Safety Target Assessment

To develop the annual regional transportation safety performance targets, SCAG follows three basic steps: 1) Evaluation of existing safety data and trends to determine current regional conditions; 2) Identification of external factors that may impact regional safety performance over the upcoming calendar year; and 3) Estimation of appropriate performance targets based on forecasted fatality and serious injury reductions due to the implementation of regional safety strategies and investments and local safety plans.

Collisions and collision severity are impacted by a variety of factors, some of which are not under the direct control of transportation planning agencies, including vehicle safety features, weather events, and the state of the economy. The two economic variables of unemployment rate and per capita Gross Domestic Product (GDP) growth may account for a significant share of annual variation collision occurrence, as a more vigorous economy typical results in more vehicles on the road. Other external factors include regional population growth; demographic change (for example, an increasing share of older adults); changes in travel mode share; mobility trends and innovations; and the availability of funding for safety-related projects and programs.

While a multitude of external factors may impact regional transportation safety performance, there are still many actions local and regional agencies may take to influence the number and rate of transportation related fatalities and serious injuries, including implementation of safety improvement projects, roadway engineering adaptations, targeted educational and enforcement activities, and ongoing transportation safety performance evaluation.

SCAG is fully supportive of the national 'Toward Zero Deaths' strategy which seeks to achieve annual reductions in roadway fatalities and serious injuries through 2050, at which time the region would be anticipated to experience zero traffic-related fatalities. In February 2021 the SCAG Regional Council passed a resolution adopting a regional safety policy that endorses the Toward Zero Deaths strategy. SCAG provides regular updates on its progress toward achieving regional transportation safety targets, including performance reports provided within the RTP/SCS (Connect SoCal), and in updates to the Federal Transportation Improvement Program (FTIP).

The SCAG region is better situated to take effective safety improvement actions when existing safety conditions are fully understood. In late 2020, SCAG began coordinating with FHWA in the development of a series of predictive models for safety planning and target setting. This effort

resulted in the development of safety target setting modeling capacity that serves to predict fatalities, serious injuries, and non-motorized fatalities and serious injuries in correspondence with federal safety target requirements. The SCAG transportation safety modeling approach accounts for a variety of inputs including such spatially referenced variables as proposed transportation safety improvement projects, land use, population growth, VMT growth, roadway type, and intersection density.

A subset of these factors has been integrated into the SCAG transportation safety model used to support the annual setting of regional safety performance targets. The SCAG model accounts for the following factors:

Vehicle Miles Traveled (VMT)

- Total annual VMT
- Proportion of annual VMT by roadway type (Interstate System, principal arterials, major collectors, and local roadways).

Demographics

- Total population
- Proportion of population aged 65+

Mode Share

- Proportion of the population that commute by various modes: driving alone, carpooling, transit, bicycle, and walking

Socioeconomics

- Median household income
- Total employment
- Unemployment rate
- Gas prices

SCAG developed the draft regional safety targets for calendar year 2026 by forecasting future regional safety performance reflecting both current regional trends and expected safety improvements. For 2026, SCAG forecasts a 2.8 percent annual decrease in fatalities, a three percent annual decrease in serious injuries, and a three percent annual decrease in the combined non-motorized fatalities and serious injuries. The draft regional targets are consistent with 2026 statewide safety objectives.

The proposed SCAG regional targets for calendar year 2026, based on five-year rolling averages, are as follows:

- Number of fatalities: **1,811.6**
- Rate of fatalities per 100 million VMT: **1.11**

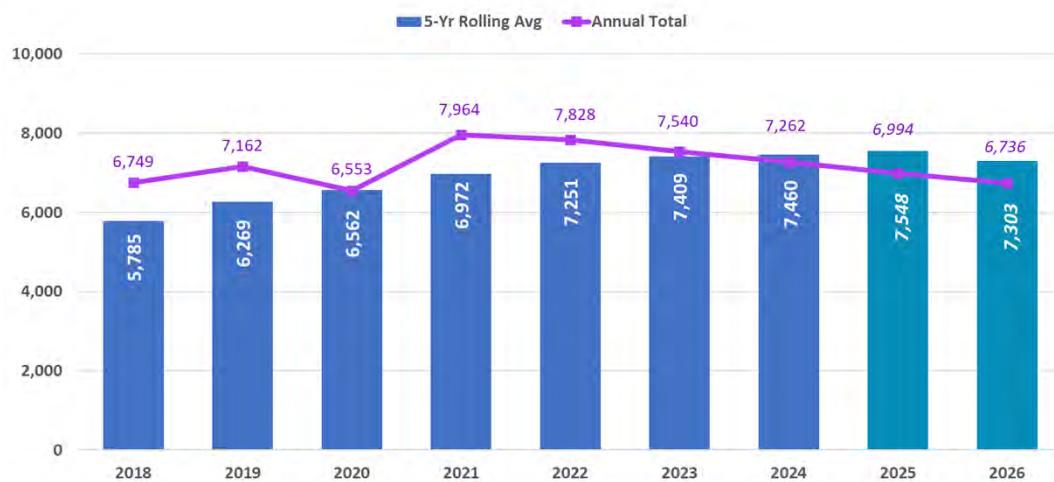
- Number of serious injuries: **7,302.8**
- Rate of serious injuries per 100 million VMT: **4.48**
- Number of non-motorized fatalities & serious injuries: **2,478.2**

The following graphics illustrate safety performance trends in the SCAG region since 2018, with the values shown for 2025 and 2026 being projections.

Regional Safety Trends: Fatalities



Regional Safety Trends: Serious Injuries



Regional Safety Trends: Non-Motorized Fatalities & Serious Injuries



To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants and has implemented a community outreach and advertising campaign, Go Human, which is focused on regional safety, particularly for vulnerable road users. SCAG's current long-range plan, Connect SoCal 2024, provides a framework to assist agencies in the development of local safety plans and strategies.

RECOMMENDATION

As previously indicated, SCAG has the option to support the statewide safety targets set by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. Because of the considerable influence of regionally specific factors on transportation safety performance, SCAG recommends adopting a set of regional targets which are enhanced by our safety modeling capability. This recommendation will allow SCAG to establish regional targets that are feasible for the region while still maintaining consistency with national transportation highway safety objectives and the statewide targets.

For calendar year 2026, SCAG recommends maintaining a long-term aspirational focus toward regional transportation safety, while adopting evidence-based near-term targets. The draft 2026 transportation safety targets for the SCAG region forecast a 2.8 percent annual decrease in fatalities, a three percent annual decrease in serious injuries, and a three percent annual decrease in non-motorized fatalities and serious injuries. Because the targets are updated annually, SCAG will have the opportunity to revisit and update the targets each calendar year.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT(S):

1. Statewide Safety Performance Targets for 2026



2026 Safety Targets



Performance Measure	FY 2026 Target (5-Year Average)	Average Annual Reduction
Number of Fatalities	3,933.2	2.84%
Fatality Rate (per 100M VMT)	1.20	4.61%
Number of Serious Injuries	16,016.9	3.69%
Serious Injury Rate (per 100M VMT)	5.205	3.69%
Number of Non-Motorized Fatalities and Serious Injuries	4,402.5	2.84% (F) 3.69% (SI)

TOWARD ZERO FATALITIES AND SERIOUS INJURIES
DOUBLE DOWN ON WHAT WORKS – SAFE SYSTEM APPROACH – ACCELERATE TECHNOLOGY – INTEGRATE EQUITY

To: TC - Transportation Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov

Subject: Transportation Committee Outlook and Future Agenda Items

A handwritten signature in blue ink that reads "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.

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 TC Outlook to carry forward the policy priorities and Implementation Strategies of Connect SoCal 2024. For FY2026, the TC Outlook reflects outcomes of the 2025 Executive Administration Committee (EAC) Retreat and discussions with the TC 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, 2024¹.

Transportation 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 TC and the considerations noted above.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. TC Outlook for FY26

Transportation 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"> ✓ 2027 Federal Transportation Improvement Program Guidelines ✓ Acceptance of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and Next Steps * ✓ SCAG Last Mile Freight Program – Rebate Program * ✓ Main Streets Corridor Study 	<ul style="list-style-type: none"> ✓ FFY26 OTS Acceptance of Funds ✓ Connect SoCal: Subregional SCS Framework and Guidelines (R&F) ✓ Innovative Clean Transit Regional Assessment Study (R&F) * ✓ Transportation Trends Update (R&F) 	<ul style="list-style-type: none"> ✓ Status Update on Transportation Conformity Challenge (R&F) ✓ DRAFT 2025 Transportation Safety Existing Conditions Report (R&F) ✓ CalSTA Transit Transformations Task Force Update (R&F)
Oct	No Meetings		
Nov	<ul style="list-style-type: none"> ✓ CMAQ/STBG Call for Project Nominations – Award Recommendations • CMAQ/STBG Administrative Policies (delayed) 	<ul style="list-style-type: none"> ✓ Connect SoCal 2024 Implementation Strategies Update 	<ul style="list-style-type: none"> ✓ Regional Pilot Initiatives Update • REAP 2.0 County Transportation Partnership Program Update
Dec	Joint Policy Committee Meeting: Economic Update		

**Presidential Priorities* :

•*Clean Transportation*

•*Regional planning in support of the 2028 Olympic & Paralympic Games*

Transportation Committee Agenda Outlook for FY2026

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

Date	Agenda Items		
Jan	No Meetings		
Feb	<ul style="list-style-type: none"> • The Road to LA28: A Transportation Demand Management Plan Strategy (including presentation by GOCAL) * 	<ul style="list-style-type: none"> • FHWA Programming Procedures • Connect SoCal Vision & Goals Review • Innovative Clean Transit Study Update * 	<ul style="list-style-type: none"> • Metrolink Update • Regional Transportation Safety Targets for 2026
Mar	<ul style="list-style-type: none"> • Connect SoCal 2050 Development Kick-off & RTP/SCS Framework • ATP Cycle 8 Regional Guidelines • Update on Curb Space Management Studies/LACI 	<ul style="list-style-type: none"> • SoCal Airport Access and Mobility Study • Trade Corridor Enhancement Program Update 	<ul style="list-style-type: none"> • Strategic Innovation in Revenue Collection (SIRC) Project Initiation & Updates
April	Joint Policy Committee Meeting: Connect SoCal Framework		
May	General Assembly		
June	<ul style="list-style-type: none"> • Comprehensive Sustainable Regional Freight Study * 	<ul style="list-style-type: none"> • Zero-Emissions Alternative Technology Conveyance System for Freight Study * • Smart Cities Strategic Plan Initiation & Updates * 	<ul style="list-style-type: none"> • Broadband Local Agency Technical Assistance Wrap Up • Big Data Technical Assistance Program Update

**Presidential Priorities* :

•*Clean Transportation*

•*Regional planning in support of the 2028 Olympic & Paralympic Games*

Southern California Association of Governments
February 5, 2026

To: TC - Transportation Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Priscilla Freduah-Agyemang, Senior Regional Planner

213-236-1073, agyemang@scag.ca.gov

Subject: CalSTA Transit Transformation Task Force Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

Senate Bill 125 (SB 125, Chapter 54, Statutes of 2023) was enacted as part of the state's transportation budget to address urgent transit funding needs and help agencies avoid near-term service cuts. In addition to providing emergency financial support, SB 125 established the Transit Transformation Task Force (Task Force), led by the California State Transportation Agency (CalSTA), to develop statewide recommendations to grow transit ridership, improve the transit customer experience, and address long-term operational needs. The Task Force included 25 members, including representatives from the California Department of Transportation (Caltrans), local agencies, academic institutions, nongovernmental organizations, and other stakeholders. Southern California representation on the Task Force included SCAG, the Los Angeles County Metropolitan Transportation Authority (Metro), Move LA, the Riverside County Transportation Commission (RCTC), and the University of California, Los Angeles Institute of Transportation Studies (UCLA ITS). The work culminated in a report of findings and policy recommendations to the Legislature in December 2025 (previously anticipated October 2025). This staff report provides a final update on the work of the Task Force.

BACKGROUND:

Connect SoCal 2024 envisions a future in which transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's vision of more livable and equitable communities. This also supports the larger vision for the region, to create a healthy, prosperous, and connected region for a more resilient and equitable future.

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic, and many other lingering challenges threaten ridership growth. Pandemic impacts, along

with increasing demand for sustainable transportation options, advancements in technology, and changes in urban environments, will shape the future for transit/rail recovery.

In addition to regularly convening the Regional Transit Technical Advisory Committee to discuss relevant issues for improving transit in the region, SCAG continues to explore ways to advance transit and as part of implementing Connect SoCal 2024. For example, through the Innovative Clean Transit Regional Assessment Study (see agenda TC Item 5), SCAG is assessing the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans (required by the California Air Resources Board (CARB)) and assessing the readiness of the region to transition to zero-emission transit fleets. SCAG anticipates exploring opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness and identifying potential roles for SCAG to play in facilitating the transition to clean transit.

Transit Transformation Task Force

As reported in previous updates to the Transportation Committee, [SB 125](#) required the establishment of the Transit Transformation Task Force, led by the California State Transportation Agency (CalSTA), and included representatives from the California Department of Transportation, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders across the state. SCAG's Executive Director, Kome Ajise, served on the Task Force, along with other Southern California representatives from Metro, Move LA, RCTC, and UCLA ITS. CalSTA, in consultation with the Task Force, prepared and submitted a report of findings and policy recommendations to the Legislature in December 2025 (previously anticipated October 2025). The report, along with additional documents related to the work of the Task Force, are available on the CalSTA [webpage](#).

The final report documents the significant challenges facing transit agencies and elevating the need for sustained investment, improved coordination, and a stronger focus on safety, equity, and customer experience. Its synthesis of operational, financial, and regulatory pressures provides a useful reference for statewide conditions, and the report reflects engagement across regions and operators. The inclusion of a broad menu of strategies provides policymakers visibility into a wide range of tools, and the report's emphasis on aligning transit improvements with climate, equity, and mobility goals reinforces the importance of a coordinated statewide approach.

The final report outlines several next steps that would require new working groups or coordinated statewide structures to advance implementation. It calls for a TDA working group to develop updated accountability mechanisms and performance metrics and recommends establishing a separate statewide task force to review Innovative Clean Transit (ICT) requirements, impacts, and potential adjustments. The report also envisions a coordinated statewide effort to streamline oversight and reporting. For capital project delivery, it proposes exploring a statewide center of excellence to strengthen institutional expertise. Additional next steps include developing opt-in statewide technical assistance for asset management and fleet transition planning, as well as creating

centralized, regionally coordinated workforce training programs in partnership with labor organizations.

Finally, the report includes areas where additional clarity and direction are needed. Key issues include the absence of defined roles and responsibilities for implementation, the lack of commitment to new statewide revenue sources, and the omission of a quantified assessment of the funding required to stabilize and grow transit. The report also stops short of recommending a consolidated statewide funding program with dedicated operating and capital streams, and while it acknowledges challenges associated with the ICT regulation, it does not address timeline feasibility. Finally, several Task Force approved recommendations were moved to Appendix B without explanation. SCAG will continue to seek clarity on these decisions and on how CalSTA intends to guide next steps, including statutory, programmatic, and resource needs.

A summary of the report's main sections is detailed below.

Executive Summary

The report positions public transit as essential to California's climate, equity, economic, and community goals. It highlights recent legislative actions supporting transit-oriented development (TOD), infill housing, and sustainable transportation, while outlining current challenges such as declining ridership, rising costs, safety concerns, and ICT transition pressures. It emphasizes the need for increased, flexible, and dedicated funding and operational efficiencies, framing the report as a starting point for future policy development rather than a set of finalized proposals.

Section 1.0 – Background: SB125 and the Transit Transformation Task Force

This section explains the statutory basis and mandate of the Task Force under SB125, outlines its structure and framework of principles, strategies, and recommendations, and summarizes the public engagement process, including 13 meetings, a Technical Working Group, and subject matter expert (SME) interviews. It also notes that some approved recommendations were excluded from the final report and placed in Appendix B.

Section 2.0 – Recent California Transit Trends and Challenges

The section identifies major statewide challenges, including declining ridership, rising costs, slower speeds, safety concerns, and ICT pressures. It highlights structural issues such as fragmented governance, outdated regulations, and limited transit control over right-of-way, along with uneven ridership recovery and changing travel patterns post-COVID. Operational costs and reliability issues, including ZEB rollout challenges, are noted. It emphasizes the need for transit-first policies, streamlined project delivery, and improved coordination. It also highlights successful transit investments such as Bus Rapid Transit (BRT) and integrated networks that boost ridership. It stresses the importance of fast, frequent, and reliable service as the foundation for ridership growth, and notes that strong service performance correlates with better recovery. Section 2 also discusses

alignment of the Task Force's goals with CalSTA's four core priorities – safety, equity, climate action, and economic prosperity, emphasizing transit's role in reducing GHG emissions, supporting transit-oriented development (TOD), and improving access to opportunity. These four priorities are premised on public transit being the backbone of future mobility options in California. These priorities strongly align with SCAG's climate, equity, and mobility goals.

Section 3.0 – Guiding Principles to Transform Transit in California

The report includes five guiding principles meant to help identify how an increase in ridership and transit user or customer experience can be achieved. The guiding principles are:

1. **Transit should be operationally and financially sustainable.** Achieving a more efficient and fiscally sustainable transit system is essential to delivering reliable, high-quality service now and into the future
2. **Safety is fundamental.** Safety and cleanliness are key to fostering trust and encouraging ridership and ensuring overall well-functioning public transit network. An important component for both transit riders and operators.
3. **Provide fast, reliable, connected, and convenient transit services.** Transit services must be fast, reliable, connected, and convenient to compete with car travel, and should serve everyone regardless of age, ability, language, or familiarity with transit.
4. **Provide transit that is accessible and easy to use for all.** An equitable public transit system must serve everyone regardless of age, ability, language, or familiarity with transit.
5. **Develop high quality public transit systems to support complete communities.** Land use and transit should complement each other, to ensure complete communities and promote economic growth.

Section 4.0 – Principles, Strategies, and Recommendations

This section of the report outlines a broad set of strategies and recommendations organized under guiding principles. These cover key areas such as revenue generation, TDA reform, oversight and reporting, capital project delivery, ICT and fleet transition, workforce development, transit prioritization, service integration, accessibility, and land use/value capture. Recommendations range from statutory changes to administrative reforms and technical assistance, with many presented as options for consideration rather than concrete proposals. The emphasis is on streamlining processes, reducing administrative burden, improving coordination, and enabling new revenue tools.

Appendices

The report includes two appendices, Appendix A is a detailed analysis requested under SB125 1.E, which summarizes ridership trends, service levels, demographics, existing funding sources, cost pressures, ICT impacts, workforce challenges, and policy barriers. Appendix B is a table of all strategies and recommendations under SB125 (1)(f) as approved by the Task Force.

NEXT STEPS

As noted earlier, SCAG will continue to seek clarity on how CalSTA intends to guide next steps, including statutory, programmatic, and resource needs. SCAG will also continue to share updates with the Transportation Committee as well as the Regional Transit Technical Advisory Committee.

FISCAL IMPACT:

Staff work supporting this initiative is included in the current Overall Work Program (OWP) FY25/26 140.0121.01 Transit Planning and Task 140.0121.02 Passenger Rail Planning.

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: Innovative Clean Transit Regional Assessment Study Update

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	<ul style="list-style-type: none"> - Antelope Valley Transit Authority
2021	\$89,556,806	\$41,338,078	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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

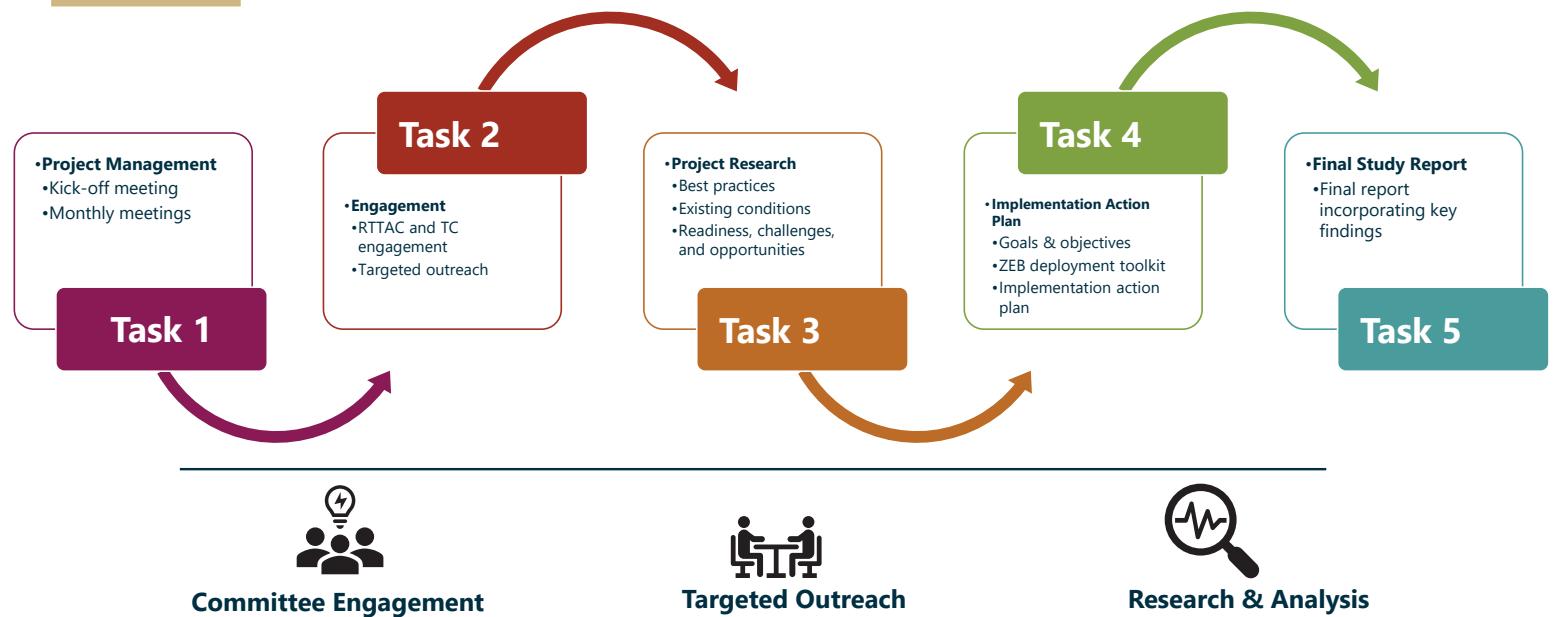
PROJECT OBJECTIVES & SCOPE

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



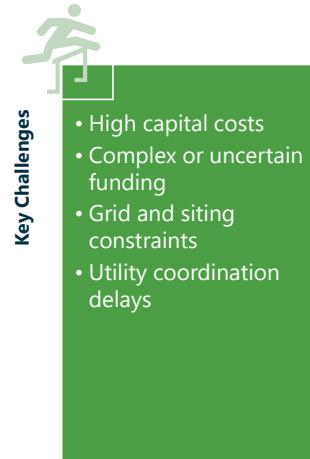
5

ENGAGEMENT

Targeted Outreach

Survey Summary

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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

7

1:1 Interviews

- 13 interviews (12 transit agencies + 1 vendor)



Topics Discussed



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

8

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

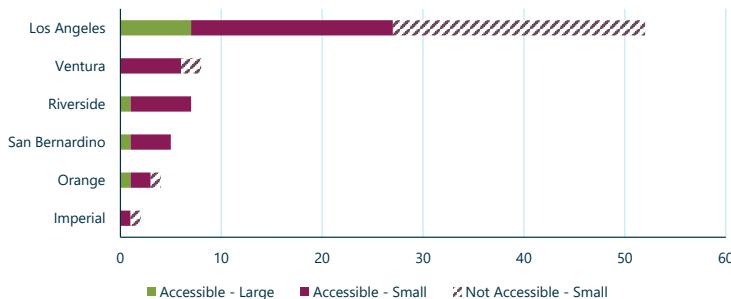
- Funding intelligence and advocacy
- Practical toolkits to reduce soft costs
- Targeted collaboration where feasible

PROJECT RESEARCH

Existing Conditions

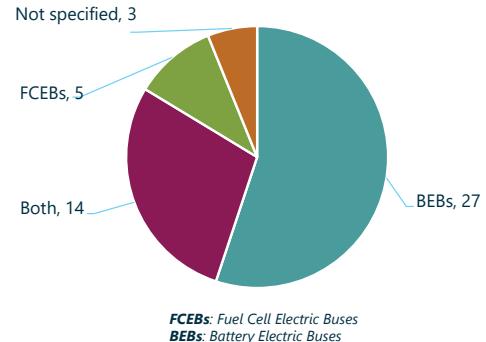
Rollout Plans

Rollout Plan Status



Source: ICT Rollout Plan, CARB

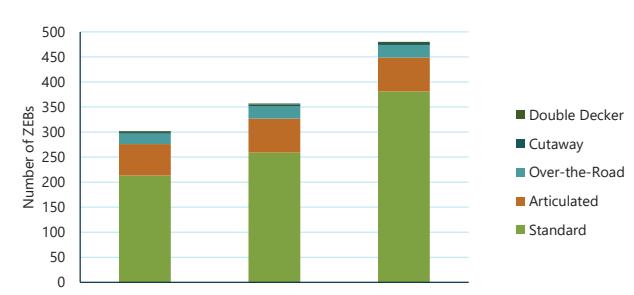
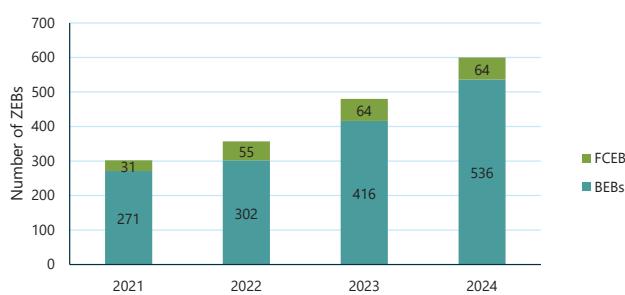
Technology Pathways in Rollout Plans



- 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.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

13

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.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

14

Charging Infrastructure - Technologies



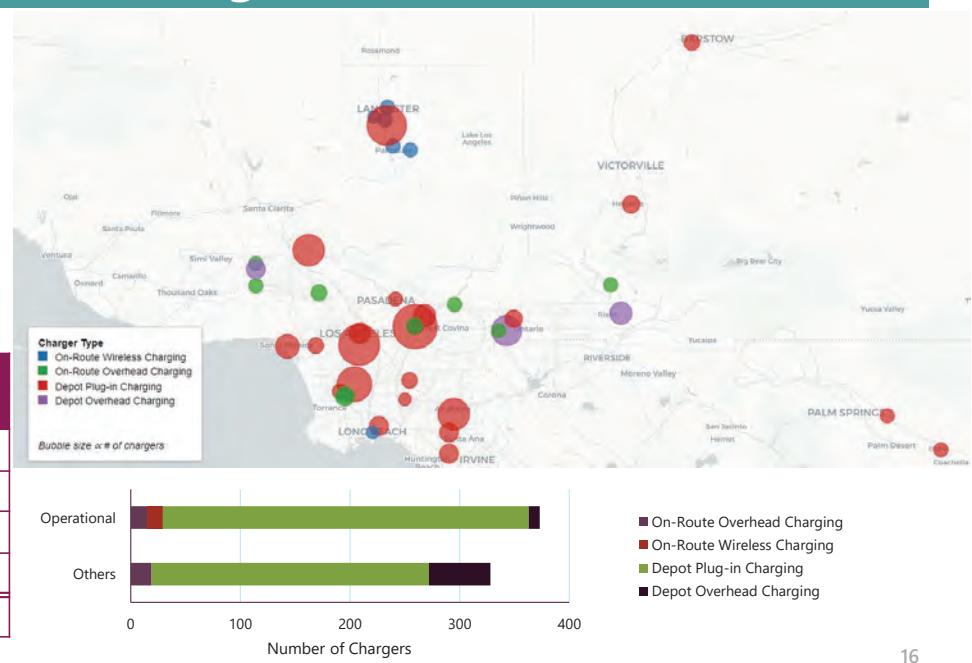
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

15

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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

16

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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Hydrogen Infrastructure



In Operation



PASADENA TRANSIT



Under Development

Existing Policies

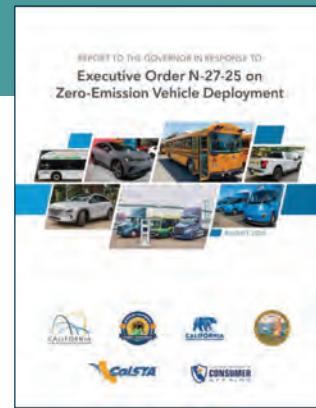
• Policy Mandates

• 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.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

19

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

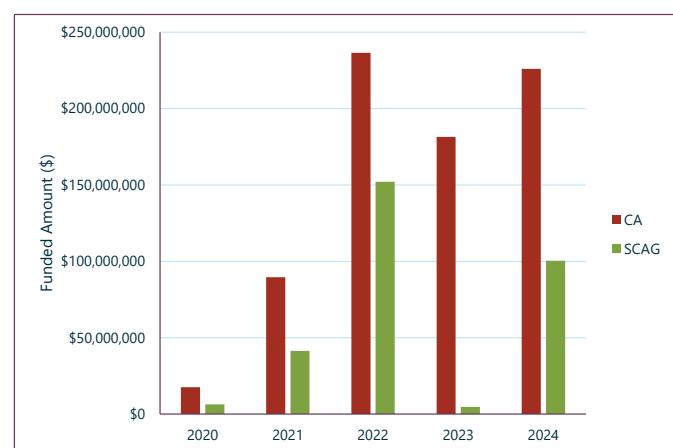
• State programs

- 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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

20

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**](https://scag.ca.gov/transit-program)

To: TC - Transportation Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Pablo Gutierrez, Planning Supervisor
213-236-1929, gutierre@scag.ca.gov

A handwritten signature in blue ink that reads "Kome Ajise".

Subject: Approval of Federal Highway Administration (FHWA) Programming
Procedures

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the Programming Procedures for FHWA-Administered Federal Funding.

RECOMMENDED ACTION FOR RC:

Approve the Programming Procedures for FHWA-Administered Federal Funding.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Southern California Association of Governments (SCAG), as the region's designated metropolitan planning organization, is responsible for the selection of projects funded through certain Federal Highway Administration (FHWA) programs including the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Congestion Reduction Program (CRP). Following SCAG Regional Council (RC) action on project selection, SCAG is responsible for ensuring federal program compliance by project sponsors and thereby the SCAG region as a whole, through management of regional programming, obligation authority, and timely use of funds deadlines. While SCAG's STBG/CMAQ Program Guidelines and CRP Guidelines provide information on the project selection process, SCAG has developed, in coordination with the region's county transportation commissions, the regional Programming Procedures for FHWA-Administered Federal Funding to provide guidance on post-award activity for project sponsors and regional partners consistent with SCAG's role in ensuring federal program compliance.

BACKGROUND:

The FHWA programs that are apportioned to the SCAG region, and managed by SCAG for project selection are STBG, CMAQ, and CRP. The CMAQ program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and/or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The STBG program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The CRP is a new program established by the Infrastructure Investment and Jobs Act and provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources.

SCAG, in its role as the designated metropolitan planning organization (MPO), is responsible for the selection of STBG, CMAQ, and CRP-funded projects in the SCAG region, which is accomplished through the call for project nomination process as outlined in the program guidelines. The STBG/CMAQ Program Guidelines were approved by the Regional Council (RC) on June 1, 2023. On December 6, 2023, the Executive/Administration Committee on behalf of the RC approved the CRP Program Guidelines. On March 6, 2025, the RC approved updates to the STBG/CMAQ Program Guidelines specific to selection of projects for Federal Fiscal Year (FFY) 2026-27 and 2027-28 federal funding apportionments.

Per the Compliance Action Plan, projects programmed in the 2023 Federal Transportation Improvement Program (FTIP) with STBG or CMAQ funds that were selected by the county transportation commissions and not by the MPO, may be carried over into the 2025 FTIP. These projects that were not selected by SCAG are commonly referred to as “grandfathered” projects.

As the MPO, SCAG works with FHWA, the California Department of Transportation (Caltrans), cities, counties, tribal government, other local public agencies, and county transportation commissions on management of regional programming, obligation authority, and timely use of funds deadlines as related to these FHWA programs.

Obligation Authority and August Redistribution

Obligation Authority (OA) is a federal limitation on the amount of funds that a state can obligate within a given fiscal year. At the start of each federal fiscal year, OA resets, and projects authorized within the given federal fiscal year contribute to meeting 100 percent of the State of California’s (State) OA delivery target. OA applies to the STBG, CMAQ, and CRP programs, for which the SCAG region is responsible for just over 50 percent of the State’s OA delivery each federal fiscal year. This translates to an estimated \$500 million in federal funds (STBG, CMAQ and/or CRP) that must be

obligated within the SCAG region each year. These federal obligations are critical in the State's ability to meet its annual OA delivery target.

In August of each year, unused OA from other states is redistributed by FHWA to states that have already reached 100 percent OA delivery or can show that they will use all their OA by September 30th and demonstrate a need and ability to use additional OA. Through this process referred to as "August Redistribution", the State, and ultimately the SCAG region, become eligible to obligate additional federal transportation funds.

Additionally, CMAQ and STBG funds are subject to Assembly Bill 1012 (Chapter 783 of the Statutes of 1999) provisions. These provisions state that CMAQ and STBG funds are required to be obligated within the first three years of federal eligibility, otherwise the funds are subject to reprogramming by the California Transportation Commission in the fourth year. The CRP funds are available for obligation up to four federal fiscal years.

SUMMARY OF PROCEDURES:

The primary goal of the regional Programming Procedures for FHWA-Administered Federal Funding (Programming Procedures) is to outline post-award requirements for programming and project delivery that will support the SCAG region, and thereby the State, in meeting deadlines for project delivery and statewide goals for the delivery of OA. These Programming Procedures are complementary to the approved program guidelines, and together these documents outline the overall federal transportation funding process.

SCAG recognizes the challenges of project delivery, including unexpected and unforeseen delays and cost increases. Therefore, the regional Programming Procedures also provide programming flexibility, to prevent or minimize any federal funds being lost to the SCAG region.

Topics covered in Programming Procedures include

- FTIP Programming,
- Obligation Deadlines,
- Obligation Management,
- Post-Award Project Changes (Scope and Schedule Changes), and
- Regional Coordination Efforts.

REGIONAL COORDINATION:

SCAG developed the Programming Procedures in collaboration with the region's six county transportation commissions, who provided feedback during the development period from September 2024 to September 2025. SCAG responded to comments received and hosted multiple working group meetings with the county transportation commissions throughout the review period.

These Programming Procedures were also circulated to the county transportation commissions' CEOs for review.

The obligation deadline for "grandfathered" STBG and CMAQ projects was communicated to local agencies as part of SCAG's regional workshops for the federal fiscal year 2026-27 and 2027-28 STBG/CMAQ call for project nominations which took place in March 2025.

NEXT STEPS:

Upon RC approval, SCAG staff will work with the county transportation commissions and local project sponsors to ensure compliance. SCAG staff will be providing resource materials on our website as well as hosting a Toolbox Tuesday on February 10th which reviews the overall federal transportation project development process.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-26 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).

ATTACHMENT(S):

1. Programming Procedures for FHWA-Administered Federal Funding



Programming Procedures for FHWA-Administered Federal Funding

Table of Contents

Overview.....	2
FTIP Programming	3
Obligation Deadlines and Management.....	4
Post-Award Changes.....	6
Regional Coordination.....	9

Overview

These programming procedures focus on post-award activity for the following Southern California Association of Governments (SCAG) selected federal fund sources: Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), that is, programs requiring Metropolitan Planning Organization project selection through current federal transportation infrastructure law. Program revenues may also include other redirected funds apportioned to the SCAG region in the same proportion as the distribution of CRP, CMAQ, and STBG apportionments. The intent of these procedures is to prevent and minimize loss of federal funds to the SCAG region and to provide flexibility in delivering transportation projects. They also assist the region in managing obligation authority (OA) and meeting federal financial constraint requirements. This document is intended to be complementary to the SCAG-approved program guidelines and together these documents provide an outline of the federal transportation project funding process.

FTIP Programming

Federal funds are to be programmed in the approved Federal Transportation Improvement Program (FTIP), up to the regional apportionment level available, in the federal fiscal year (FFY) in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA). The implementing agency is committed to obligate/transfer funds programmed in the current federal fiscal year of the FTIP. It is the responsibility of the county transportation commission and/or project sponsor to ensure the FTIP is kept up-to-date.

Projects that may require federal funds to be programmed in a subsequent phase for federal National Environmental Policy Act (NEPA) clearance should inform SCAG staff to schedule a project specific consultation. SCAG may request that these projects submit a separate project nomination through a subsequent call for project nominations in-order-to receive additional funds beyond the environmental phase.

Provisions Specific to Projects Programmed with STBG or CMAQ Funds in the 2025 FTIP

Any project that is programmed with STBG or CMAQ funds after December 2026 will be required to be SCAG-selected to align with the schedule for the development of the 2027 FTIP.

For purposes of this program, SCAG-selected is defined as meeting one of the following criteria:

- A project that was awarded in a prior SCAG STBG/CMAQ call for projects.
- A project that was identified on the Contingency List of a prior SCAG STBG/CMAQ call for projects and subsequently funded with newly available STBG and/or CMAQ funds.
- A project that is awarded in a current SCAG STBG/CMAQ call for projects.
- A project that is identified on the Contingency List of a current SCAG STBG/CMAQ call for projects and subsequently funded with newly available STBG and/or CMAQ funds.

Any project programmed with STBG or CMAQ funds that has not been identified as SCAG-selected by December 2026 must obligate those funds by the December 2026 deadline. Otherwise, the STBG/CMAQ funds will be considered lapsed, and the unclaimed funds will become available for reprogramming to other SCAG-selected projects.

Obligation Deadlines and Management

CMAQ and STBG funds are subject to Assembly Bill (AB) 1012 provisions. These provisions state that CMAQ and STBG funds are required to be obligated within the first three years of federal eligibility, which begins with the start of the FFY in which the apportionment occurred (two years from year of apportionment). CRP funds have three FFYs to obligate following the FFY of apportionment (three years from year of apportionment).

The California Department of Transportation (Caltrans) is responsible for monitoring and reporting unobligated STBG and CMAQ balances. SCAG, in partnership with county transportation commissions and implementing agencies, is responsible for obligating funds within the required time period and for developing a plan for any remaining unobligated balances that may be subject to lapse.

In consideration of the responsibility to administer these programs, SCAG establishes various deadlines for the delivery of federal funds including the STBG, CMAQ, and CRP to ensure timely delivery, ability to meet state and federal funding deadlines, and to prevent or minimize loss of federal funds to the SCAG region.

These deadlines will be set on an annual basis and include but are not limited to:

- Deadline for obligation plan submittal
- Deadlines for Request for Authorization (RFA) submittal
- Deadline for obligation/authorization

Projects that fail to meet deadlines, including obligating in the year programmed in the FTIP, are subject to reprogramming and may result in loss of STBG/CMAQ/CRP funds to the project.

Delivery

Agencies that repeatedly demonstrate poor performance in project management (failure to obligate funds in a timely manner, lack of timely communication, unresponsiveness, etc.) may be restricted from receiving additional federal funding in future solicitations for project nominations. Agencies with consistent delivery may receive prioritization for their Contingency List projects in the event the region is under-delivering for the FFY, or additional funding becomes available.

Obligation Plan

In order to use CRP/CMAQ/STBG apportionments, federal OA is needed. OA is provided on an annual basis and has to be used in the FFY it is provided. Caltrans determines the SCAG region's OA on an annual basis. Prior to the start of the FFY, SCAG, in coordination with the county transportation commissions, will develop a draft obligation plan. This plan will help ensure apportionment and OA are available for projects planned for obligation/transfer in the upcoming year.

County transportation commissions will collaborate with local agencies and submit a draft obligation plan to SCAG by Oct. 30. This obligation plan will be revisited by the county transportation commissions in January/February with finalized obligation plans due to SCAG by Feb. 1 to allow for regional review. SCAG will then submit the final regional obligation plan to the Caltrans' Districts by March 15. Any changes to the finalized regional obligation plan (e.g., advancements or delays) will require SCAG approval.

Project Authorization for OA

SCAG will try to ensure sufficient OA is available for all projects needing to deliver prior to the statewide OA pool or May free-for-all. However, in the event OA is not available for all projects prior to this date, SCAG will prioritize projects based on the following criteria:

- Projects with California Transportation Commission (CTC) allocations
- Projects with timing constraints
- Transportation Control Measures (TCMs)

All other obligations will receive OA on a first-come-first-serve basis.

Loans

Dependent on the obligation plan and the region's delivery, SCAG may enter into loan agreements with other regions and/or the State for OA and/or apportionment. These loan agreements will be reflected in the FTIP financial constraint report. Loan agreements will be based on the final obligation plan developed by SCAG in partnership with county transportation commissions. SCAG will notify the county transportation commissions via email of any loan agreements.

FTA Transfers

Once FHWA-administered funds are transferred to the FTA, non-applicable provisions of this policy no longer apply. The project sponsor must then follow FTA guidance and requirements.

Post-Award Changes

Cost Increases

County transportation commissions have delegated authority to approve CRP/CMAQ/STBG funds for cost increases when funds are available as a result of project savings/cancellations within the respective county. Please see the [Project Savings/Cancellations](#) section below. Additionally, county transportation commissions have delegated authority to provide CRP/CMAQ/STBG funds for cost increases up to the total level of CRP/CMAQ/STBG funding awarded to the county by SCAG. Funds must be programmed in the quad of the currently approved FTIP to qualify for this provision. Shifting of funds across SCAG-selected or SCAG Contingency List projects must be done in collaboration with project sponsors and are subject to approval by the county transportation commission. County transportation commissions must inform SCAG via email of the resulting changes and subsequently submit the necessary updates in the FTIP.

Requests for additional CRP/CMAQ/STBG funding in excess of the funding level awarded by SCAG for the county will be considered by SCAG on a case-by-case basis and programmed according to state and federal programming requirements. Project sponsors must have exhausted all other funding opportunities before approaching SCAG for additional funds.

Dependent on the project schedule, SCAG may recommend that the project sponsor apply for additional funding through an upcoming solicitation for project nominations.

After December 2026, projects to be considered for additional funding must be SCAG-selected. SCAG will prioritize cost increases based on the following criteria:

- TCMs with substitution challenges
- Projects in advanced stages of implementation (i.e. right-of-way or construction)
- The project's SCAG ranking (i.e. highly recommended, recommended, etc.)

The availability of additional funding is subject to apportionment balances, OA, and FTIP programming at the time of the request. Requests in excess of \$20 million will require SCAG Executive/Administration Committee or Regional Council approval. Requests that meet this threshold should be sent to program staff with a documented justification and will be considered by either the SCAG Executive/Administration Committee or Regional Council on a regular basis. The SCAG Executive Director or his designee has delegated authority to approve all other additional funding requests.

SCAG will notify the county transportation commissions via email of cost increase requests in excess of the funding level awarded by SCAG for the county.

POST-PROGRAMMING

Post-programming requests, in excess of the funding level awarded by SCAG for the county, will be considered on a case-by-case basis and will follow the same criteria as outlined in the [Cost Increases](#) section above. For more information regarding FTIP programming procedures, please visit the [SCAG FTIP webpage](#).

Schedule Changes

ADVANCEMENTS

Advancements or Expedited Project Selection Procedure (EPSP) requests for funds programmed in a future FFY of the FTIP will be considered by SCAG from the start of the FFY, as long as the advancement is accounted for and approved in the annual obligation plan. However, after Feb. 15 advancements via EPSP requests will be encouraged on a first-come-first serve basis, assuming there is sufficient apportionment available. This will allow for projects programmed in the current FFY of the FTIP to have priority access to OA and available apportionment. In some years OA may not be available for advancements until after May 1 when Caltrans opens the OA statewide.

Project sponsors may also move ahead with projects by using “advanced construction,” where the sponsor begins a project with local funds until federal funds can be made available.

DELAYS

County transportation commissions have delegated authority to approve delay requests up to the delivery deadline for the call for projects in which the project was awarded funding or on the Contingency List (i.e., Sept. 30, 2029, for all projects within the 2023-2026 call for projects). County transportation commissions must coordinate with SCAG to ensure sufficient OA and apportionment are available in the requested year and financial constraint requirements are met. There is no guarantee that federal funds will be available in the requested year and may result in a loss of funding.

In the event the SCAG region is under-delivering within the obligation plan, the county transportation commissions that have approved delay requests may be required to provide replacement projects to ensure the region is meeting our OA target.

Scope Changes

Any changes to the project scope from what was submitted in the SCAG application will require SCAG approval. Major additions or reductions to the project scope may be required to go through a subsequent call for projects process. If the project is already programmed in the FTIP, the project sponsor will need to coordinate with the county transportation commission to submit a scope change through an FTIP formal amendment or Regional Transportation Plan amendment as outlined in the FTIP Guidelines. Scope changes/schedule delays to TCM committed projects must abide by the TCM process as outlined in the FTIP Guidelines.

Project Savings/Cancellations

Projects may be completed at a lower cost than anticipated, have a minor change in scope resulting in a lower project cost, or may not proceed with implementation. County transportation commissions have delegated authority to reprogram CMAQ/STBG/CRP funds from project cost savings/cancellations within their county to other SCAG-selected or SCAG Contingency List projects. County transportation commissions must work with their local agencies on these project cost savings/cancellations and inform SCAG of the resulting changes via email and subsequently submit the necessary updates in the FTIP. Anticipated deobligations should be included as part of the development of the obligation plan.

In the event the county transportation commission is unable to reprogram these funds, then the funds will be returned to SCAG to be reprogrammed to SCAG Contingency List projects according to SCAG ranking and delivery timeframe from agencies with a consistent record of delivery.

For project savings on FTA transferred funds, the project sponsor must inform SCAG and their county transportation commissions to reprogram these funds. County transportation commissions should inform SCAG of the resulting changes.

Regional Coordination

SCAG, in collaboration with Caltrans Local Assistance and county transportation commissions, facilitates opportunities throughout the year for coordinating on OA delivery and the development of the obligation plan. This may include SCAG-led roundtables, Caltrans Local Assistance-led obligation plan meetings, and county transportation commission-led meetings, when applicable. The goal of regional coordination efforts will be to communicate project updates and work through any challenges to project delivery. Failure to provide timely communication of project updates via meetings or alternative forms of communication may impact future funding opportunities. SCAG will coordinate with the county transportation commissions and project sponsors on the status of projects selected for CRP/CMAQ/STBG funds as needed, in order to provide updates to SCAG Committees or Regional Council.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700

Los Angeles, CA 90017

Tel: (213) 236-1800

www.scag.ca.gov

REGIONAL OFFICES

IMPERIAL COUNTY

1503 N. Imperial Ave., Ste. 104

El Centro, CA 92243

Tel: (213) 236-1967

INLAND EMPIRE

3403 10th St., Ste. 805

Riverside, CA 92501

Tel: (951) 784-1513

ORANGE COUNTY

OCTA Building

600 S. Main St., Ste. 1108

Orange, CA 92868

Tel: (213) 630-1599

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L

Camarillo, CA 93012

Tel: (213) 236-1960

To: TC - Transportation Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Metrolink Update

A handwritten signature in blue ink that reads "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.

EXECUTIVE SUMMARY:

Metrolink is Southern California's regional commuter rail system, providing passenger rail service across six counties and serving as a critical backbone of the region's multimodal transportation network. Metrolink plays a central role in regional mobility, while also supporting the long-term sustainability, equity, and economic goals identified in Connect SoCal. At the February Transportation Committee meeting, Darren Kettle, Chief Executive Officer of Metrolink, will provide an update on the agency's operations, governance structure, and strategic direction. This briefing will offer Committee members an opportunity to better understand Metrolink's institutional framework and its evolving role in the region's transportation system.

BACKGROUND:

Metrolink is operated by the Southern California Regional Rail Authority (SCRRA), a joint powers authority governed by a Board of Directors composed of representatives from its member agencies, including: Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC). The agency operates commuter rail service on seven routes spanning more than 500 route miles and 67 stations, primarily on track owned by freight railroads, with the County Transportation Commissions (CTC) owning key segments.

Metrolink's core mission is to provide safe, reliable, and efficient regional rail service that connects workers, students, and visitors to employment centers, educational institutions, and activity hubs throughout Southern California. In addition to weekday commuter service, Metrolink supports

special event service, emergency response, and long-distance interregional connectivity in coordination with Amtrak Pacific Surfliner and other rail partners. The agency is funded through a combination of state and federal grants, fare revenue, and member agency contributions.

METROLINK OPERATIONS AND GOVERNANCE OVERVIEW:

Metrolink's governance structure is designed to balance regional decision-making with county-level representation, reflecting the system's multi-jurisdictional footprint. The Board of Directors establishes policy direction, approves budgets and service plans, and oversees major capital investments, while day-to-day operations are managed by Metrolink staff under the leadership of the Chief Executive Officer.

Operationally, Metrolink manages train service planning, dispatch coordination, maintenance of equipment, safety and security programs, and customer-facing services. The agency works closely with host freight railroads to ensure safe and reliable shared-use operations, and with regional partners to integrate Metrolink service with local transit, active transportation, and first-/last-mile connections. Ongoing initiatives focus on improving service reliability, advancing state-of-good-repair investments, enhancing customer experience, and positioning Metrolink to support major regional events and long-term growth.

SPEAKER INTRODUCTION:

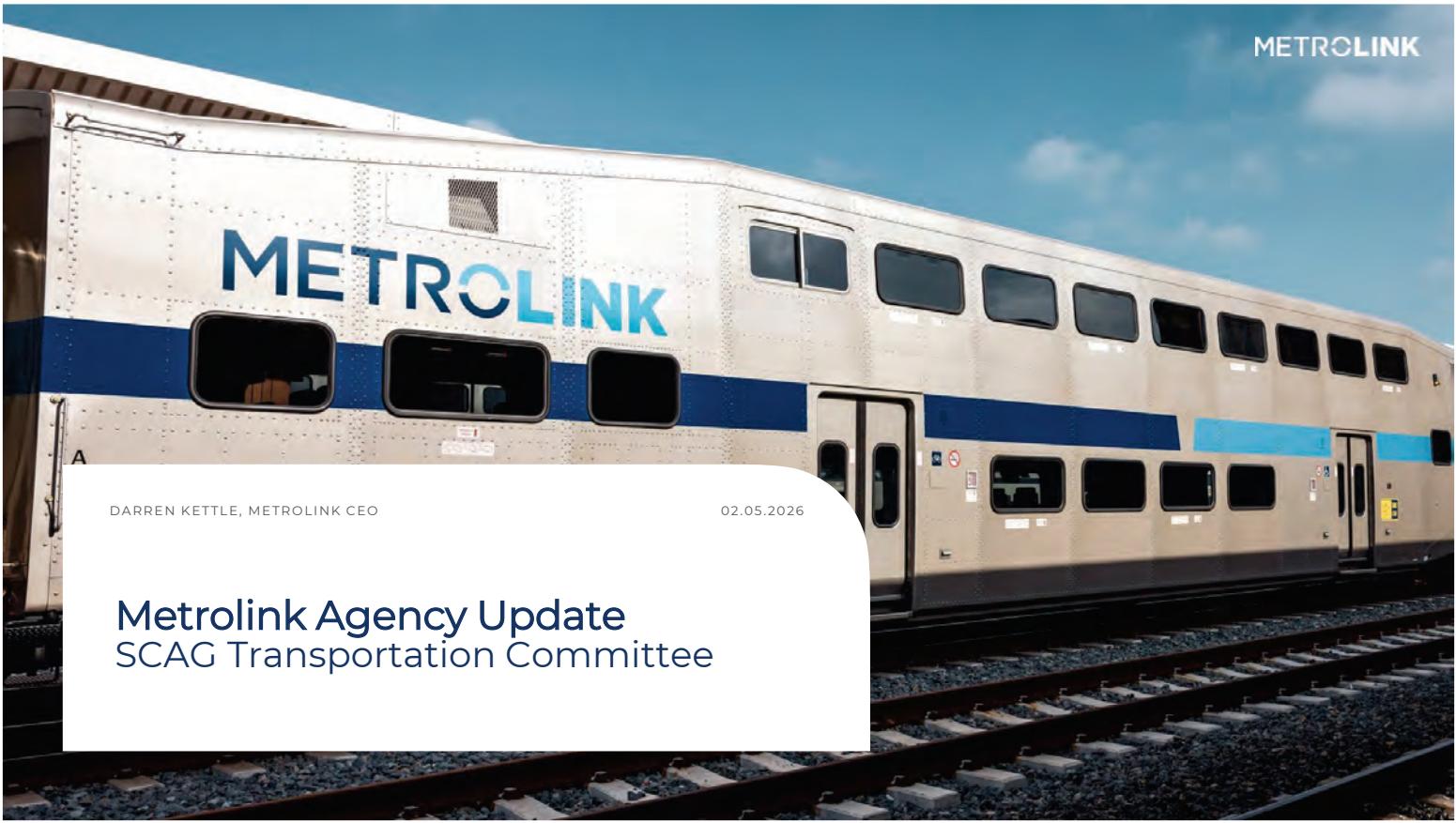
The Transportation Committee will be joined by Darren Kettle, Chief Executive Officer of Metrolink. Mr. Kettle has led the agency through a period of operational recovery, organizational reform, and strategic reinvestment, with an emphasis on safety, performance, and regional collaboration. He brings extensive experience in public-sector transportation leadership and works closely with Metrolink's Board, member agencies, SCAG, and state and federal partners to advance a coordinated vision for regional passenger rail in Southern California.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. PowerPoint Presentation - Metrolink

A photograph of a Metrolink train car, showing the side with the "METROLINK" logo in blue and white. The train is on tracks under a clear blue sky.

METROLINK

DARREN KETTLE, METROLINK CEO

02.05.2026

Metrolink Agency Update SCAG Transportation Committee

AGENDA

METROLINK



- 1 Introduction
- 2 Governance & Funding
- 3 Ridership Trends & Recovery
- 4 Financial Stability
- 5 Fare Policy & Revenue Initiatives
- 6 Service Reliability & OTP
- 7 Rolling Stock & Procurement
- 8 SCAG Alignment



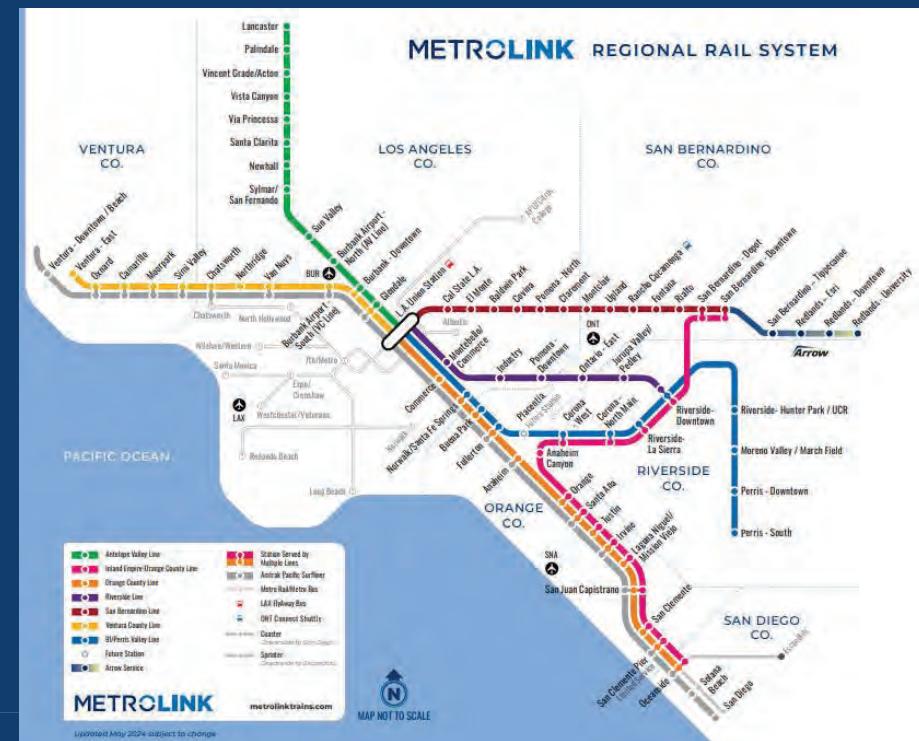
METROLINK

3

Who We Are

We exist to make life better in Southern California by offering safe, stress-free rail service that's dependable, affordable, and built around real people.

Every trip we run helps riders reclaim their time, reduce their impact, and explore more of what the region has to offer.



6

Counties Served
(Population 22 Million)

7

Routes/Lines

545.6

Route Miles

67

Stations

164

Weekday Metrolink Trains

46

Weekday Arrow Trains

METROLINK

SCRRRA (Metrolink) Member Agencies

Joint Powers Authority Governance Body



Ventura County



Orange County



Los Angeles County



San Bernardino County

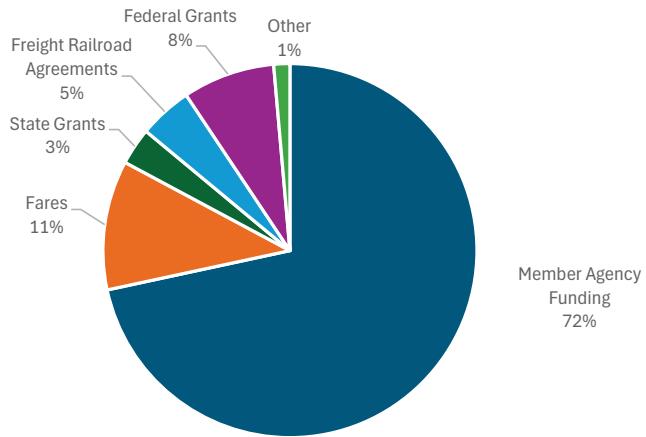


Riverside County

METROLINK

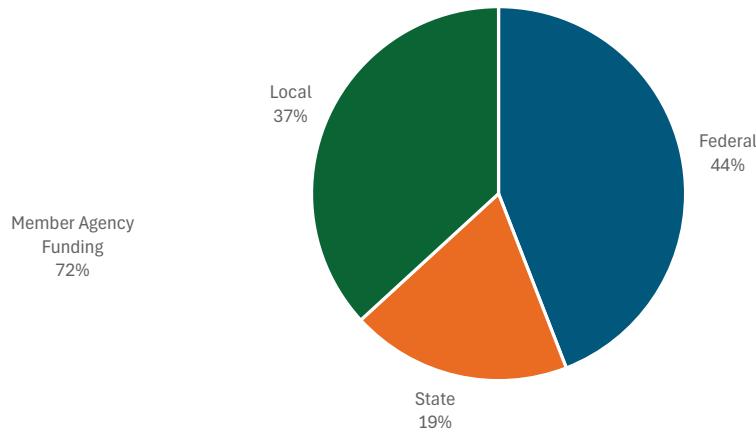
Member agencies via JPA agreement appoint directors to the SCRAA board 5

Sources of Operating Funds
Fiscal Year 2025



■ Member Agency Funding ■ Fares ■ State Grants ■ Freight Railroad Agreements ■ Federal Grants ■ Other

Sources of Capital Funds
Fiscal Year 2025



■ Federal ■ State ■ Local

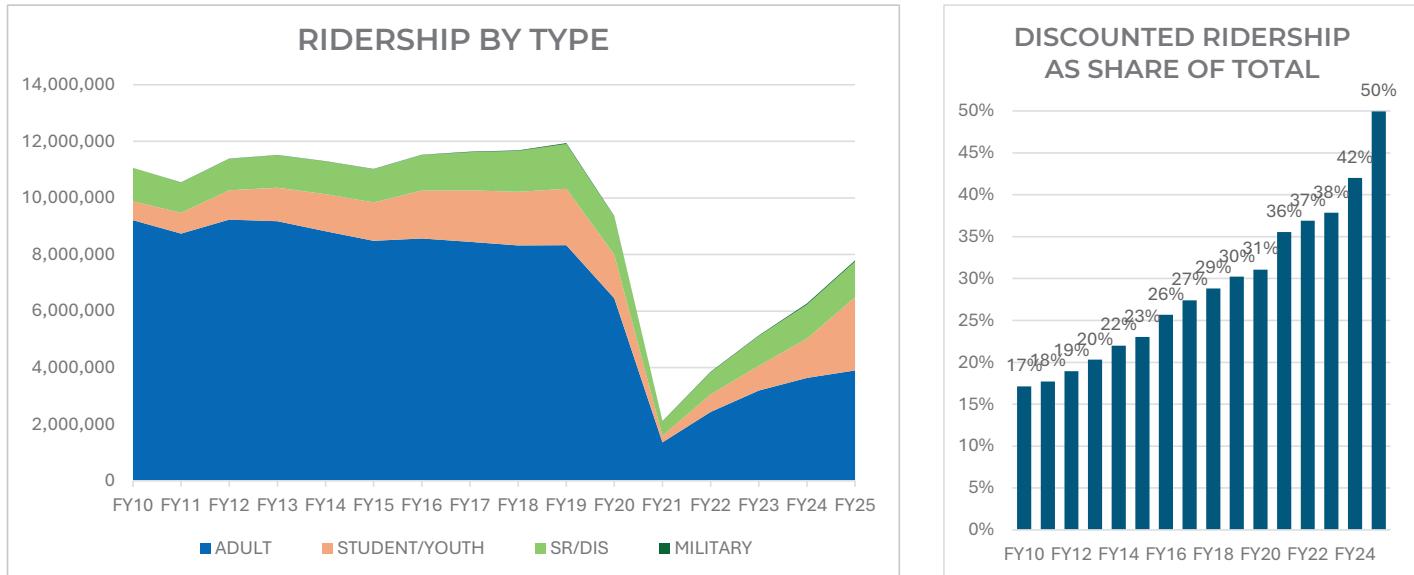
METROLINK

Ridership Trends & Recovery

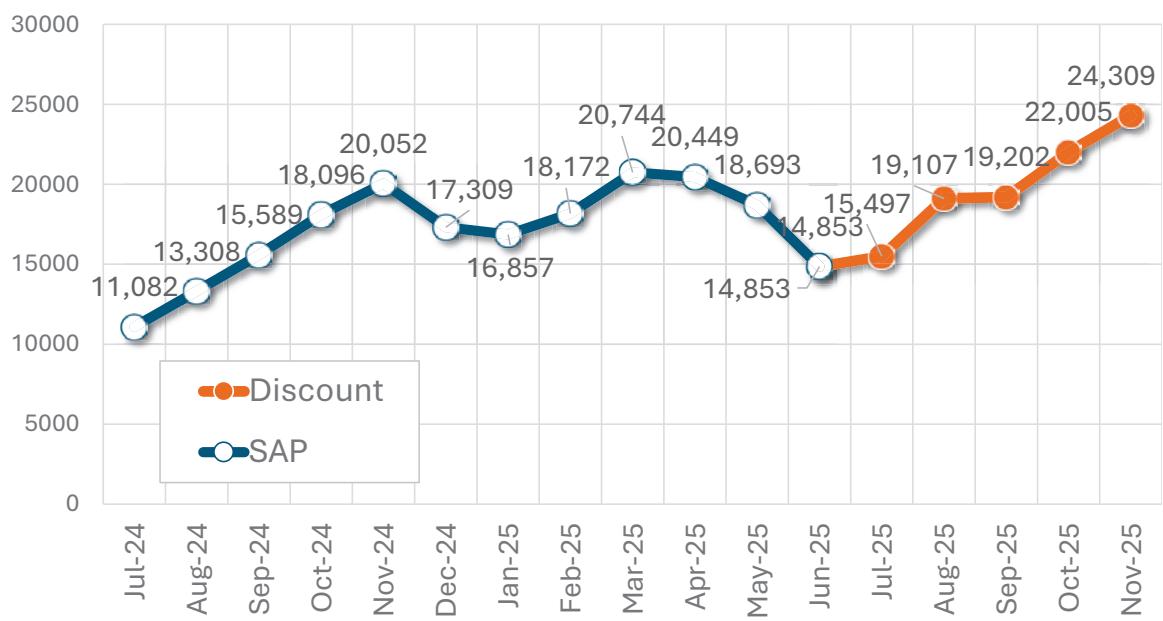
RIDERSHIP TRENDS & RECOVERY

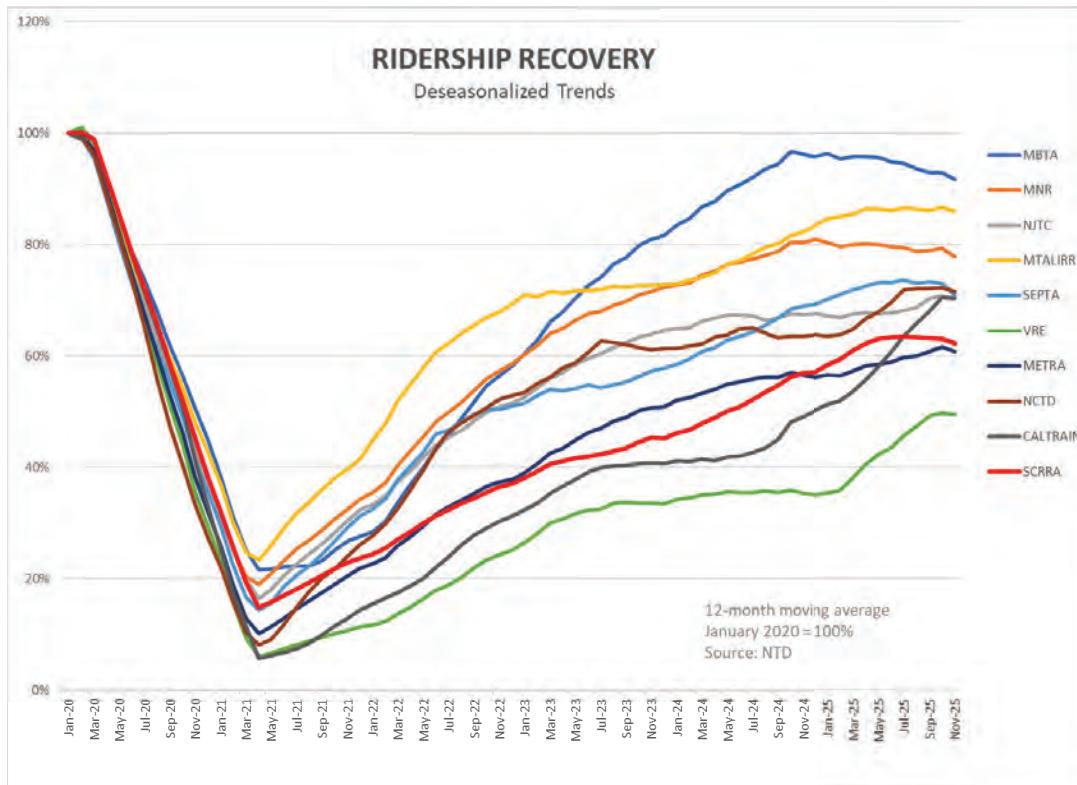
Metrolink System Ridership





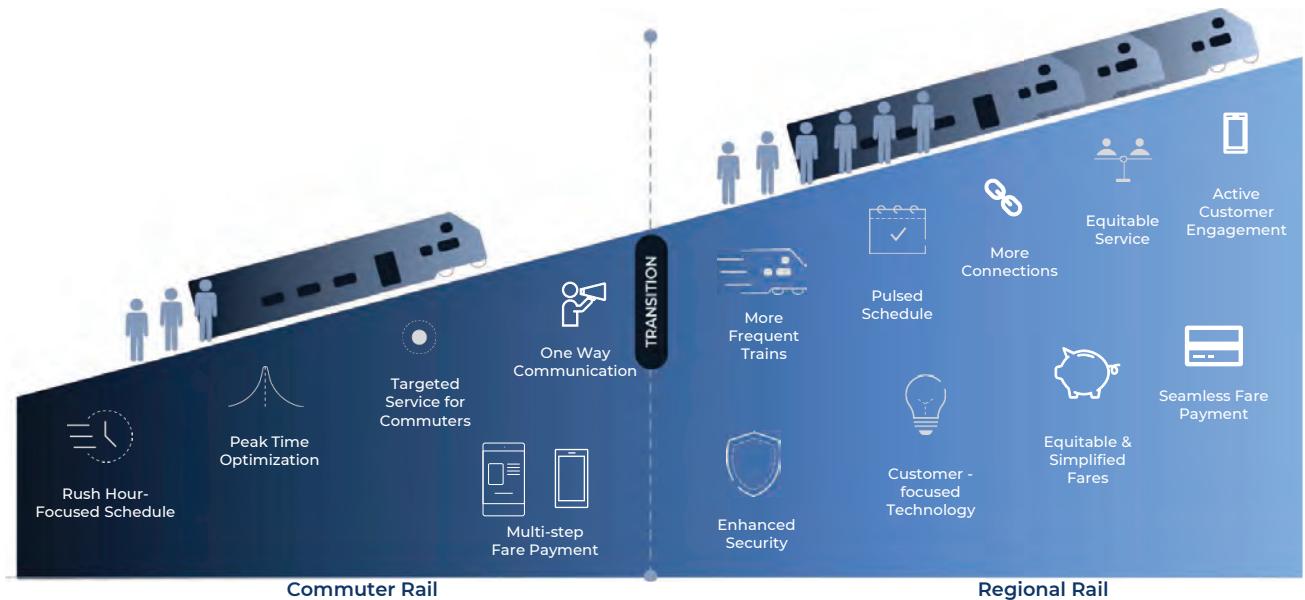
Active Student Mobile Accounts





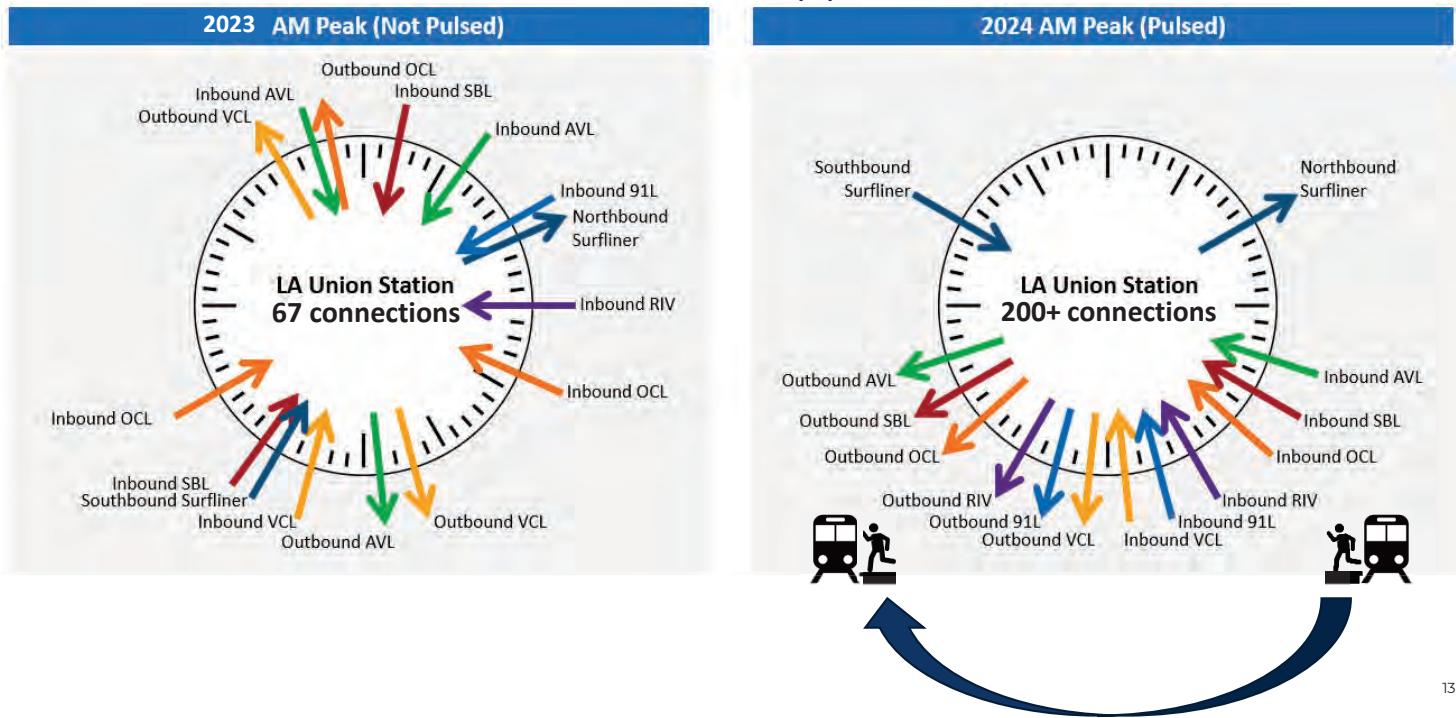
METROLINK

11



12

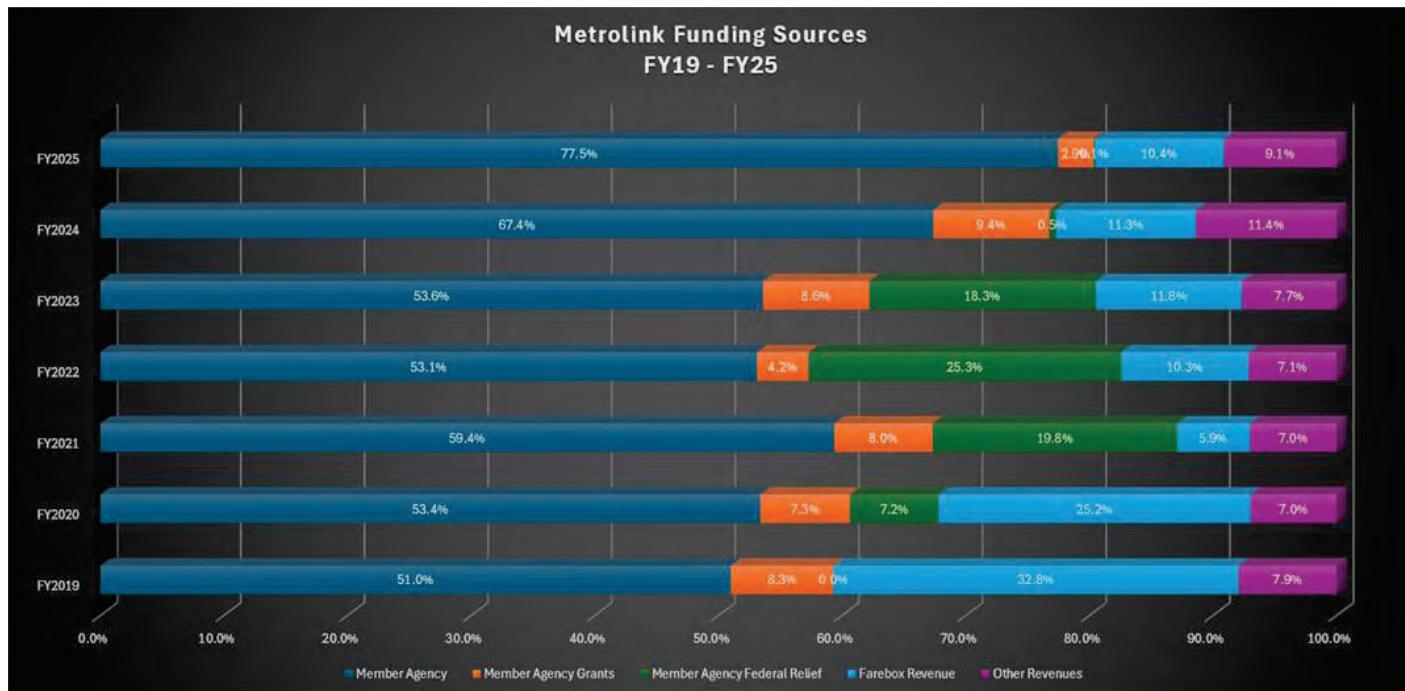
4X Transfer Opportunities 10 to 20-Minutes



13

METROLINK

Financial
Stability



Metrolink's long-term financial stability is critical to the region's success, and it depends on sustainable funding that recognizes regional rail as essential infrastructure, not a discretionary investment.

Long-term dedicated resources are needed – now.



Metrolink staff reviewed alternative funding options with SCRAA Board of Directors in March 2025

<u>Source</u>	<u>Revenue (est. per year)</u>
High Impact	
o Multi County Sales Tax*	\$430 million to \$1 billion
o State Sales Tax – TDA**	\$430 million to \$1 billion
o Ride Share Fees	~\$700 million
o Payroll Transit Tax*	\$218 million
Medium Impact	
o Parcel Tax*	\$87 million
o Vehicle Licensing Fees*	\$56 million
Low Impact	
o Cap and Trade GGRF	\$22 million
o VMT Mitigation Programs	\$5 million
o Managed Lane Fees*	TBD

METROLINK

*Sperry Capital Consultant Research
** Transportation Development Act

17

METROLINK

Fare Policy & Revenue Initiatives

New Fare Pilot – Launched July 1, 2025

OBJECTIVE 1

Increase competitiveness & affordability

Reduced Monthly Pass prices

- Monthly passes purchased grew from 11,271-14,080 (Q1)
- New riders bought 9% of passes

Expanded fare discounts

- Discounted ridership (excluding students) grew 7%
- Active military & veteran ridership more than doubled
- Transitioned student discount from original 25% to 50%

OBJECTIVE 2

Grow leisure & visitor markets

Two new day passes were created to attract new and infrequent riders

- SoCal Day Pass - \$15 weekday / \$10 weekend
- LA Zone Pass - \$5 limited Los Angeles zone
- Day passes make up 26% of all fares purchased
- New riders account for 20% of Day Pass purchases

OBJECTIVE 3

Simplify the fare structure

Improved customer satisfaction

Easier fare choices means less administrative burden

- 10% reduction in required fare tables
- 19% reduction in published fares
- Improved ridership data quality
 - Reduced missing destinations from 21% - 11%
 - Reduced missing origins from 17% - 0%

METROLINK 19

Fare Pilot Highlights, FY26 Q1

The fare restructure pilot demonstrated strong results in Q1 despite OTP challenges. Given the impact operations has had on the pilot, the SCRAA Board has extended the pilot through the fiscal year (June 2026).

27% Increase

In average revenue per trip
(from \$4.42 to \$5.60)

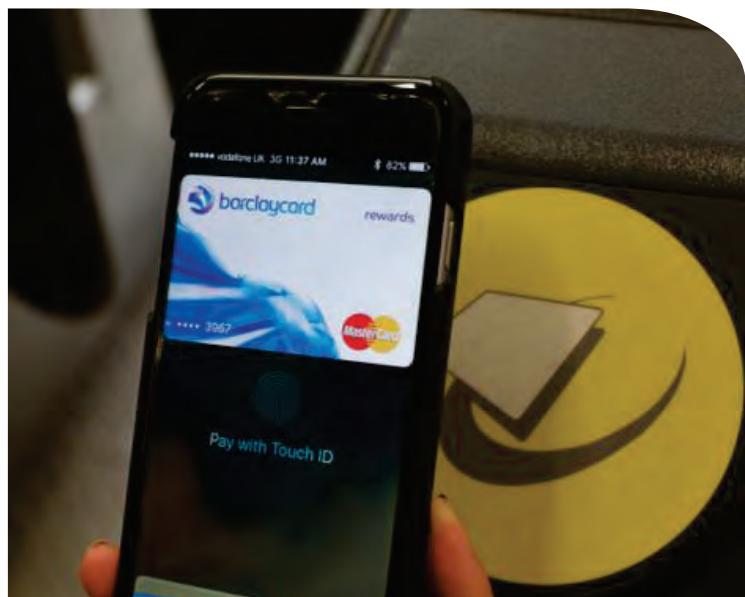
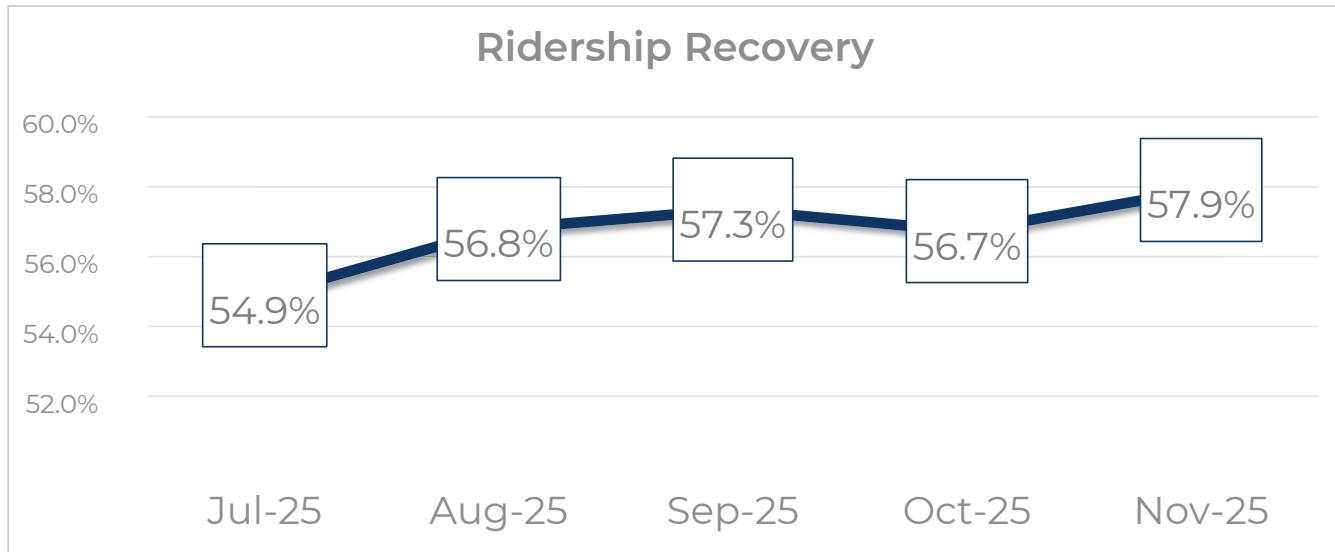
25% Increase

In monthly pass sales

**New Day Passes account for 26% of ridership
(20% are new riders)**

The SoCal Day Pass is the easiest fare option for visitors and new riders – who can ride all day, everywhere for one fare

Metrolink Ridership Recovery Growth Since Launch of Fare Restructuring Pilot



Contactless Open Payment pilot: Launching April/May through a SCAG supported grant to advance seamless, integrated regional mobility.

Lower barriers to rail use: Tap-to-pay with credit/debit cards and mobile wallets makes Metrolink easier for occasional, new, and discretionary riders.

Supports VMT reduction and equity goals: Modern fare access helps grow ridership, improve access, and support SCAG's climate and mobility objectives.

Thank you, SCAG, for being our partner!

Service Reliability & On Time Performance

SERVICE RELIABILITY & ON TIME PERFORMANCE

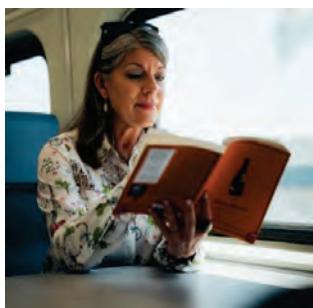
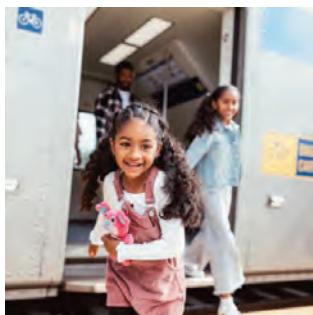
Safety, Reliability & Cleanliness

Customers care most about having their basic transportation needs met. Reliability remains our most important challenge we need to address.



After long consideration, I decided to start taking the Metrolink train to work to help ease some stress on my commute to work. After a week of traveling with metrolink, I have to say the 340 train has to be the most unreliable and inconsistent train. Being late or delays seem common. Although I know something's are out of Metrolink's control, I just can't continue this commute when I arrive almost an hour later then my scheduled time. Once my five day pass is completed I will no longer be a customer.

12/21/2025





Foreign railroads continue to cause delays

Top delays caused by freight interference, signal issues, late meets, passenger train interference, and routing errors.

Operations has weekly meetings with UPRR and BNSF with the goal of improving schedule adherence through data driven collaborations.

Police/emergency personnel

Vandalism is common on the Right-of-Way in all counties

Trespasser strikes

Strikes went up in 2025

Maintenance of equipment challenges

- F-125 fleet reliability and usefulness component life
- Aging fleet
- Material shortages, supply chain issues and depleted inventory

Operations and inventory teams are working together to solve parts challenges. Fleet standardization and long-term investment in maintenance systems are required.

New operator, Alstom takes over

Initial transition from Amtrak was challenging, but Alstom has proven to be a strong partner.

Rolling Stock & Procurement



Tier 4 Locomotive Procurement

February 2024 South Coast AQMD awarded Metrolink:

- \$87.4 million for 12 new Tier 4 locomotives
- \$59.3 million for two new zero-emissions locomotives (equipment only)

June 2025 California Transportation Commission awarded SCAG (Applicant) Metrolink (Recipient):

- \$52.6 million from the SB1 Solutions for Congested Corridors Program (SCCP)

Metrolink is moving forward with procurement process

METROLINK

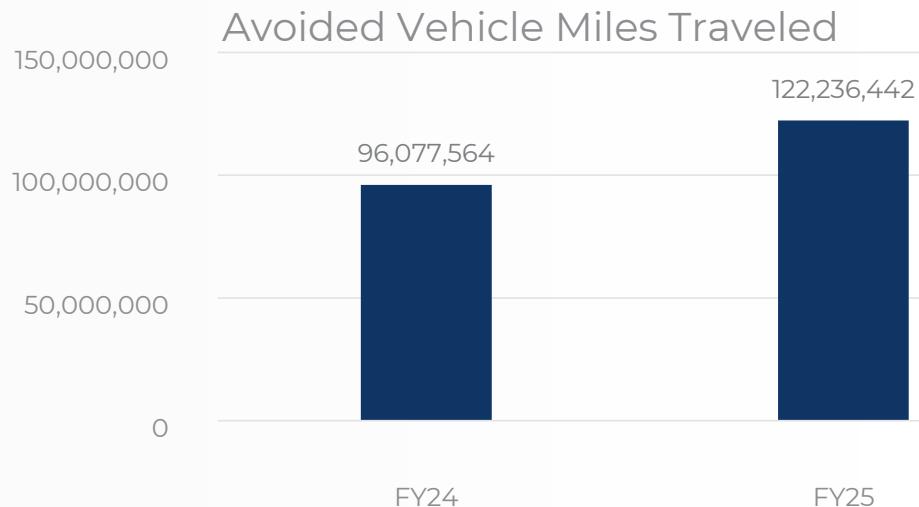
Thank you, SCAG, for being our partner!

27

METROLINK

SCAG +
Metrolink

Metrolink replaces longer-distance auto trips, which drive a disproportionate share of VMT

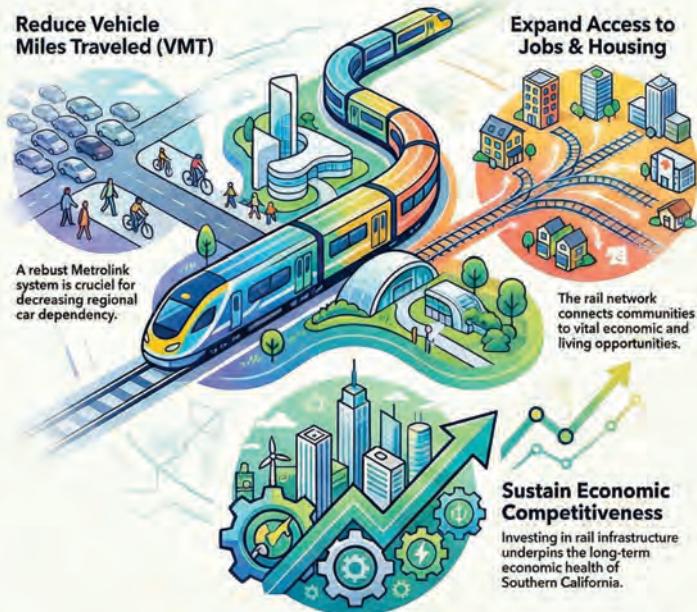


METROLINK

29

SCAG's Connect SoCal strategy makes clear that **reducing VMT, expanding access to jobs and housing, and sustaining Southern California's economic competitiveness all depend on a strong regional rail network**, which is why continued investment in Metrolink is essential to delivering the outcomes this region has committed to.

Metrolink: Powering Southern California's Future



METROLINK

30



To: TC - Transportation Committee
From: Courtney Aguirre, Department Manager
213-236-1990, aguirre@scag.ca.gov
Subject: The Road to LA28: A Regional Transportation
Demand Management (TDM) Strategy

**EXECUTIVE DIRECTOR'S
APPROVAL**

Karen 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. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

The 2028 Olympic and Paralympic Games are less than 900 days away, bringing renewed focus to the region's mobility preparedness. To support management of increased transportation demand associated with the Games, SCAG serves as the lead agency for the Games Mobility Executives (GME) Transportation Demand Management (TDM) Subcommittee and coordinates the development and implementation of regional passenger and freight TDM strategies. SCAG's role in coordinating regional TDM activities, along with other Games-related program areas, is outlined in the agency's Games Mobility Program Development Framework (Framework), which was approved by the Regional Council at its September 4, 2025, meeting. SCAG staff will share an update on the development of the regional TDM strategy for the Games, and a presentation will follow from Michael Krouse, President and Chief Executive Officer of the Greater Ontario Convention & Visitors Bureau (GOCAL), highlighting subregional Games-related initiatives.

BACKGROUND:

The Olympic and Paralympic Games (LA28 Games or the Games) will take place in the greater Los Angeles region from July 14–30, 2028, and August 15–27, 2028, respectively. The LA28 Games will mark the third time the region has hosted the Olympic Games, following the 1932 and 1984 Games, and the first time it hosts the Paralympic Games. The Games are expected to have significant impacts on the region's transportation networks, with approximately 10 to 15 million spectators and 11,000 athletes competing in 36 sports across 351 events, and an additional 2.5 million spectators and 4,400 athletes participating in 22 Paralympic sports. LA28 is the private, nonprofit organizing committee responsible for planning and delivering the Games. It oversees everything from venue planning and

transportation coordination to sponsorships, operations, and the overall Games experience, working in partnership with local, regional, state, and federal agencies.

To coordinate mobility planning for the Games, LA28 convened the Games Mobility Executives (GME), which is comprised of key transportation agencies and stakeholders. Current GME members include LA28, the City of Los Angeles Mayor's Office, the Los Angeles County Metropolitan Transportation Authority (LA Metro), Metrolink, the California Department of Transportation (Caltrans), the Los Angeles Department of Transportation (LADOT), and SCAG. The GME is focused on the Games Enhanced Transit Service network, the Games Route Network and traffic management, mobility hubs, countywide bus only lanes, first/last mile and open streets, key stations and light rail transit improvements, accessibility, regional rail, wayfinding, heat, communication and outreach, and TDM.

While infrastructure investments and public transportation improvements are essential to expanding capacity for Games mobility, there is also a significant opportunity to influence and manage travel behavior through a comprehensive regional TDM strategy. By way of background, TDM refers to strategies that reduce single-occupancy vehicle travel by shifting trips to transit, walking, biking, carpooling, or off-peak times. For the Games, TDM is essential because it manages the surge in travel demand without overwhelming the transportation network, ensuring athletes, spectators, workers, and residents can move reliably during the Games. TDM is also aligned with the Games priority of being transit-first. As the lead agency for the GME TDM Subcommittee, SCAG is leading the development of a regional passenger and freight TDM strategy to guide coordinated policies, programs, and projects implemented by LA28, transportation agencies, local jurisdictions, and other partners. This work builds on SCAG's existing TDM efforts, including the region's first [TDM Strategic Plan](#) published in 2019, and leverages partner initiatives such as [LA Metro's TDM Strategy](#).

To organize SCAG's work to prepare the region for the Games' impacts on the transportation system, staff developed the Games Mobility Program Development Framework, which was approved by the Regional Council in September 2025. The Framework establishes four objectives: (1) optimize investment in legacy infrastructure, (2) accelerate innovation through pilot projects, (3) foster alignment of policies and programs to manage demand during the Games and beyond, and (4) showcase opportunities to support local placemaking and community development opportunities associated with the Games. In addition to passenger and freight TDM, the Framework includes the Community Hubs Toolkit and Activation Program, which supports community-centered placemaking through the activation of public spaces, and Quick-Build Safety Demonstration Projects, which improve safety in the transportation network through the temporary installation of low-cost materials, enhancing connections to venues, cultural celebration hubs, and key transit stations across the region.

PASSENGER AND FREIGHT TDM STRATEGY

The core elements of SCAG's passenger and freight TDM strategy are outlined below.

Passenger and Freight TDM Strategic Plans

SCAG, in partnership with GME members, six county transportation commissions, and other stakeholders, is developing passenger and freight TDM strategic plans to guide the coordination and delivery of regional TDM efforts. The plans will establish a shared vision, goals, and objectives for Games-related TDM strategies; align them with regional mobility, sustainability, and equity priorities; and prioritize strategies based on potential impact, feasibility, and venue needs. The implementation roadmap will outline a phased approach tailored to key audiences, such as spectators, the Games workforce, businesses, commuters, freight industry stakeholders, and residents. It will provide venue-specific guidance for local agencies and include an evaluation framework with performance metrics to monitor progress and refine implementation, advancing a cohesive regional TDM strategy for the LA28 Games and beyond. Staff anticipate finalizing the passenger and freight TDM strategic plans by summer 2026.

Regional Convenings and Partnerships

Given the scale and complexity of developing a regional TDM strategy for the Games, robust engagement with a diverse set of stakeholders is critical. To support plans that are responsive to regional needs and priorities, SCAG is conducting the following outreach and engagement activities:

- **Regional TDM Forums:** Regular forums - one focused on passenger TDM and another on freight TDM - to engage a broad range of stakeholders, support alignment on shared goals, and facilitate regional coordination and knowledge exchange.
- **GME TDM Subcommittee Meetings:** Monthly meetings held under the GME partnership to support the planning, funding advocacy, and implementation of regional passenger and freight TDM strategies.
- **One-on-One Meetings:** Targeted meetings with stakeholders to gain detailed insights into local TDM efforts, including best practices, lessons learned, and areas where additional support may be needed.

Staff launched Games-related convenings in 2024 and will continue stakeholder outreach and engagement efforts leading up to and during the Games.

Regionwide TDM Resources

SCAG, in coordination with LA28 and the GME, has developed and continues to expand regionwide Games TDM resources to support partner agencies and industry stakeholders in preparing for the demands of the Games. A key resource under development is an update to the TDM Toolbox originally created as part of SCAG's 2019 TDM Strategic Plan. The toolbox is intended to inform local governments, agencies, and other interested parties about various TDM strategies, their practical application, and their benefits for reducing vehicle miles traveled (VMT) and trips. The updated TDM Toolbox will include strategies tailored to mega-events, ensuring it reflects current best practices and

serves as a practical resource for practitioners considering TDM strategies to pilot or deploy in advance of or during the Games.

SCAG has also worked with the GME and other partners to develop a [Games TDM Resource Guide](#), which serves as an initial planning tool to assist local jurisdictions in preparing for the Games. Additional resources are under development to support local TDM implementation, including communications toolkits, as described in the following section.

Communications Strategy

SCAG will develop and implement a comprehensive regional TDM communications plan to share timely information, critical updates, and resources with public and private partners involved in TDM implementation. The plan will strengthen coordination, clarify roles and responsibilities, and ensure consistent messaging to support a seamless travel experience across the region in advance of and during the Games. In parallel, SCAG will support a consumer-facing TDM marketing and communications campaign with tailored messaging for businesses, commuters, residents, and spectators. The campaign will inform audiences about Games-related transportation impacts and promote alternatives to single-occupancy vehicle travel. Staff anticipate finalizing the communications plan in 2026, with campaign deployment beginning in 2027 and continuing through the Games period.

Pilot and Permanent Projects

SCAG, in consultation with LA28, the GME, the six county transportation commissions, and other partners, will identify and support the implementation of pilot and potential permanent TDM projects in advance of and during the Games. Recommended pilot projects will be brought forward for TC and RC consideration this spring, with implementation support beginning in 2027 pending RC approval and continuing through the Games. SCAG will emphasize projects that provide regional benefits and have the potential to serve as an enduring legacy beyond the Games.

Potential TDM Strategies and Projects

Through the development of the TDM strategic plans, staff will establish a selection methodology framework to select and evaluate potential projects based on factors such as cost, scalability, legacy potential, contribution to TDM goals, and partnership opportunities. Based on research and real-world experience from past mega-events, the following strategies have demonstrated effectiveness in managing surges in travel demand and will be considered during the selection process:

- **Wayfinding:** Physical signage, digital tools such as trip-planning applications, and transportation-focused volunteer programs to support intuitive navigation for travelers.
- **Communications and Awareness Campaigns:** Outreach efforts that inform audiences about Games-related travel impacts and promote transit, multimodal options, and available incentives.

- **Rapid, Flexible Mobility Projects:** Easily deployable projects, including quick-build improvements and temporary mobility hubs, that support transportation demand management during the Games and offer potential legacy benefits.
- **Freight Operational Strategies:** Measures such as truck re-routing and off-peak delivery to reduce congestion and support efficient goods movement during peak travel periods.
- **Incentives:** Programs that encourage mode shift by subsidizing or offering rewards for transit use and other sustainable travel options.
- **Last-Mile Connections:** Strategies that improve access between transit and venues or other key destinations through services such as shuttle operations and shared micromobility.

Collaborative, Partner-Driven Process

SCAG is developing the TDM strategic plans in close coordination with LA28, the six county transportation commissions, and the GME through the GME TDM Subcommittee. To facilitate Games-related TDM planning, staff convenes Regional TDM Forums, monthly GME TDM Subcommittee meetings, and targeted one-on-one meetings. To date, staff have held seven (7) forums and engaged over sixty (60) stakeholder agencies through individual one-on-one meetings. Stakeholder engagement will continue in 2026 to further refine and advance the TDM strategic plans. Given the regional scale and wide-reaching impacts of the Games, staff is also working closely with a broad range of stakeholders to support cohesive plan development, including venue and venue-adjacent cities, public transit providers, airports, Councils of Governments (COGs) and other regional public agencies, transportation management associations and organizations (TMAs/TMOs), universities, tourism bureaus, the freight industry, ports, and business and labor associations.

OTHER GAMES PROGRAM AREAS:

In addition to passenger and freight TDM, SCAG is supporting complementary program areas to help the region prepare for and leverage the Games to advance broader community needs, including the following:

Community Hubs Toolkit and Activation Program: SCAG will engage local stakeholders to support the development of community hubs for the LA28 Games, facilitating community-led efforts to reduce vehicular trips and increase access in place. This program enables SCAG and its local partners to reimagine street/public space as community space during large-scale events. Staff will develop resources to support the planning and activation of community hubs, including a toolkit with guidance on site selection, activation strategies, and best practices for different types of locations and programming. The toolkit is anticipated to be released in early 2027. Additionally, SCAG working with its consultant, will develop a site selection process for approval by the RC to identify up to twelve (12) sites across the region to pilot these Community Hubs during the 2028 Olympic and Paralympic Games.

Quick-Build Transportation Safety Demonstrations: Quick-build projects allow for rapid changes to street configurations without the need for excavation or permanent construction, using low-cost and removable materials such as paint, bollards, and signage. SCAG will provide funding and technical assistance to projects selected through the 2024 Sustainable Communities Program (SCP) – Active Transportation and Safety competitive call for applications and through a partnership with LADOT supported by the federal Safe Streets for All program.

PRESENTERS:

Accompanying this item is a presentation by the Greater Ontario Convention & Visitors Bureau (GOCAL), an official destination marketing organization for the Greater Ontario Tourism Marketing District (TMD). The TMD was established in 2013 and covers the cities of Ontario and Rancho Cucamonga. Michael Krouse, President and CEO of GOCAL, will present on the organization's Games-related marketing campaign to position the Greater Ontario region as a destination for National Olympic Committees (NOCs), National Paralympic Committees (NPCs), and International and National Federations (IFs and NFs) seeking high-performance training and acclimation opportunities in advance of the LA28 Games, beginning as early as 2026. The presentation will also explore potential opportunities during the Games, such as fan-focused activations including fan zones, as well as the anticipated economic impacts these efforts could generate for the region. The presentation will also highlight regional transportation initiatives supporting a transit-first Games, including regional rail connectivity via Metrolink and Amtrak, local bus services, and the recently launched Greater Ontario Area Transit (GOAT) program, which connects hotel guests to key destinations throughout the region.

NEXT STEPS:

As staff continue to advance the Games Mobility Program, the following key milestones have been identified:

- **Passenger and Freight TDM:** Staff are developing the passenger and freight TDM strategic plans and expect to finalize them by July 2026. Preliminary pilot project recommendations will be brought forward first, followed by the full plans for consideration by the Transportation Committee and Regional Council. Upon approval, staff will begin implementation activities, including regionwide communications and deployment of recommended strategies.
- **Community Hubs:** Staff have released a solicitation to procure consultant services and anticipate onboarding the selected consultant by April 2026.
- **Quick-Build Transportation Safety Demonstration Projects:** Staff have released a solicitation to procure consultant services to support project implementation and anticipate onboarding the selected consultants by April 2026.
- **Stakeholder Engagement:** Staff will continue to convene Regional Passenger and Freight TDM Forums and conduct ongoing coordination with cities, non-venue cities, industry

stakeholders, and other partners. Staff are also preparing a Games-related panel discussion for SCAG's 2026 Regional Conference and General Assembly.

FISCAL IMPACT:

Staff work supporting this initiative is included in the current Overall Work Program (OWP) FY25-26 Tasks 400.4959.01, 010.1631.02, 130.0162.21, 400.4958.01, 400.4960.01, and 400.4961.01.

ATTACHMENT(S):

1. PowerPoint Presentation - The Road to LA28: A Regional TDM Strategy
2. PowerPoint Presentation - GOCAL 2028 LA Games Related Business Strategy

The Road to LA28: A Regional TDM Strategy

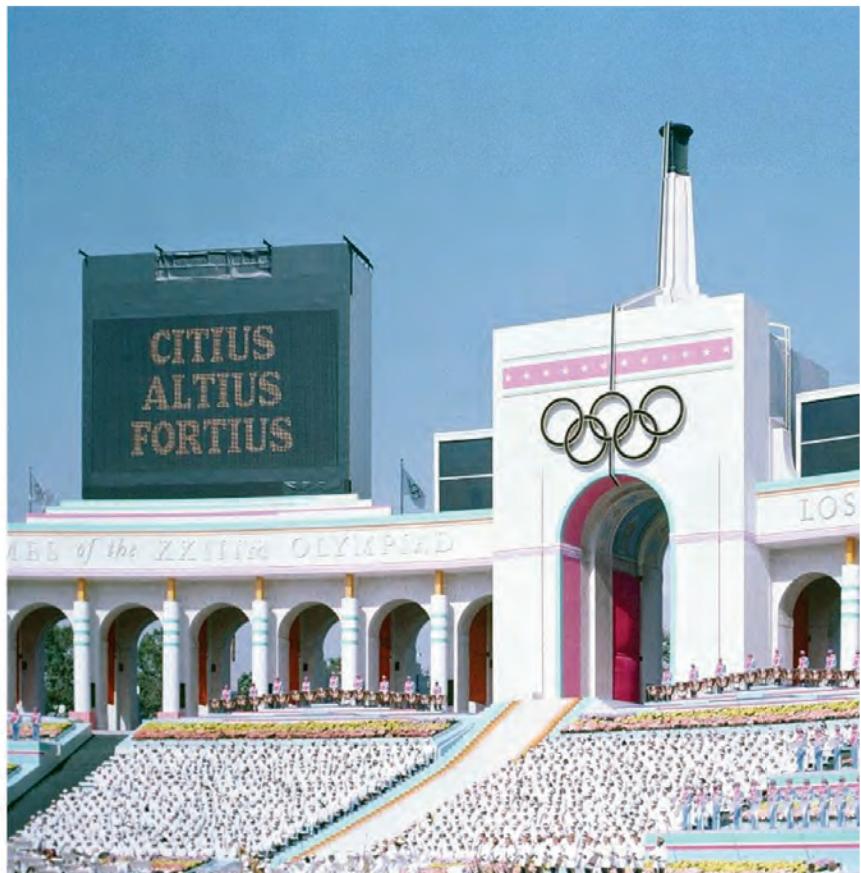
February 5, 2026

WWW.SCAG.CA.GOV

1



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



2

Games Legacy for the Region

We already live the legacy of two previous Olympic Games.

The LA28 Games are an opportunity to create a new legacy for the region.



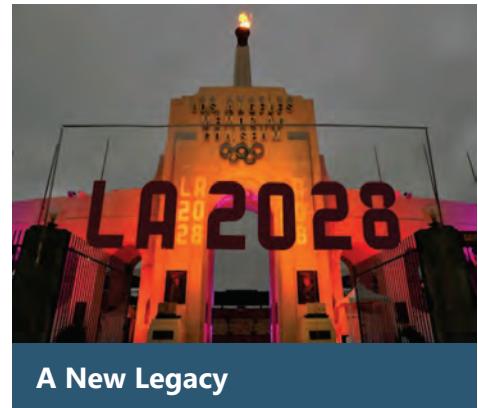
1932

Olympic Village



1984

Sports, Parks, and Play



A New Legacy

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

Games Facts

5M
UNIQUE ATTENDEES

12-15M
TICKETED FANS

60+
SPORTS

80+
VENUES

800+
EVENTS

206
NATIONS AND
TERRITORIES
REPRESENTED

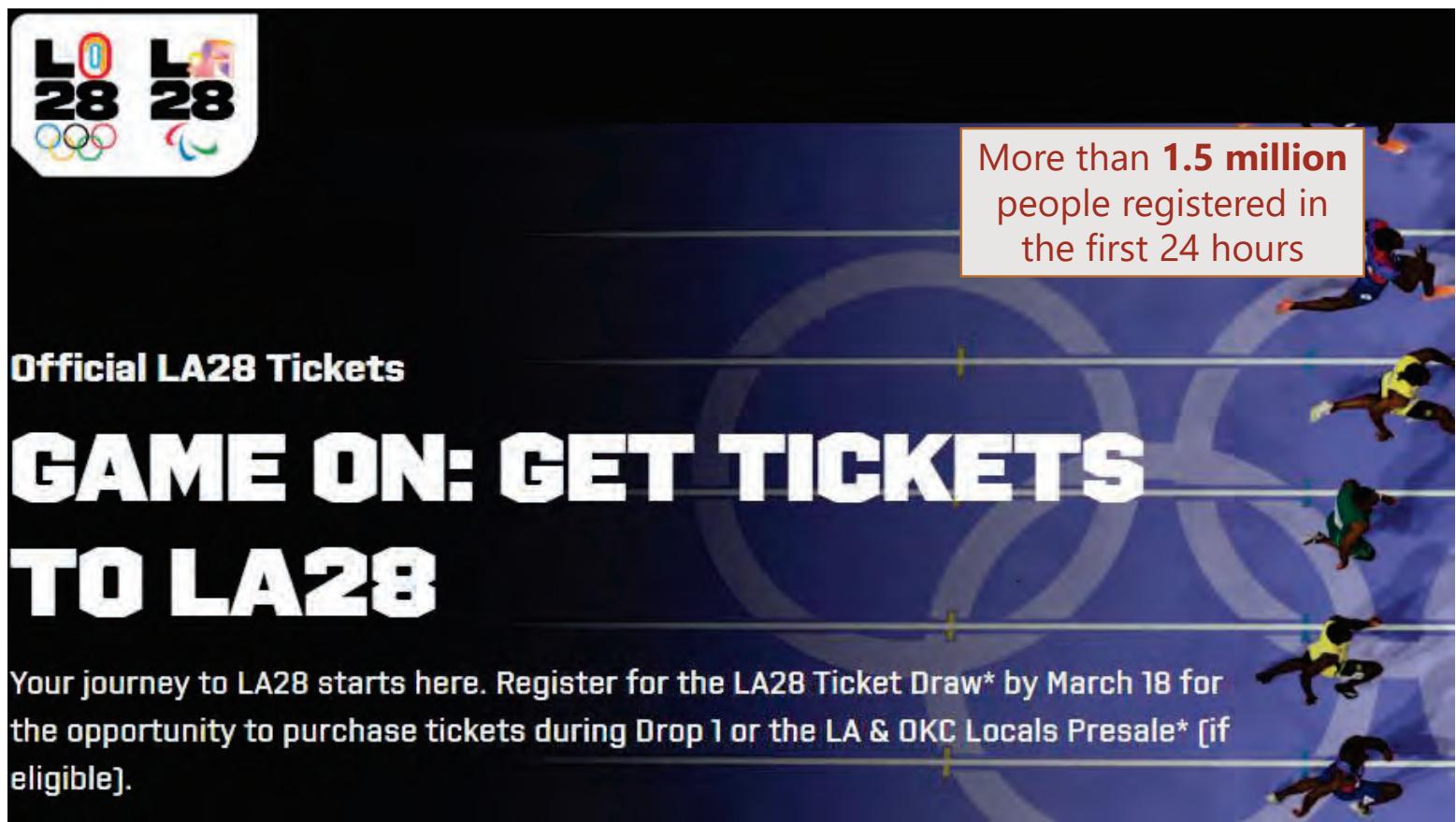
2028 Olympic Games
Opening Ceremony: July 14, 2028
Closing Ceremony: July 30, 2028

2028 Paralympic Games
Opening Ceremony: August 15, 2028
Closing Ceremony: August 27, 2028

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4

102



SCAG's Games Mobility Program

GUIDING PRINCIPLES. Values guiding the program.

GOAL

Southern California will showcase our thriving communities, support local businesses, and invest in the transportation improvements, programs, and policies necessary to leave a lasting legacy in our region.

OBJECTIVES

1. Optimize investment in legacy infrastructure.
2. Accelerate innovation through pilots.
3. Foster alignment of policies and programs to manage demand for the LA28 Games and beyond.
4. Showcase communities to support local placemaking and community development opportunities associated with the games.



Passenger TDM

- Strategies aimed at reducing the demand for roadway travel particularly in single occupancy vehicles (SOVs) by promoting efficient transportation options, such as biking, walking, taking transit, carpooling, or vanpooling.



Wayfinding



Communications



Bike and Pedestrian Improvements

TDM begins with the purchase of a ticket - whether it's for a flight, a game, or a train. The journey is shaped by the information we provide from that very first step.

Freight TDM

- Freight TDM strategies will be focused on reducing the effect of event-related congestion on local logistics operations, as well as employing strategies to reduce the effects of last-mile delivery on access to and around venue locations.
- Opportunity to test and implement strategies to proactively account for disruptions to freight operations, namely logistics needs supporting the events themselves all the while maintaining supply chain fluidity across SCAG's six-county region.



9

Regional TDM Strategy – Passenger and Freight



Regional Convenings
and Partnerships



TDM Strategic Plans



Regionwide Resources



Pilot and Permanent
Projects



Communications
Campaign

10

105

Regional Convenings and Partnerships

TDM Strategic Plans are developed through ongoing collaboration with regional and local partners.

Avenues for engagement include:

-  GME TDM Subcommittee
-  Regional Passenger & Freight TDM Forums
-  One-on-One Stakeholder Meetings
-  Focus Group Meetings
-  Partner Games Meetings

1/1 Stakeholder Meetings

Venue Cities	Non-venue Cities	Regional Agencies	TMAs/TMOs	Universities	Airports & Ports	Freight Industry & Businesses
Arcadia	Beverly Hills	LA County	Anaheim	CSUDH	Hollywood	J.B. Hunt
Anaheim	Burbank	Long Beach Transit	Transportation	CSULB	Burbank	Sysco Corporation
Carson	Culver City	OCTA	Network	UCLA	John Wayne	CEVA Logistics
Industry*	Mission Viejo	RCTC	Burbank TMO	USC*	Long Beach	Knight-swift Trans
Inglewood	Pico Rivera	GCCOG	Fastlink DTLA		LAWA	Amazon
Long Beach	Santa Monica	SANDAG/NCTD/	IE Commuter		Ontario	FedEx
Pasadena	West	SDMTS	Playa District		Palm Springs	UPS
Pomona	Hollywood	SBCCOG	Commute		Port of LA	SHIPIT Logistics
San Clemente		SBCTA	Playa Vista		Port of LB	Denso
South El Monte		SCAQMD	Compass			Uber Freight
		SFVCOG	Santa Monica			Pacific Mountain
		SGVCOG	TMO			Logistics
		VCTC	Warner Connects			Walmart
		WRCOG	GoWeHo			Prologis
		WSCCOG	Go Glendale			Home Depot
		LOSSAN/Amtrak				Electreon
		Torrance Transit				

*Meeting pending

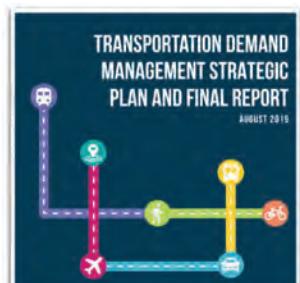
TDM Strategic Plans – Passenger and Freight



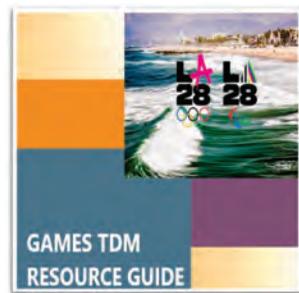
TDM Strategic Plans Approval Process

- ✓ Developed in coordination with members of the GME TDM Subcommittee and Regional TDM Forums
- ✓ Reviewed and approved by SCAG's Transportation Committee and Regional Council

Regionwide Games TDM Resources



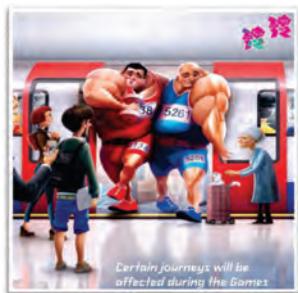
Updated TDM Toolbox



Games TDM Resource Guide

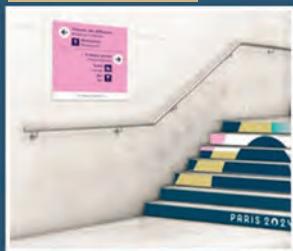


Outreach to Businesses/Employers



Communication Resources

Potential Passenger TDM Strategies and Projects



Wayfinding



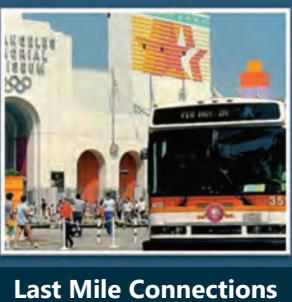
Communications



Pop-up Installations



Incentives



Last Mile Connections

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Key Considerations

- Effectiveness
- Scalability/Flexibility
- Feasibility/Cost
- Legacy

Potential Freight TDM Strategies and Projects



Re-Routing Deliveries



Off-Peak Deliveries



Order Consolidation



Alternative Modes



Labor Scheduling



Synchronization with Ports



Communications

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Games TDM Strategy Timeline



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

17

SCAG's Games Mobility Program Timeline



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

18

Next Steps

- April 2026 (Tentative)
 - TDM Strategic Plan- Preliminary Pilot Project Recommendations
- May 2026
 - Games panel at SCAG's General Assembly
- July 2026
 - Approval of TDM Strategic Plans and list of recommended strategies



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

19



THANK YOU!

For more information, please visit:

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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

20

110



2028 LA GAMES RELATED BUSINESS STRATEGY

20
26

MICHAEL KROUSE
PRESIDENT/CEO

JUSTIN BALANCIO
SENIOR MANAGER,
NATIONAL SALES



GOCAL

GOCAL (Greater Ontario California) is the official destination marketing organization for Ontario and Rancho Cucamonga, managing regional tourism, the Ontario Convention Center, and Toyota Arena. Led by President and CEO Michael Krouse and Senior Manager of National Sales Justin Balancio, the organization focuses on driving economic growth by positioning the Inland Empire as a premier global hub for major conventions and sports events.



PUTTING GREATER ONTARIO ON THE MAP

Identify potential partners at the USA National Governing Bodies (NGB) level and ensure Greater Ontario is on radar as a host city for future events:

01

Attend sports specific tradeshows to meet and educate Rights Holders about our destination

02

Conduct Sales Missions in Colorado Springs, CO and Indianapolis, IN to continue conversations and gauge interest

03

Develop relationships through hosting client events and Familiarization (FAM) Tours in Greater Ontario



LAY A FOUNDATION



Use the relationships we have built to partner with NGB's to host sanctioned events and Championships for various sporting events, such as:

- USA Table Tennis US Open
- USA Table Tennis National Championships
- USA Judo Senior National Championships
- USA Taekwondo National Championships
- USA Fencing sanctioned events
- USA Gymnastics sanctioned events

Each major event generates \$1.4 - \$2 million in economic impact drawing travelers from all 50 states with anywhere from 9,000-14,000 athletes/coaches/specatators

ESTABLISH OBJECTIVES



Identify Potential Opportunities:

- Official Venue City?
- Official Transportation Hub?
- Official Fan Zone Location?
- Specialized Pre Games Training Camps?
- Training by Sport/IFs versus NOCs/NPCs?

Establish Objectives

For the cities and communities in Greater Ontario, California to attract and support National Olympic Committees (NOCs), National Paralympic Committees (NPCs), International Federations (IFs) and National Federations (NFs) to Greater Ontario before and immediately prior to the Los Angeles 2028 Games, beginning as early as 2026, to conduct high performance training and acclimation.



CREATE CAMP CONCEPT

“ONE CAMP – TWO TRAINING HUBS – THREE PARTNERS”

Greater Ontario venues and hotels to serve as the hub for:

- Indoor training sports (i.e. judo, taekwondo, wrestling, boxing, weightlifting, table tennis, badminton, fencing, etc.),
- Camp Operations Center
- Athlete Hub for meals, medical services and other support
- Proposed Fan Festival
- Alternative International Airport
- Housing for athletes, staff, family member
- Be available to host regional and national qualifiers in 2026, 2027 and 2028



Claremont-Mudd-Scripps and Pomona-Pitzer to host:

- Outdoor training sports (i.e. swimming, track and field, team sports such as rugby, archery, tennis)
- Plus be available to serve as the venue for development camps in 2026, 2027 and 2028



PROPOSED ATHLETE SERVICES CENTER



HOTEL COMMITMENT

6,700+ Hotel Rooms

Hotels within walking distance
to proposed venues and local
entertainment options



TRANSPORTATION

- Ontario International Airport (ONT) features non-stop flights to 29 destinations
 - International: Mexico, Taiwan, Central America
- Metrolink & Amtrak connect to major SoCal spots
- Located at the apex of two major interstates
- OmniTrans provides local bus service
- NEW: Greater Ontario Area Transit (GOAT) connects GOCAL hotel guests to ONT and various entertainment/restaurant destinations.



FUN IN GOCAL

Activity Options for Athletes to Enjoy Outside of Training



Sip and Savor

From casual bites to craft pours, you'll find a vibrant dining scene that showcases our local flavors. Local faves: Durango Cocina, Eureka!, Bushfire Kitchen, Kulturas



Shop Away

Discover endless shopping options with the regions premier outlet mall (Ontario Mills) and upscale open-air retail destination (Victoria Gardens).



Entertainment for All

Catch the action of a concert, hockey game, or indoor soccer match at Toyota Arena.



Fresh Air

From scenic hikes to laid-back patios perfect for a drink, Ontario and Rancho Cucamonga boast numerous ways to enjoy the outdoors.



Group Activities

Plan a memorable group outing, whether bowling, golf, or another team-building adventure, the area offers a diverse selection of activities great for large or small groups. Check out: Topgolf, iFLY, Punch Bowl Social

CONTINUING STEPS

- Identify potential organizing committees such as:
Panam Sports (Pan America (Argentina, Brazil, Chile, Colombia, Dominican Republic, etc.))
ONOC: Oceania National Olympic Committee (Samoa, Australia, New Zealand, Fiji, etc.)
EOC: European Olympic Committee (Belgium, Czechia, France, Croatia, etc.)
ANOCA: Association of National Olympic Committees of Africa
OCA: Olympic Council of Asia

- Leverage partners and consultants to spread the word of the camp concept
- Distribute digital and printed marketing material
- Invite NOC's to Greater Ontario to conduct site tours of proposed training facilities and camp concept
- Confirm commitment from NOC and establish formal agreement

20
26



WHY NOW?

- The LA 2028 Games Have Essentially Begun
- National Olympics Committees (NOC) and International Federation (IF) planning is already underway, and for some, nearly completed
- Time to galvanize the Community, identify resources and establish a Local Organizing Committee
- 2026 is a key year for NOC meetings and potential site visits to Los Angeles



POTENTIAL BENEFITS



- Engages entire Community including all demographics and ethnicities
- Development of a long-term Resource and Volunteer Network
- Youth Interaction Possibilities // School Programs
- Media and Social Media visibility
- Community Legacies
- Future connections and affiliations
- Economic Impact to local businesses including, but not limited to hotels, restaurants, retail, local attractions

GO-CAL.ORG



THANK YOU!



MICHAEL KROUSE

President/CEO
Direct: 909.937.3001
Cell: 213.595.5495
mkrouse@gocal.org



JUSTIN BALANCIO

Senior Manager, National Sales
Direct: 909.937.3029
Cell: 909.967.2136
jbalancio@gocal.org

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:

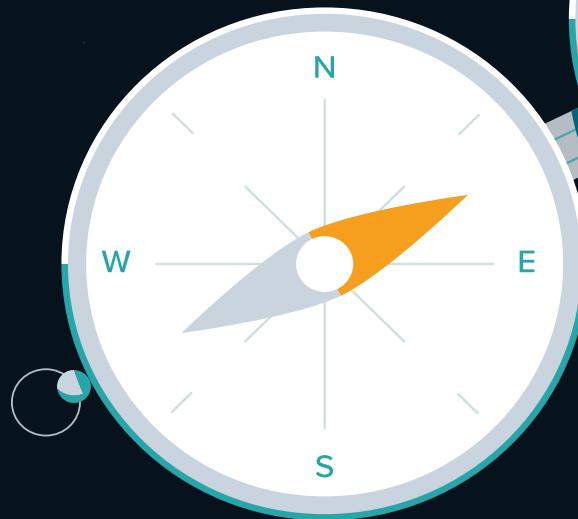
No fiscal impact.

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

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

The RTP/SCS includes...



Vision, goals, and guiding policies



Performance measures



Financial plan



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



List of transportation projects

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4

123

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.)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

5

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.

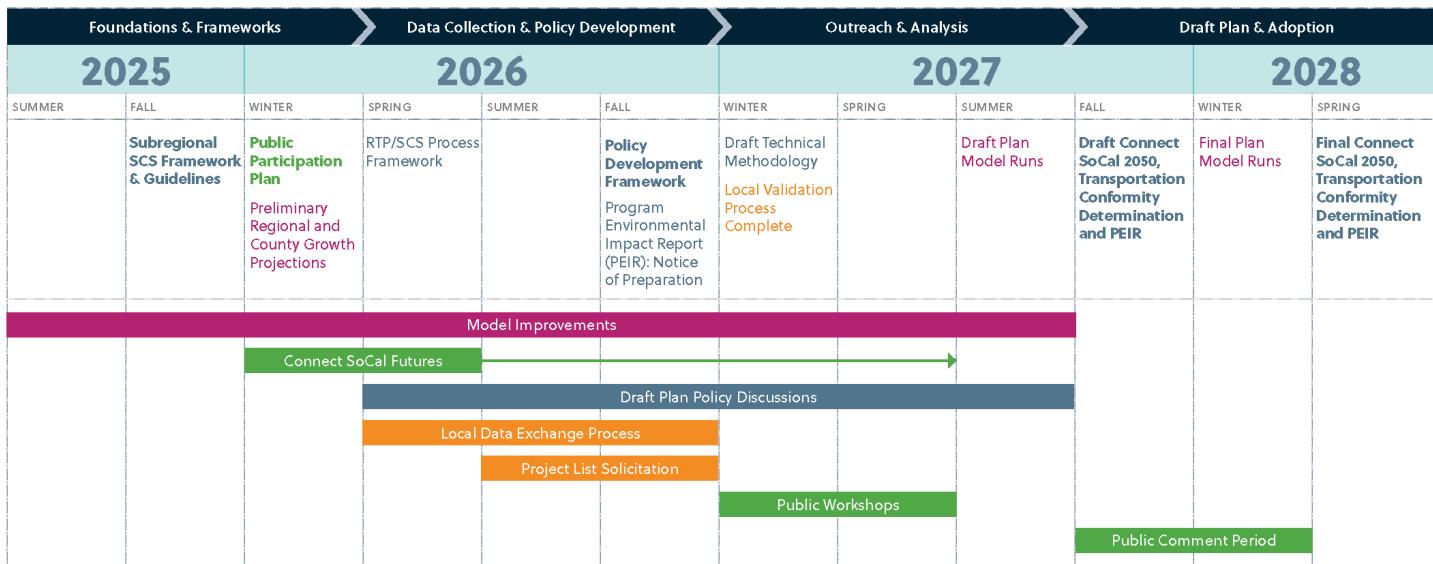


SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

6



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



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:

Camille Guiriba Guiriba@scag.ca.gov



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



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	Winter	Spring		
	Subregional SCS Framework & Guidelines	Public Participation Plan	RTP/SCS Process Framework		Policy Development Framework	Draft Technical Methodology			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	
		Preliminary Regional and County Growth Projections			Program Environmental Impact Report (PEIR): Notice of Preparation	Local Validation Process Complete									
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