



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

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

Thursday, September 4, 2025

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) 630-1410. 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, September 3, 2025**, 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, September 3, 2025, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Javier Amezcua City of Calipatria - City Hall City Council Chambers 125 N. Park Avenue Calipatria, CA 92233	Ryan Balius Anaheim Public Library - Haskett Branch 2650 W Broadway Anaheim, CA 92804	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	Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Cathedral Conference Room, 3rd FL 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	Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Newport Beach, CA 92660
Carlos Leon City of Anaheim - City Hall 200 S. Anaheim Boulevard Anaheim, CA 92805	Bridgett Lewis City of Torrance - City Hall Council Assembly Room 3031 Torrance Boulevard Torrance, CA 90503	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
Ed Reece City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711	Gabriel Reyes City of Adelanto - City Hall 11600 Air Expy Adelanto, CA 92301	Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582
Ali Saleh TOP SIDE by NDMK 708 Crescent Avenue Avalon, CA 90704	Zak Schwank City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference Rm Temecula CA, 92590	Asam Sheikh City of Torrance - City Hall 3031 Torrance Boulevard Torrance, CA 90503
Jeremy Smith City of Canyon Lake - City Hall 31516 Railroad Canyon Road Canyon Lake, CA 92587	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

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



TRANSPORTATION COMMITTEE AGENDA

TC - Transportation Committee ***Members – September 2025***

- 1. Hon. Mike 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 Amezcua**
Calipatria, ICTC
- 5. Hon. Adele Andrade-Stadler**
Alhambra, SGVCOG
- 6. Hon. Phil Bacerra**
Santa Ana, Pres. Appt. (Member at Large)
- 7. Hon. Ryan Balias**
Anaheim, RC District 19
- 8. Sup. Kathryn Barger**
Los Angeles County
- 9. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 10. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 11. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 12. Hon. Jon Dumitru**
Orange, RC District 17
- 13. Hon. JJohn Dutrey**
Montclair, RC District 9
- 14. Hon. Bryan Fish**
Culver City, WCCOG
- 15. Hon. John Gabbard**
Dana Point, RC District 12
- 16. Hon. Jason Gibbs**
Santa Clarita, NCTC



TRANSPORTATION COMMITTEE AGENDA

- 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. Richard Loa**
Palmdale, NCTC
- 31. Hon. Clint Lorimore**
Eastvale, RC District 4
- 32. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 33. Hon. Ray Marquez**
Chino Hills, RC District 10



TRANSPORTATION COMMITTEE AGENDA

- 34. Hon. Larry McCallon**
Air District Representative
- 35. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 36. Hon. Tim McOsker**
Los Angeles, RC District 62
- 37. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 38. Hon. Carol Moore**
Laguna Woods, OCCOG
- 39. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
- 40. Hon. Zizette Mullins**
Burbank, AVCJPA
- 41. Hon. Ara Najarian**
Glendale, SFVCOG
- 42. Hon. Frank Navarro**
Colton, RC District 6
- 43. Hon. Nikki Perez**
Burbank, RC District 42
- 44. Hon. David Ready**
Palm Springs, CVAG
- 45. Hon. Gil Rebollar**
Brawley, RC District 1
- 46. Hon. Ed Reece**
Claremont, SGVCOG
- 47. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 48. Hon. Gabriel Reyes**
Adelanto, Pres. Appt. (Member at Large)
- 49. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 50. Hon. Ali Saleh**
Bell, RC District 27



TRANSPORTATION COMMITTEE AGENDA

- 51. Hon. Steve Sanchez**
La Quinta, RC District 66
- 52. Hon. Tim Sandoval**
Pomona, RC District 38
- 53. Hon. Zak Schwank**
Temecula, RC District 5
- 54. Hon. Emma Sharif**
Compton, RC District 26
- 55. Hon. Asam Sheikh**
Torrance, SBCCOG
- 56. Hon. Marty Simonoff**
Brea, RC District 22
- 57. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
- 58. Hon. Ward Smith**
Placentia, OCCOG
- 59. Sup. Hilda Solis**
Los Angeles County
- 60. Hon. Wes Speake**
Corona, WRCOG
- 61. Sup. Karen Spiegel**
Riverside County
- 62. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 63. Hon. Butch Twining**
Huntington Beach, RC District 64
- 64. Hon. Steve Tye**
Diamond Bar, RC District 37
- 65. Hon. William Uphoff**
Lomita, SBCCOG
- 66. Hon. Michael Vargas**
Perris, Pres. Appt. (Member at Large)
- 67. Hon. Scott Voigts**
Lake Forest, OCCOG



TRANSPORTATION COMMITTEE AGENDA

68. Sup. Donald Wagner
Orange County

69. Hon. Colleen Wallace
Banning, WRCOG

70. Hon. Alan Wapner
SBCTA

71. Hon. Zhen Wu
San Clemente, OCCOG



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, September 4, 2025
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 – June 5, 2025 PPG. 11

Receive and File

2. Status Update on Transportation Conformity Challenges in SCAG Region PPG. 20
3. Release of 2025 Draft Transportation Regional Existing Conditions Report PPG. 24
4. Connect SoCal 2050: Subregional Sustainable Communities Strategy Framework and Guidelines PPG. 29
5. Innovative Clean Transit Regional Assessment Study Introduction PPG. 63
6. Transportation Trends Update PPG. 75
7. CalSTA Transit Transformation Task Force Update PPG. 100

ACTION ITEM

8. Acceptance of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and Next Steps for the Metrolink Sustainable Locomotive Replacement Project PPG. 103
10 Mins.
(Lisa Colicchio, Director, Sustainability, Metrolink)

RECOMMENDED ACTION:

Recommend that the Regional Council approve receipt of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and authorize the Executive Director, or his designee, to execute all necessary agreements and other documents related to supporting the Metrolink Sustainable Locomotive Replacement Project.



TRANSPORTATION COMMITTEE AGENDA

9. 2027 Federal Transportation Improvement Program (FTIP) Guidelines 10 Mins. PPG. 110
(Stephanie Chin, Senior Regional Planner, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council approve the 2027 Federal Transportation Improvement Program (FTIP) Guidelines.

10. INVEST CLEAN (Measure 2.2) LMFP Rebate Program Announcement 10 Mins. PPG.118
(Ryan Laws, Associate Regional Planner, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council approve the Last Mile Freight Program Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist, allowing SCAG to proceed with releasing the Program Announcement, including collection of applications and selection of participants for the program, pending the execution of an agreement with the South Coast Air Quality Management District (SCAQMD).

INFORMATION ITEM

11. Transportation Committee Outlook and Future Agenda Items 10 Mins. PPG. 135
(Annie Nam, Deputy Director, SCAG)
12. Planning for Main Streets 15 Mins. PPG. 140
(Rachel Om, Senior Regional Planner, SCAG)

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



AGENDA ITEM 1

REPORT

Southern California Association of Governments
September 4, 2025

MINUTES OF THE REGULAR MEETING TRANSPORTATION COMMITTEE (TC) THURSDAY, JUNE 5, 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.igq2.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)	Monterey Park	SGVCOG
Hon. Zeel Ahir	Artesia	GCCOG
Hon. Phil Bacerra	Orange County	CoC
Hon. Ryan Balius	Anaheim	
Hon. Brian Berkson	Jurupa Valley, Pres. Appt.	Member at Large
Hon. Daniel Brotman	Glendale	AVCJPA
Hon. Denise Delgado	Coachella, Pres. Appt.	Member at Large
Hon. John Dutrey	Montclair	SBCTA
Hon. Bryan Fish	Culver City	WSCCOG
Hon. John Gabbard	Dana Point	District 12
Hon. Jason Gibbs	Santa Clarita	NCTC
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	Port Hueneme	District 45
Hon. Lauren Hughes-Leslie	Lancaster	NCTC JPA
Hon. Fred Jung	Fullerton	OCCOG
Hon. Trish Kelley		TCA
Hon. Lauren Kleinman	Newport Beach	District 15
Hon. Linda Krupa	Hemet	District 3
Hon. Andrew Lara	Pico Rivera	District 31
Hon. Carlos Leon		OCTA
Hon. Richard Loa	Palmdale	NCTC
Hon. Clint Lorimore	Eastvale	District 4

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, Pres. Appt.</i>	Member at Large
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
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. Gil Rebollar	<i>Brawley</i>	District 1
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. Asam Sheikh	<i>Torrance</i>	SBCCOG
Hon. Marty Simonoff	<i>Brea</i>	District 22
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. Edward Twining	<i>Huntington Beach</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. William Uphoff	<i>Lomita</i>	SBCCOG
Hon. Don Wagner		Orange County
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. Javier Amezcua	<i>Calipatria</i>	ICTC
Hon. Andrade-Stadler, Adele	<i>Alhambra</i>	SGVCOG
Hon. Kathryn Barger		Los Angeles County
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. William Go	<i>Irvine</i>	District 14
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Tim McOske	<i>Los Angeles</i>	District 62

Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Hilda Solis		Los Angeles County
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 10:00 a.m. Hon. Larry McCallon, Air District Representative, 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 – April 3, 2025

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items
 3. Transportation Trends Update
-

4. CalSTA Transit Transformation Task Force Update
5. Connect SoCal 2024: Implementation Strategies Update
6. Connect SoCal 2024: Sustainable Communities Strategy Acceptance and Target Updates

A MOTION was made (McCallon) to approve Consent Calendar item 1; and Receive and File items 2 through 6. The motion was SECONDED (Simonoff) and passed by the following roll call votes.

AYES: Bacerra, Balias, Berkson, Dutrey, Gabbard, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lara, Leon, Loa, Lorimore, Manos, Marquez, McCallon, McLean, Molina, Moore, Munoz-Guevara, Najarian, Navarro, Ready, Rebollar, Reece, Saleh, Sanchez, Sheikh, Simonoff, Speake, Sternquist, Twining, Uphoff, Wallace, Wapner, Wong (40)

NOES: None (0)

ABSTAIN: Wu (1)

INFORMATION ITEMS

7. California High Speed Rail Authority Update

There were no public comments on Item No. 7.

LaDonna DiCamillo, Southern California Regional Director, California High Speed Rail Authority (CHSRA), provided an update on the High Speed Rail initiative. Ms. DiCamillo reported the project was being constructed in two stages with the first segment from San Francisco to Los Angeles/Anaheim with travel time less than 3 hours. The second phase extends the line 300 miles to connect to Sacramento and San Diego. It will provide electric powered train service at speeds up to 220 mph with 24 stations on the line. Ms. DiCamillo noted construction was underway in the Central Valley as well as planning efforts for key segments in Southern California and the bay area. Recent milestones include kick-off of the railhead project in Kern County in preparation for track laying work and construction of a 22-mile sub-segment in the Central Valley near the Tulare/Kern County line. The system will link the Brightline rail network to Las Vegas creating a southwest high speed rail network.

She reported the project had created 15,241 construction jobs with an average of 70% of workers from disadvantaged communities. Further, 908 small businesses were employed in the project. Funding sources were reviewed including Prop 1A, Cap & Trade, and federal grants. Next, she

reviewed grade separation efforts and corridor improvements along areas of shared track at the City of Commerce which would increase corridor capacity.

Hon. Zeel Ahir, Artesia, GCCOG, asked about vendor sourcing and if there was a focus on buying from American companies. Ms. DiCamillo responded that the primary focus was on seeking domestic vendors.

Hon. Colleen Wallace, Banning, WRCOG, asked about recent news that federal funding for the project would end. Ms. DiCamillo responded that there had been previous announcements about funding flows under different administrations. She encouraged that the project was visionary and would bring valuable infrastructure to the state.

Hon. Karen Spiegel, Riverside County, urged that Metrolink and its needs be considered as the project goes forward in Southern California.

INFORMATION ITEMS

8. Brightline West Update

There were no public comments on Item No. 8.

Asha Jones, Brightline West, reported on their high speed train service from Southern California to Las Vegas. She noted the goal was to provide service to Las Vegas in two hours traveling at 200 miles per hour with an average operating speed of 186 MPH. The trains will be zero emission, all electric powered and there is a goal to source local construction labor. She reported the stations would be in Victor Valley and Hesperia and would be modern and comfortable. She reviewed Brightline's train service in Florida noting the build out of that service would be similar to the Las Vegas line. Population centers will be connected providing greater economic and mobility opportunities. She noted the line would be 218 miles from Las Vegas to Rancho Cucamonga.

Ms. Jones reported there were no grade crossings as the majority of the corridor would be along the median of the I-15 corridor. She reviewed the benefits including bringing new industry into the area and training a workforce in new technology. Environmental benefits include reduced vehicle miles travelled by substituting vehicle traffic on the corridor. She reported on the system build out and schedule.

Hon. Karen Spiegel, Riverside County, asked about corridor space and if there were plans to also add an express lane to the I-15. Alan Wapner, Ontario/SBCTA, noted train service in the median would serve to add capacity to the corridor making construction of an express lane less necessary.

Hon. Ray Marquez, Chino Hills, asked if commuters from the high desert area would need to pay full price. Ms. Jones responded that they would pay less than other passengers taking a longer journey on the line. It was noted that anticipated fares for those residents would be similar to Metrolink fare, perhaps \$10 - \$12.

Hon. Curt Hagman, San Bernadino County, asked about the timeline for completion. Ms. Jones responded that late 2028 would be the earliest completion.

9. SCP Smart Cities & Mobility Innovations Program Conclusion

There were no public comments on Item No. 9.

Marisa Laderach, SCAG staff, reported on the conclusion of the Smart Cities and Mobility Innovations Program (SCMI). Ms. Laderach noted Smart Cities focused on three Connect SoCal key connections; Smart Cities & Job Centers, Go Zones, and Shared Mobility and Mobility as a Service. Project types sought included curb space data collection and inventory, technology assessment or adoption plan or parking management plans. The goal was to explore where technology and innovation can be utilized to benefit our region. She reviewed each of the eight projects noting all had been concluded.

For the City of Rialto, a Smart Cities Plan for Warehousing and Logistics was produced as an implementation plan for truck routes particularly those in residential areas. The project aims include reducing traffic congestion as well as pavement degradation, improving safety and air pollution, and reducing fuel costs. The San Gabriel Valley Council of Government's assessment of their bikeshare program examined the quantity of VMT reduction as well as location-based data to identify opportunities to expand service. An implementation plan for a pilot project was produced to look at campaigns, outreach and greater social awareness of bikeshare. The City of Garden Grove developed a menu of planning and policy options to utilize residential parking access challenges. Six areas were studied, and several potential initiatives were crafted for smarter development. The City of Laguna Woods' Mobility Technology Plan served as a roadmap for an autonomous vehicles (AV) pilot program with opportunities to apply the same framework to other municipalities. Ms. Laderach reviewed upcoming Smart Cities activities including the Smart Cities Strategic Plan RFP and future call for projects.

10. Southern California Zero Emission Truck Infrastructure Study Findings & Final Report

There were no public comments on Item No. 10.

Jonathan Raspa, SCAG staff, reported on Southern California Zero Emission Truck Infrastructure (ZETI) Study findings. He noted the purpose of the study was to explore a phased blueprint and

action plan toward realizing a regional zero emission charging and fueling infrastructure. Additionally, to answer key questions about how stations may operate to serve different truck markets and business functions. He first examined future charging needs, noting charging needs would double in five years as more ZE vehicles were utilized and charging stations were added. He reviewed total energy requirements for horizon years stating 5.8 gigawatts would be needed by 2030, 13.1 GW by 2035, and 21.2 GW by 2040. He examined a possible charging station system in San Bernardino County and possible site locations. Some locations would use a lower-level station while others would provide greater charging capacity.

Mr. Raspa reviewed the Site Prioritization Tool. He noted it was not intended to suggest a particular location ought to be prioritized but examines the characteristics and qualities to consider when examining potential locations. He noted the greatest potential was in areas where there was currently active truck traffic as well as energy capacity. The setting criteria for possible fueling sites included utilization, land, equity, grid capacity, and environmental. He noted 5 million parcels in the region were examined and less than 10% were viable for such activity. Most sites do not have the load capacity to host a charging site, however; approximately 800 sites could serve as charging locations. He reviewed the steps toward utilization of a site including site selection, zoning, permitting, construction planning, timelines, scalability, and future expansion. He reviewed other SCAG programs around this effort including the Last Mile Freight Program and the Comprehensive Sustainable Freight Plan.

CHAIR'S REPORT

Chair Judge announced that the committee would be dark in July and August and would return in September.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 11:53 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

Transportation Committee Attendance Report															
2025- 26															Total Mtgs Attended To Date
MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Ahir, Zeel	Artesia, GCCOG	1												0	
Amezcu, Javier	Calipatria, ICTC													0	
Andrade-Stadler, Adele	Alhambra, SGVCOG													0	
Bacerra, Phil	Orange County, CoC	1												0	
Balius, Ryan	Anaheim, District 19	1												0	
Barger, Kathryn	Los Angeles County													0	
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1												1	
Brotman, Daniel	Glendale, AVCJPA	1												1	
Burns, Jeanette	Morongo Band of Mission Indians													0	
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1												0	
Dumitru, Jonathan	Orange, RC District 17													0	
Dutrey, J. John	Montclair, SBCTA	1												1	
Brian, Fish	Culver City, WCCOG	1												0	
Gabbard, John	Dana Point, District 12	1												0	
Gibbs, Jason	Santa Clarita, NCTC	1												1	
Go, William	Irvine, District 14													0	
Hagman, Curt	San Bernardino County	1												1	
Harnik, Jan	RCTC	1												1	
Hernandez, Laura	Port Hueneme, RC District 45	1												1	
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1												1	
Hutt, Heather	Los Angeles, RC District 57													0	
Judge, Mike	VCTC	1												1	
Jung, Fred	Fullerton, OCCOG	1												1	
Kelley, Trish	TCA Representative	1												1	
Kleiman, Lauren	Newport Beach, District 15	1												0	
Krupa, Linda	Hemet, RC District 3	1												1	
Lara, Andrew	Pico Rivera, Dist 31	1												0	
Leon, Carlos	OCTA	1												0	
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)													0	
Loa, Richard	Palmdale, NCTC	1												0	
Lorimore, Clint	Eastvale, RC District 4	1												1	
Manos, Steve	Lake Elsinore, RC District 63	1												1	
Marquez, Ray	Chino Hills, RC District 10	1												1	
McCallon, Larry	Air District Representative	1												1	
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1												1	
McOske, Tim	Los Angeles, RC District 62													0	
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1												1	
Moore, Carol	Laguna Woods, OCCOG	1												1	
Munoz-Guevara, Juan	Lynwood, GCCOG	1												1	
Najarian, Ara	Glendale, SFVCOG	1												1	
Navarro, Frank	Colton, RC District 6	1												1	
Perez,Nikki	Burbank, District 42													0	
Ready, David	Palm Springs, CVAG	1												0	
Rebollar, Gil	Brawley, RC District 1	1												0	
Reece, Ed	Claremont, SGVCOG	1												1	
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1												1	



AGENDA ITEM 2

REPORT

Southern California Association of Governments
September 4, 2025

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov

Subject: Status Update on Transportation Conformity Challenges in SCAG Region

Kome Ajise

RECOMMENDED ACTION FOR EEC, TC, AND RC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG develops the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, the Federal Transportation Improvement Program (FTIP) every two years, and their amendments from time to time. SCAG's RTP/SCS, FTIP, and their amendments are required to demonstrate regional transportation conformity and receive federal approval of conformity determination. As part of the federal conformity regulations, SCAG is required to use the vehicle emission factors (EMFAC) model developed by the California Air Resources Board (CARB) and approved by the U.S. Environmental Protection Agency (EPA).

On June 12, 2025, the President signed into law three joint resolutions (H.J. Res. 87, H.J. Res 88, and H.J. Res. 89) passed by Congress under the authority of the Congressional Review Act (CRA). This action revoked California's three EPA-approved Clean Air Act (CAA) waivers and nullified the State's ability to adopt and enforce stricter vehicle emissions standards than federal requirements, subject to EPA approval. The revocation rendered the latest EPA-approved version of the EMFAC model (EMFAC2021) unusable for federal transportation conformity purposes because the waivers revocation invalidated key planning assumptions underlying that model. As such, California and the SCAG region are currently under the so-called transportation conformity lockdown – meaning no new regional transportation conformity determinations can be made until the lockdown is lifted. Currently, there is no clear indication of when the lockdown would be lifted.

The conformity lockdown will potentially impact SCAG's next scheduled regional transportation conformity determination for the 2027 FTIP and Connect SoCal 2024 Amendment 2, including any projects associated with the Los Angeles 2028 Olympic and Paralympic Games needing new transportation conformity analyses. SCAG staff at all levels take the conformity lockdown very seriously and will continue to provide the Policy Committees and RC with status updates in the future.

BACKGROUND:

1. California's Clean Air Act Waivers

The CAA requires the EPA to set federal emission standards for air pollutants from new motor vehicles or new motor vehicle engines that cause or contribute to air pollution that endangers public health or welfare. The CAA broadly preempts state governments from adopting independent emissions standards for motor vehicles but specifically allows California to set independent and more stringent emissions standards upon application to the EPA for a waiver (based on California's preexisting emissions regulations and the unique topography of the state). Historically, EPA granted California more than 75 preemption waivers for updates to the State's new motor vehicle emissions control program. These waivers have allowed California to improve its vehicle emissions program, significantly influenced clean air efforts, and allowed the State to adopt and enforce stricter vehicle emissions standards than the federal government, subject to EPA approval.

More recently, Congress passed and then on June 12, 2025 the President signed three joint resolutions that revoked California's three CAA waivers: (i) the Advanced Clean Cars II (ACC II) Regulation (phasing out the sale of new, gas-powered cars by 2035), (ii) the Advanced Clean Trucks (ACT) Regulation (mandating an increased mix of zero-emission trucks for sale in the state); and (iii) the Omnibus Low NOx (Low NOx) Regulation (implementing the state's updated nitrogen oxide emission standards). The revocation was enacted using the CRA, a legislative tool that enables Congress to overturn recently finalized federal regulations. On the same day (June 12, 2025), California—joined by 10 other states—sued the administration in U.S. District Court for the Northern District of California, challenging the resolutions on the grounds that the waivers are not subject to the CRA, and that revocation of the waivers violates several provisions of the Constitution.

2. Conformity Lockdown

Transportation conformity is required under the CAA to ensure that federally supported transportation activities conform to or are consistent with the purpose of the applicable air quality management plan (AQMP) or State Implementation Plan (SIP). Conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not

create new violations of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards. The Transportation Conformity Regulations apply nationwide to areas that are designated nonattainment, those redesignated to attainment after 1990, and maintenance areas, with plans developed for the specific transportation-related criteria air pollutants (40 CFR Section 93.102). The SCAG region is subject to transportation conformity requirements for three criteria air pollutants: Carbon Monoxide, Ozone, and Particulate Matter (PM_{2.5} and PM₁₀) and has 25 federally designated nonattainment and maintenance areas.

The nullification of California's ability to set its own vehicle emissions standards has led to a statewide conformity lockdown, causing potential delays in transportation investments and delivery across the state, including the SCAG region because SCAG cannot add new projects or make certain changes to existing projects under the lockdown.

It is important to note that the conformity lockdown is a result of anticipated significant changes in CARB's emission model (EMFAC2021) triggered by the revocation, not due to relaxation in regulations, policies, measures, programs, or projects of CARB or SCAG. On the contrary, we have been doing more. The State and the SCAG region have invested billions of dollars and developed policies in accelerating the development and deployment of clean transportation technologies and infrastructure.

With the nullification of these standards, SCAG cannot receive federal approval of regional transportation conformity determination for a major RTP/SCS amendment or FTIP until one of the following occurs: new emissions assumptions are incorporated into the EMFAC2021 model, the federal government issues interim guidance or a transitional grace period, or the court intervenes as part of California's litigation.

During the conformity lockdown, transportation conformity determinations of the current RTP/SCS and FTIP (Connect SoCal 2024 and 2025 FTIP) are still valid, but no new transportation conformity determinations that need new regional emissions analysis using the EMFAC2021 model may be made. As a result, only projects in the current conforming Connect SoCal 2024 and 2025 FTIP can move forward. No new projects or no new project changes requiring new regional emissions analysis are allowed except for exempt projects. However, during the conformity lockdown, not all transportation projects face delays. SCAG's Connect SoCal 2024 includes projects that are exempt from regional emissions analysis already. Such projects may make certain changes to scope and schedule although they may face some limitations. Projects that are included in SCAG's 2024 Plan and that need project-level conformity determinations may continue to obtain the project-level determinations under the lockdown.

Aside from the limitations identified in the preceding paragraph, the SCAG region is not facing immediate impacts from the conformity lockdown. However, if the conformity lockdown is not lifted by spring 2026, the lockdown could impact SCAG's next scheduled regional transportation conformity determination for the 2027 FTIP and Connect SoCal 2024 Amendment 2, including transit projects, several critical high-value investments needed to support the Los Angeles 2028 Olympic and Paralympic Games, as well as other near-term transformative investments in the region. If the lockdown is protracted, it has the potential to set in motion far-reaching consequences on critical aspects of regional transportation planning, programming, and project delivery, and the regional economy and jobs.

SCAG staff at all levels take the conformity lockdown very seriously. Staff has and will continue to urge CARB and EPA to work together to approve necessary updates to the EMFAC2021 model that can expeditiously resolve the conformity lockdown to avoid the serious consequences in the SCAG region. Staff also continue to monitor the situation at both federal and state levels and are engaging with staff from all levels of governments and other MPOs statewide. Staff will continue to update the Policy Committees and RC on status and return with more information as it becomes available.

FISCAL IMPACT:

SCAG staff's work associated with this item is included in the current FY 2025-26 Overall Work Program (25-025.0164.01: Air Quality Planning and Conformity). If the conformity lockdown is not lifted by in time for SCAG's 2027 FTIP and Connect SoCal 2024 Amendment 2, the lockdown could create short-term financial impacts on transportation projects in the SCAG region. The duration and magnitude of these impacts depend on largely how quickly California and the federal government resolve the current situation.



AGENDA ITEM 3

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)
Regional Council (RC)

From: Jeannie Ma, Assistant Regional Planner
213-630-1517, ma@scag.ca.gov

Subject: 2025 Transportation Safety Regional Existing Conditions Report

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC AND RC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The 2025 Transportation Safety Regional Existing Conditions Report, scheduled for release in October to align with Walktober, analyzes traffic safety trends from 2014 to 2024 across the region. This staff report provides a preview of the report. The 2025 Transportation Safety Regional Existing Conditions Report is intended to guide future transportation safety improvements and actions for local jurisdictions. The report examines existing regional safety conditions by identifying patterns and trends in historical roadway collision data, including pedestrian- and bicyclist-involved collisions and fatalities. It seeks to answer key questions: who the victims are, and where, when, and why collisions occur. Additionally, the report features maps displaying datapoints on reported crashes, including pedestrian- and bicyclist-involved collisions and fatalities and serious injuries. It also contains multiple figures representing a wide range of safety indicators, from the total number of fatalities to primary collision factors. Overall, this resource is designed to support local jurisdictions in developing targeted, data-informed transportation safety policies and improvements.

BACKGROUND:

In 2021, SCAG's Regional Council adopted resolution 21-629-1, affirming its regional leadership role and commitment to advancing transportation safety, and adopting a Regional Safety Policy. This action was driven by a growing urgency to address the region's disproportionate share of traffic-related fatalities and serious injuries. From 2014 to 2024, the region accounted for a significant portion of California's traffic-related fatalities and serious injuries. Approximately 18,000 fatalities and 71,000 serious injuries occurred within the region during this period. In comparison, the state of California experienced around 42,000 fatalities and approximately 170,000 reported serious

injuries during the same period. The SCAG region nearly accounted for half of all traffic fatalities (43%) and reported serious injuries (42%), reflecting a disproportionate share of the statewide burden. During the peak COVID-19 pandemic years (2020-2022), traffic fatalities in the U.S. increased by seven percent, revealing a troubling trend: more people were killed in traffic collisions even though fewer drivers were on the road. California mirrored this pattern with fatal and serious injury crash rates rising by 25 percent.

In response to alarming trends, SCAG is updating the Transportation Safety Regional Existing Conditions Report. This report guides future planned transportation safety improvements and actions for local jurisdictions. The report analyzes existing regional safety conditions, identifying patterns and trends in historical roadway collision data, including pedestrian- and bicyclist-involved collisions and fatalities.

The report provides a historical overview of transportation safety data from 2014 to 2024 for the SCAG region and its six counties. It is designed to guide users such as local jurisdictions and agencies in developing transportation safety-related policies and implementation strategies based on data-driven approaches. Additionally, the report outlines the criteria for the Regional Safety Targets set by the FHWA and Caltrans including:

- Total number of fatalities
- Rate of fatalities per 100 Vehicle Miles Traveled (VMT)
- Total number of serious injuries
- Rate of serious injuries per 100 million VMT
- Total (combined) number of non-motorized fatalities and serious injuries

This report includes data that helps answer key transportation safety questions and is organized around the following themes:

- Where collisions are occurring.
- When collisions are occurring.
- Who are the victims.
- Why collisions are occurring.

Additionally, the report includes figures displaying multiple safety indicators, such as the total number of fatalities.

Figure 1: SCAG Region, Total Number of Fatal Victims (2014-2024)

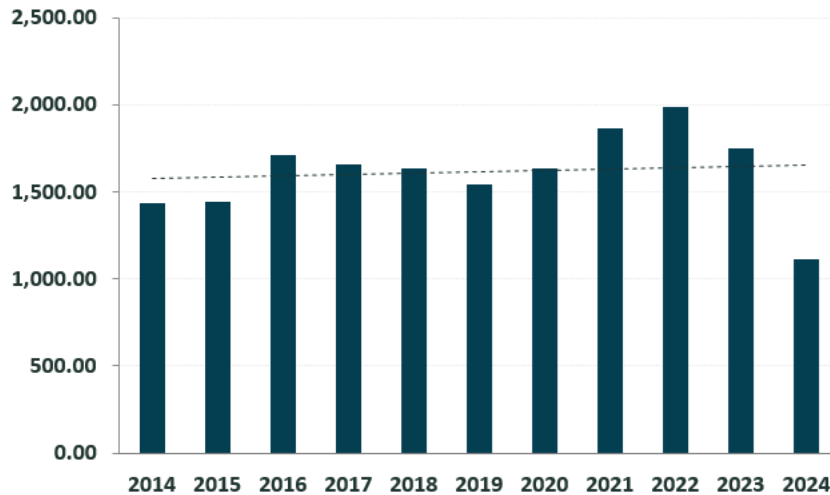


Figure 1 from the report serves as an example of the type of analysis featured throughout the report. This figure specifically illustrates the trend in reported traffic fatalities in the SCAG region from 2014 to 2024. Over this 10-year period, an average of approximately 1,616 people died in traffic collisions each year. Beginning in 2019, the number of fatalities began to rise, peaking in 2022 with approximately 1,900 deaths. Since then, the number of fatal victims has gradually declined. This indicator is analyzed across all six counties covered in the report, offering a regional overview of traffic safety trends.

Figure 18: SCAG Region, Fatal Victims by Age and Gender (2014-2024)

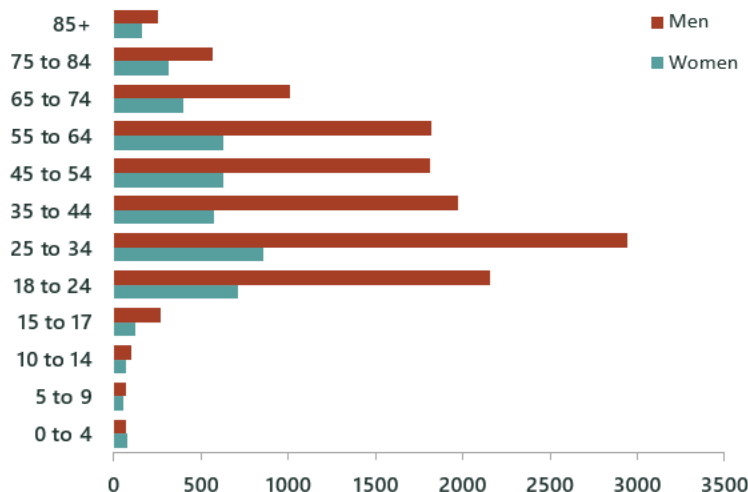
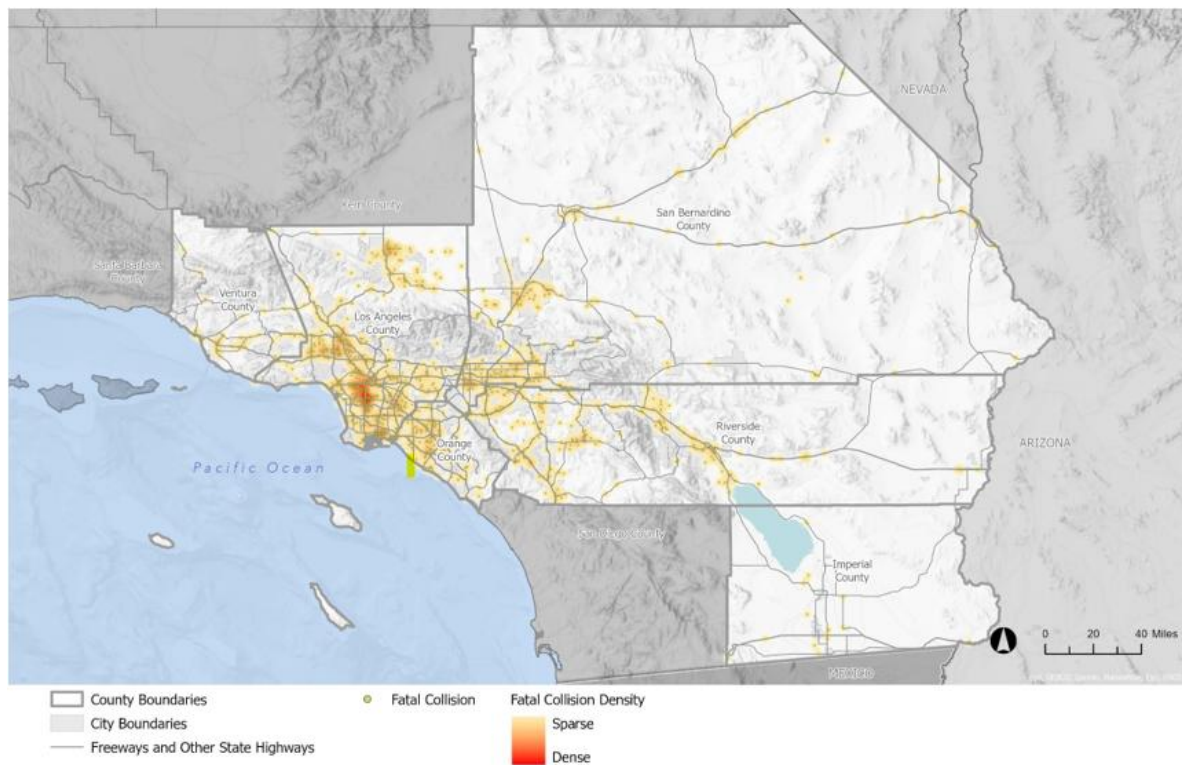


Figure 18 displays victims the number of fatal collisions victims from 2014 to 2024, stratified by age group and gender. The largest number of fatal victims occurred among ages 24 to 34. Across the region, significantly more men than women were killed in traffic-related collisions.

The report also features a total of six maps each, for the SCAG region and for each of the six counties, using reported fatal and serious injury collisions. These maps also analyze pedestrian- and bicyclist-involved collisions.

Map 1: SCAG Region Fatal Collisions (2024)



Map 1 displays reported fatal collisions in 2024 across the SCAG region, showing hotspots and concentrations in denser population and roadway networks such as Los Angeles County.

The report includes a comprehensive set of traffic safety indicators amounting to 24 for each of the SCAG region and the six counties. Beginning with the total number of fatal victims and serious injury victims, followed by counts specific to pedestrian and bicyclist fatal victims and serious injuries. The data also includes fatal and serious injury victims rates per 100,000 population, and per 100 million vehicle miles traveled (VMT) from 2014 to 2023, noting that 2024 VMT data is not yet available from HPMS. Temporal patterns are examined through fatal and serious injury collisions by time of

day, day-of-week, and monthly trends which are all broken down by victims, pedestrians, and bicyclists. Demographic analyses include fatal and serious injury victims by age and gender, along with breakdowns by mode types. Additionally, fatalities and serious injuries are analyzed by race and ethnicity. Finally, the report provides the primary collision factors for fatal and serious injury collisions, as well as for pedestrian- and bicyclist-involved collisions.

The 2025 Transportation Safety Regional Existing Conditions Report is scheduled for release in October to better highlight pedestrian-involved collision data. The release will coincide with Walktober, a month-long initiative that promotes walking and active transportation.

FISCAL IMPACT:

Funding for staff work on this program is included in OWP Task #310.4883.01 (Complete Streets: Transportation Safety).



AGENDA ITEM 4

REPORT

Southern California Association of Governments
September 4, 2025

To: Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Camille Guiriba, Senior Regional Planner
(213) 236-1809, guiriba@scag.ca.gov
Subject: Connect SoCal 2050: Subregional Sustainable Communities Strategy
Framework and Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt the Subregional Sustainable Communities Strategy Framework and Guidelines for use in the development of the 2028-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority

EXECUTIVE SUMMARY:

SCAG is in the early stages of preparing the 2028-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal 2050. The law guiding SCAG's development of the SCS, also known as Senate Bill 375, provides the option for subregional councils of governments in the SCAG region to work with county transportation commission to prepare a subregional SCS for inclusion in the regional SCS. SCAG has developed Subregional Sustainable Communities Strategy Framework and Guidelines to outline the process for both development of a subregional SCS and the incorporation of that SCS into Connect SoCal 2050. For the previous, 2024 RTP/SCS, no subregions delegated to develop a subregional SCS. Subregional Councils of Governments will have until January 30, 2026, to communicate their intent to SCAG.

BACKGROUND:

The California Sustainable Communities and Climate Protection Act of 2008, commonly referred to as Senate Bill (SB) 375, requires Metropolitan Planning Organizations (MPO) in the state of California, such as SCAG, to integrate transportation, land use, and housing planning while also establishing the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SB 375 also included a unique provision for the SCAG region to allow a subregional council of governments and the county transportation commission to work together to propose a

sustainable communities strategy (SCS) for that subregion. SB 375 also requires that SCAG “adopt a framework for a subregional SCS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.”

These *Subregional Sustainable Communities Strategy Framework and Guidelines* (“Framework and Guidelines”) attached to this staff report are intended to facilitate a subregion’s option to develop a subregional SCS which would then be incorporated into the 2028-2050 RTP/SCS. After receipt of any subregion’s decision to develop and adopt a subregional SCS, SCAG and the subregion would develop a Memorandum of Understanding (MOU) that would provide additional details beyond these Framework and Guidelines.

Some key points included in the document include:

- SCAG will not issue subregional GHG or any other subregional performance goals.
- SCAG shall fulfill all the statutory outreach requirements under SB 375 for the regional SCS.
- Subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375.
- The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG.
- The subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.
- Funding for subregional SCS or alternative planning strategy (APS) activities is not currently available.
- If a subregion chooses to prepare a subregional SCS, SCAG will develop an MOU to further define the process and timeline for submission of data and draft subregional SCS as well as to establish a conflict resolution process to address the potential modification or adjustments that may occur during the incorporation process.

The Framework and Guidelines have been amended from the same document previously prepared for the 2024 RTP/SCS, which was reviewed by the Community, Economic, and Human Development Committee (CEHD) and then adopted by the Regional Council on October 7, 2021. For the 2024 RTP/SCS, no subregions delegated to develop an SCS.

The main changes between the previously adopted Framework and Guidelines and this proposed version are:

- Inclusion of more recent policy resolutions adopted by Regional Council.
- Updated Data and Tools sections. These were revised to reflect the many upgrades that have been added to the Regional Data Platform and mention of the Local Data Exchange process.

An earlier draft of these changes have been shared with the Technical Working Group on May 22,

2025 and the Subregional Council of Governments Executive Directors on June 25, 2025. The proposed Framework and Guidelines are now brought before the EEC, rather than the CEHD, for recommendation given the document pertains to the process of SCS development to reduce greenhouse gas emissions.

Next steps:

Upon Regional Council approval of the Framework and Guidelines, SCAG will send a clean copy to each of the Councils of Governments in the SCAG region, with instructions on how to exercise their option to develop their own subregional SCS. This decision should be communicated to SCAG by January 30, 2026, proceeded by the MOU development process.

FISCAL IMPACT:

Work associated with this item is included in the FY 25-26 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. 2025-08_2028_Subregional_SCS Framework_track_changes
2. 2025-08_2028_Subregional_SCS Framework_clean
3. PowerPoint Presentation - 2025-09_Subregional_SCS_Framework

Southern California Association of Governments (SCAG)
*Revised for use in developing the 2028~~84~~ Regional Transportation Plan/Sustainable
Communities Strategy (2028~~84~~ RTP/SCS)*

**SUBREGIONAL SUSTAINABLE COMMUNITIES STRATEGY
FRAMEWORK AND GUIDELINES**

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I. INTRODUCTION

Codified in 2009, California’s Sustainable Communities and Climate Protection Act (referred to as “SB 375”), calls for the integration of transportation, land use, and housing planning, and establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual ~~c~~County ~~t~~Transportation ~~c~~Commissions (CTCs) and the subregions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. Success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS, when integrated with the transportation network, and other transportation measures and policies, will reduce GHG emissions from automobiles and light trucks to achieve the State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Adopt a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that “a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an ~~-~~alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area.” Cal. Govt. Code § 65080(b)(2)(D).

In addition, SB 375 provides that SCAG “may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.” *Id.*

Finally, SB 375 requires SCAG to “develop overall guidelines, create public participation plan pursuant to subparagraph (F), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.” *Id.*

The intent of this ~~Subregional Sustainable Communities~~SCS Strategy Framework and Guidelines (also referred to herein as the “Framework and Guidelines” or the “Subregional Framework and Guidelines”) is to facilitate a subregion’s option to develop the SCS (and potential APS) as described in SB 375. The Framework and Guidelines offers SCAG’s subregional agencies the highest degree of autonomy, flexibility, and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals of the regional SCS.

Subregional strategies should address the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the widest range of stakeholders. This Framework and Guidelines establishes guidance to assist in the development of subregional strategies and sets forth SCAG’s role in facilitating and supporting the subregional effort with data, tools, and other assistance. Note that the Framework and Guidelines herein may be administratively amended, at any time, subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a subregional SCS (and APS, as appropriate) is available to any subregional council of governments.

CTCs play an important and necessary role in the development of a subregional SCS. Any subregion that chooses to develop a subregional strategy will need to work closely with the respective CTC in its subregional area ~~in order to~~ identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of subregional strategies, including partnerships between and among subregions.

For the 2028 Regional Transportation Plan/Sustainable Communities Strategy (2028 RTP/SCS) cycle, subregional agencies should indicate to SCAG, in writing by Friday, January 30, 2026~~Friday, October 29, 2021~~, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 2028 RTP/SCS attached here as Appendix A.)

Subregions that choose to develop an SCS for their subregional area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The subregion's decision to prepare the subregional SCS for their area must be communicated through formal action of the subregional agency's governing board or the agency's designee. Subsequent to receipt of any subregion's decision to develop and adopt an SCS, SCAG and the subregion will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations and provides general direction to the subregions in preparing a sub-regional SCS (and APS, as appropriate).

A. SCAG's Goals

In complying with SB 375, SCAG's goals include:

- Update the 2028 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2020-2050 RTP/SCS, Connect SoCal 2024.
- ~~Demonstrate continued reasonable progress in implementing the 2020 RTP/SCS.~~
- Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).
- Fully integrate SCAG's planning processes for transportation, growth, land use, housing, and the environment.
- Seek areas of cooperation with the subregions, CTCs, and any local jurisdictions that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders.
- Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and facilitate the development of any subregional SCSs and/or APSs.
- Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region's collective growth strategy and the shared vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.
- Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to:

- Resolution 20-623-2¹ declaring racism a public health crisis;
- Resolution 21-628-1 on Climate Change Action²; ~~and~~
- Resolution 21-629-2³ to bridge the digital divide in underserved communities;
- Resolution 22-647-3⁴ to address the drought and water shortage emergency;
- Resolution 23-653-1⁵ to ensure a safe, resilient, and efficient supply chain and goods movement system; and
- Resolution 23-653-2⁶ establishing a Regional Complete Streets Policy.

B. Flexibility, Targets and Adoption

Subregions may develop an appropriate strategy to address the region's GHG goals, the intent of SB 375, and the GHG targets for the SCAG region as established by CARB. Subregions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Framework and Guidelines.

SCAG will not issue subregional GHG or any other subregional performance targets.

C. Outreach Effort and Principles

In preparing a subregional SCS, subregions are required to conduct an open and participatory process that allows for public and stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A(3).

D. Communication and Coordination

Subregions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other subregions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including planning approaches that are reflected in Connect SoCal 2024, the 2024 -20502020-2045-RTP/SCS. The subregional SCS should consider the 2024 -20502020-2045-RTP/SCS and build off from its policies and concepts, including emphasis on the Vision, Goals, and Regional Planning Policies~~Core Vision and Key Connections~~. Statutory requirements are further discussed in Section IV.A(1).

IV. GUIDELINES

These Framework and Guidelines describe specific parameters for the subregional SCS ~~/(and APS, as appropriate)~~ APS-effort under SB 375, including process, deliverables, data, documentation, and timelines. As

¹ https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926

² <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

³ <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf?1612231563>

⁴ <https://scag.ca.gov/sites/default/files/2024-05/scag-resolution-22-647-3-water-final.pdf>

⁵ <https://scag.ca.gov/sites/default/files/2024-05/rc030223fullpacket.pdf>

⁶ Ibid.

described above, the Framework and Guidelines are created to ensure that the SCAG region can successfully incorporate strategies developed by the subregions into the regional SCS, and that the region can comply with its own SB 375 requirements. Failure to proceed in a manner consistent with the Framework and Guidelines could result in SCAG not accepting a subregion's submitted strategy.

A. Subregion Role and Responsibilities

(1) Subregional ~~Sustainable Communities Strategy~~SCS

Subregions may choose to exercise their option under SB 375 to develop and adopt a subregional ~~Sustainable SCS~~~~Communities Strategy~~. That subregional strategy must contain all required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
 - (ii) identify areas within the subregion sufficient to house all the population of the sub- region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
 - (iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584⁴;
 - (iv) identify a transportation network to service the transportation needs of the subregion;
 - (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
 - (vi) consider the state housing goals specified in Sections 65580 and 65581;
 - (vii) set forth a forecasted development pattern for the subregion, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the CARB; and
 - (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
- ~~{Government Cal. Gov. Code § 65080(b)(2)(B).}~~

SCAG strongly encourages that the subregion participates and partners in SCAG's growth forecasting process to ensure that any recommendations or insights are included in the development process. In preparing the subregional SCS, the subregion and respective CTC should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) (which includes pricing), and Transportation System Management (TSM) strategies. Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with currently adopted local General Plans, but it should be noted that a sustainable communities strategySCS does not supersede the exercise of the land use authority of cities and counties within the region. (~~{Government Cal. Gov. Code §65080(b)(2)(K).}~~). If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures and strategies, such as electric vehicle charging, may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32 Scoping Plan).

⁴ Note that the 6th cycle of the regional housing needs assessment (RHNA) (wherein SCAG allocated the regional housing need as determined by the Department of Housing and Community Development) aligned with the 2020 RTP/SCS and that the next RHNA cycle (7th cycle) will align with the 2028 RTP/SCS.

Subregions will need to provide additional information to facilitate the CARB Strategy-Based SCS Evaluation Process as documented in the CARB 2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines:⁵ or any newer guidance that may be released by CARB during the SCS development process. The strategy-based SCS Evaluation Process consists of the following four components: Tracking Implementation (SB 150), Policy Commitments, Incremental Progress, and Equity. These four components evaluate RTP/SCS strategies that are classified into four broad categories:

1. Land use and housing;
2. Transportation;
3. Local/regional pricing; and
4. New mobility

The information and data necessary for this evaluation includes land use and transportation system characteristics as well as performance indicators for 2005, the RTP/SCS base year, 2020, 2035 and the RTP/SCS horizon year.⁶

Land Use Characteristics include:

- Residential densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Employment densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Total regional housing product type/mix (single-family/multi-family)
- Total regional developed acres
- Total housing units and employment within ½ mile of a High-Quality Transit Station

Transportation System Characteristics include:

- Lane miles of roadway by functional classification
- Transit headways
- Transit operation miles
- Transit service hours
- Class I, II, and IV bike lane miles
- Average toll rate/congestion pricing per unit

Performance Indicators include:

- Household vehicle ownership
- Mode split
- Average travel time by mode
- Transit ridership
- Average vehicle trip length
- Seat utilization or Load factor
- Household VMT (external-external [XX] trips excluded)
- Per capita VMT (external-external [XX] trips excluded)

(2) Subregional Alternative Planning StrategyAPS

⁵ <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Report.pdf>

⁶ See pg. 31-34 of CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines (above link) for further details

SB 375 provides regions and subregions the option to ~~further~~ develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet GHG emission reduction targets established by CARB. If the regional SCS does not meet the targets, subregions will be involved in the formation of an APS, ~~—~~either through their development of a subregional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a subregional APS; delegated subregions opting to complete their own subregional APS must first complete a subregional SCS. Written records reflecting the feedback between local jurisdictions and delegated subregions on the development of a regional or subregional APS must also be submitted to SCAG.

Subregions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a subregional APS will be determined based on further discussions. If a subregion opts to prepare an APS, the content of a subregional APS should be consistent with state requirements (See ~~Government-Cal. Gov.~~ Code § 65080(b)(2)(I)), as follows:

- (i) Shall identify the principal impediments to achieving the subregional sustainable communities strategy.
- (ii) May include an alternative development pattern for the subregion pursuant to subparagraphs (B) to (G), inclusive.
- (iii) Shall describe how the greenhouse gas emission reduction targets would be achieved by the alternative planning strategy, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for achievement of the greenhouse gas emission reduction targets.
- (iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the CARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Subregional SCS Outreach

SCAG shall fulfill ~~all of all~~ the statutory outreach requirements under SB 375 for the regional SCS ~~/(and APS, as appropriate)/APS~~, which will include outreach regarding any subregional SCS ~~/(and APS, as appropriate)/APS~~. SCAG's Public Participation Plan will incorporate the outreach requirements of SB 375, integrated with the outreach process for the 2028 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's public participation plan.

In preparing a subregional SCS, subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Subregional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Subregions that elect to prepare their own SCS are encouraged to present their subregional SCS (and potential APS), in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the subregions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to

distribute notices and outreach materials to the subregions' stakeholders. Additional outreach may be performed by subregions.

(4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the subregional SCS (and potential APS) is not a "project" for the purposes of CEQA because the RTP, which will include the regional SCS is the actual "project" that will be reviewed by SCAG under state law for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs and is part of the RTP, will undergo a thorough CEQA review.

In accordance with SB 375, subregions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Incorporation of the Subregional SCS into the Regional SCS

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a subregional SCS to be valid, they must also be included in the corresponding RTP/SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.

SCAG shall include the subregional SCS ~~for the subregion~~ in the regional SCS to the extent consistent with SB 375 and federal law and approve the sustainable subregional alternative planning strategy, if one is prepared for that subregional area to the extent it is consistent with SB 375.

More information on SCAG's subregional SCS incorporation process is included below in Section IV.C(4)

(6) Data Standards

Subregions will be required to submit subregional SCSs in GIS-based format, with data elements identified in Section IV.A(1) broken down to small area level (in a fashion specified by SCAG for each element, to be established through consultation with the subregion during the MOU process). This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide tools, and necessary training, free of charge for subregions and jurisdictions. Tools and training related to SCAG's Regional Data Platform (RDP) are available ~~and additional functionality will be released through early 2022~~. See Section IV.C(10) below for more information.

SCAG will distribute draft data to subregions and local jurisdictions via the region-wide local agency data validation process for the 2028 RTP/SCS. More information regarding the data development process is discussed below in Section IV.C(9).

(7) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional

SCS, and to ~~use~~refer to the most recent adopted local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written feedback from local jurisdictions on the development of the socioeconomic estimates and projections for the SCS and the base land use data⁷ required for consideration in the development of the subregional SCS (and APS as appropriate).

(8) Implementation Monitoring

Delegated subregions for the 2028 RTP/SCS will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates and is consistent with SCAG's intended approach for developing the 2028 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

To monitor implementation, subregions should track subsequent actions on policies and strategies included in the subregional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While subregions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the four-year planning period. SCAG staff plans to conduct implementation monitoring for the region and will lead the effort for any necessary data-intensive exercise and technical analysis, with assistance from subregions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated subregions.

(9) Timing

An overview schedule of the major milestones of the 2028 RTP/SCS process is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

B. County Transportation Commissions' Roles and Responsibilities

Subregions that develop a subregional SCS will need to work closely with the CTCs in their respective subregional area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS, as it is the role of CTCs to make transportation planning decisions. As discussed above (under "Subregional Sustainable Communities Strategy"), any transportation projects identified in the subregional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs.

C. SCAG Roles and Responsibilities

SCAG's roles in supporting the subregional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

⁷ "Base land use data" consists of local general plan land use, zoning, existing land use, planned entitlements, recent demolitions, and other resource areas datasets required for consideration in the development of an SCS as described in section 65080 of SB 375

SCAG will update these Framework and Guidelines for adoption by the SCAG Regional Council each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

SCAG will assist the subregions by developing, adopting and implementing a regional Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; as well as holding public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS, as appropriate) and solicit and consider input and recommendations.

(3) Technical Methodology

As required by SB 375, prior to the start of the public participation process, SCAG will prepare and submit to CARB a description of the technical methodology it intends to use to estimate GHG emissions from the SCS. SCAG will work with CARB on this methodology until CARB concludes that the technical methodology operates accurately. Estimated GHG emissions will be analyzed at the regional level.

(4) Incorporation, Modification, and Conflict Resolution

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375 (~~Government Cal. Gov.~~ Code Section 65080 *et seq.*), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines.

For incorporation in the regional RTP/SCS, SCAG may adjust subregional growth totals, jurisdictional totals, and ~~land use data at the~~ sub-jurisdictional ~~growth level~~ for a number of reasons including compliance with statutory requirements, adherence with SCAG's expertly-informed growth projections and growth forecast process, compliance with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506), and assurance that SCAG's regional SCS meets the regional GHG targets. Specifically, the thresholds for SCAG to adjust subregional SCS data are as follows:

- Jurisdictional growth totals: for purposes of adhering to regional and county level growth projections
- Jurisdictional (within County) or Sub-jurisdictional land use data (within jurisdiction): for purposes of complying with the federal Clean Air Act or meeting SCAG's regional GHG targets.

The intent of this provision is to allow SCAG to maintain flexibility in preparing the regional SCS to meet federal and/or state requirements. ~~In the event that~~ If SCAG indicates the need to alter the location and distribution of population, household, and employment growth for delegated subregions, SCAG staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. First, SCAG staff will meet with the subregional staff to outline the incorporation issues (jurisdictional, sub-jurisdictional, or both). The subregion will identify and propose solutions to the issue. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's statutory requirements and GHG emission reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections and will need to keep records of all feedback on these figures or the base land use data for the 202~~8~~⁴ RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.

The development of a subregional SCS does not exempt the subregion from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. All regional measures needed

to meet the regional target will be subject to adoption by the SCAG Regional Council.

The draft regional SCS, including incorporated subregional SCSs, is subject to a public review process, potential revisions, and final adoption by the SCAG Regional Council.

SCAG will develop an MOU with each subregion to define a process and timeline whereby subregions would submit a draft subregional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process. SCAG will also establish a conflict resolution process as part of the MOU between SCAG and the subregion to address the potential modification or adjustments that may occur during the incorporation process. This process will be the same for all delegated subregions.

(5) Modeling

SCAG currently uses an Activity Based Model (ABM) and CARB's Emission Factor (EMFAC) model for emissions purposes. SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2028~~4~~ RTP/SCS. The other will be used for monitoring implementation of the 2024~~0~~ RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2024~~0~~ RTP/SCS, the 2028~~4~~ RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2028~~4~~ RTP/SCS performance measures will be expected to occur between January 2026~~2~~ and May 2027~~3~~. These updates will be addressed through discussions with SCAG regional stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and adopt the 2028~~4~~ RTP/SCS. SCAG will submit the regional SCS, including all subregional SCSs, to CARB for review as required in SB 375. The subregion will provide relevant documentation to support SCAG in complying with the CARB Evaluation Guidelines, referenced above in section IV.A(1).

(8) Funding

Funding for subregional SCS/APS activities is not currently available. Any specific parameters for future funding are speculative. While there is no potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

(9) Data

SCAG will distribute data to subregions and local jurisdictions for review and input for the 2028~~4~~ RTP/SCS. This involves a bottom-up approach for developing the base land use data, growth forecast, scenarios, and integrates SCAG's other efforts (e.g., plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps implement the RTP/SCS.

SCAG will work with delegated subregions during the MOU process, and before prior to the local review and input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated subregion will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

(10) Tools

SCAG ~~is in the process of building~~ a comprehensive ~~Regional Data Platform (RDP)~~ to standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. The platform ~~will also feature~~ a data-driven collaboration hub, called the Local Data Exchange (LDX), for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments. The RDP Planner's Corner houses specific resources to assist local jurisdictions with general plan updates, such as the Local General Plan Update Site template hosted on ArcGIS Hub, and a collection of training resources. The RDP also contains information about how to access StreetLight Insight, a big data transportation planning platform. SCAG is providing complimentary licenses through June 2026 and training resources to local jurisdictions and other regional partners as part of the StreetLight Insight Big Data Program. The RDP ~~and LDX are~~ intended as ~~a resource~~ for general plan updates, technical tools and resources, as well as two-way data sharing between jurisdictions and SCAG.

~~Beginning in Fall 2020, In developing the RDP, SCAG began engaged~~ with ten pilot jurisdictions to fine tune workflows, products, and data requirements ~~and made ESRI licenses available to all local jurisdictions. Since then, SCAG has developed several The first major RDP tools including, the Housing Element Parcel Tool (HELPR), the Parcel Locator, and the SoCal Atlas. was released in fall 2020 HELPR was recently updated to version 3.0 to better align with the adoption of Connect SoCal 2024 and includes updated and curated parcel-level land use data and other datasets. SCAG continues to update the RDP Apps & Maps page and Content Library with updated data and tools. More tools will continue to be rolled out through 2021 and into 2022.~~ SCAG's Local Information Services Team (LIST) ~~provides~~ aims to 1-on-1 training to local jurisdictions in the use of RDP tools, ~~and provide data guidance, respond to data requests, and provide technical assistance.~~

The use of SCAG tools is not mandatory and is advisory only. Use of the tools is at the discretion of subregions and local jurisdictions. SCAG will consider providing guidance and training on additional tools based on further discussions with subregional partners.

(11) Resources and technical assistance

SCAG will assist the subregions by making available technical tools as described above. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to subregions.

D. Milestones/Schedule

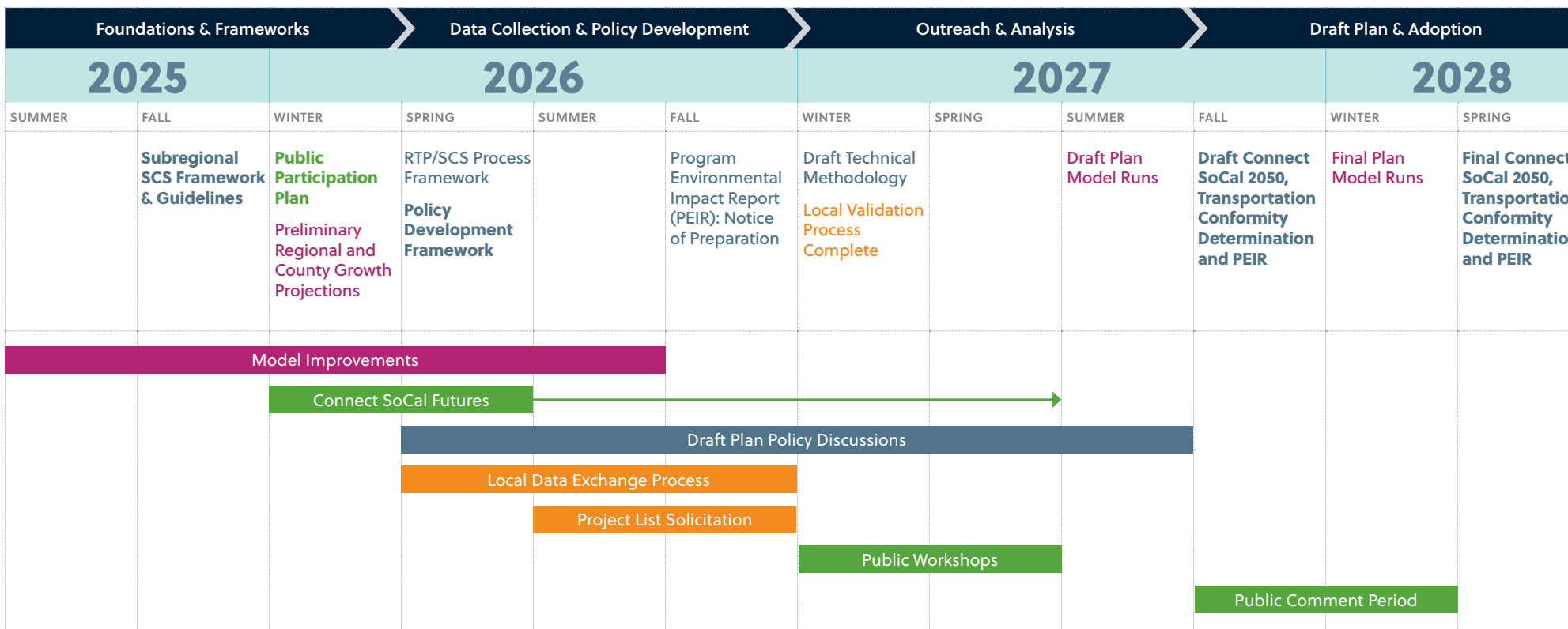
- Deadline for subregions to communicate intent to prepare a subregional SCS – January 30, 2026~~October 29, 2021~~
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 2026~~2~~
- Subregional SCS development – Early 2026~~2~~ through Fall 2026~~2~~
- Draft dataset delivery to SCAG – Summer 2026~~2~~

- Final dataset delivery to SCAG – Fall 202~~6~~2
- Draft subregional SCS to be incorporated into regional SCS – Winter 202~~7~~3
- Release Draft 202~~8~~4 RTP/SCS for public review – Fall 202~~7~~3
- Regional Council adopts 202~~8~~4 RTP/SCS – Spring 202~~8~~4

For more context on the process schedule and milestones, refer to the attached Appendix A. Further detailed milestones will be incorporated into the MOU between SCAG and the subregion.



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

Attachment: 2025-08_2028_Subregional_SCS Framework_track_changes (Connect SoCal 2050:)

**SUBREGIONAL SUSTAINABLE COMMUNITIES STRATEGY
FRAMEWORK AND GUIDELINES**

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I. INTRODUCTION

Codified in 2009, California’s Sustainable Communities and Climate Protection Act (referred to as “SB 375”), calls for the integration of transportation, land use, and housing planning, and establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual county transportation commissions (CTCs) and the subregions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. Success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS, when integrated with the transportation network, and other transportation measures and policies, will reduce GHG emissions from automobiles and light trucks to achieve the State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Adopt a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that “a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area.” Cal. Gov. Code § 65080(b)(2)(D).

In addition, SB 375 provides that SCAG “may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.” *Id.*

Finally, SB 375 requires SCAG to “develop overall guidelines, create public participation plan pursuant to subparagraph (F), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.” *Id.*

The intent of this SCS Strategy Framework and Guidelines (also referred to herein as the “Framework and Guidelines” or the “Subregional Framework and Guidelines”) is to facilitate a subregion’s option to develop the SCS (and potential APS) as described in SB 375. The Framework and Guidelines offers SCAG’s subregional agencies the highest degree of autonomy, flexibility, and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals of the regional SCS.

Subregional strategies should address the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the widest range of stakeholders. This Framework and Guidelines establishes guidance to assist in the development of subregional strategies and sets forth SCAG’s role in facilitating and supporting the subregional effort with data, tools, and other assistance. Note that the Framework and Guidelines herein may be administratively amended, at any time, subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a subregional SCS (and APS, as appropriate) is available to any subregional council of governments.

CTCs play an important and necessary role in the development of a subregional SCS. Any subregion that chooses to develop a subregional strategy will need to work closely with the respective CTC in its subregional area to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of subregional strategies, including partnerships between and among subregions.

For the 2028 RTP/SCS cycle, subregional agencies should indicate to SCAG, in writing by Friday, January 30, 2026, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 2028 RTP/SCS attached here as Appendix A.)

Subregions that choose to develop an SCS for their subregional area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The subregion's decision to prepare the subregional SCS for their area must be communicated through formal action of the subregional agency's governing board or the agency's designee. Subsequent to receipt of any subregion's decision to develop and adopt an SCS, SCAG and the subregion will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations and provides general direction to the subregions in preparing a subregional SCS (and APS, as appropriate).

A. SCAG's Goals

In complying with SB 375, SCAG's goals include:

- Update the 2028 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2024 RTP/SCS, Connect SoCal 2024.
- Prepare an SCS that will achieve the targets set for cars and light trucks as determined by the California Air Resources Board (CARB).
- Fully integrate SCAG's planning processes for transportation, growth, land use, housing, and the environment.
- Seek areas of cooperation with the subregions, CTCs, and any local jurisdictions that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory, and collaborative process for all stakeholders.
- Provide for the robust participation of local jurisdictions, subregions, and CTCs in the development of the SCAG regional SCS and facilitate the development of any subregional SCSs and/or APSs.
- Ensure that the SCS adopted by SCAG and submitted to CARB reflects the region's collective growth strategy and the shared vision for the future.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.
- Incorporate the goals and policies reflected in regional resolutions adopted by the SCAG Regional Council including but not limited to:
 - Resolution 20-623-2¹ declaring racism a public health crisis;
 - Resolution 21-628-1 on Climate Change Action²;

¹ https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926

² <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

- Resolution 21-629-2³ to bridge the digital divide in underserved communities;
- Resolution 22-647-3⁴ to address the drought and water shortage emergency;
- Resolution 23-653-1⁵ to ensure a safe, resilient, and efficient supply chain and goods movement system; and
- Resolution 23-653-2⁶ establishing a Regional Complete Streets Policy.

B. Flexibility, Targets and Adoption

Subregions may develop an appropriate strategy to address the region's GHG goals, the intent of SB 375, and the GHG targets for the SCAG region as established by CARB. Subregions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Framework and Guidelines.

SCAG will not issue subregional GHG or any other subregional performance targets.

C. Outreach Effort and Principles

In preparing a subregional SCS, subregions are required to conduct an open and participatory process that allows for public and stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A(3).

D. Communication and Coordination

Subregions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other subregions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including planning approaches that are reflected in Connect SoCal 2024, the 2024 RTP/SCS. The subregional SCS should consider the 2024 RTP/SCS and build off from its policies and concepts, including emphasis on the Vision, Goals, and Regional Planning Policies. Statutory requirements are further discussed in Section IV.A(1).

IV. GUIDELINES

These Framework and Guidelines describe specific parameters for the subregional SCS (and APS, as appropriate) effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Framework and Guidelines are created to ensure that the SCAG region can successfully incorporate strategies developed by the subregions into the regional SCS, and that the region can comply with its own SB 375 requirements. Failure to proceed in a manner consistent with the Framework and Guidelines could result in SCAG not accepting a subregion's submitted strategy.

³ <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf?1612231563>

⁴ <https://scag.ca.gov/sites/default/files/2024-05/scag-resolution-22-647-3-water-final.pdf>

⁵ <https://scag.ca.gov/sites/default/files/2024-05/rc030223fullpacket.pdf>

⁶ Ibid.

A. Subregion Role and Responsibilities

(1) Subregional SCS

Subregions may choose to exercise their option under SB 375 to develop and adopt a subregional SCS. That subregional strategy must contain all required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
- (ii) identify areas within the subregion sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the subregion sufficient to house an eight-year projection of the regional housing need for the subregion pursuant to Section 65584⁴;
- (iv) identify a transportation network to service the transportation needs of the subregion;
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
- (vi) consider the state housing goals specified in Sections 65580 and 65581;
- (vii) set forth a forecasted development pattern for the subregion, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the CARB; and
- (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506). (Cal. Gov. Code § 65080(b)(2)(B).)

SCAG strongly encourages that the subregion participates and partners in SCAG's growth forecasting process to ensure that any recommendations or insights are included in the development process. In preparing the subregional SCS, the subregion and respective CTC should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) (which includes pricing), and Transportation System Management (TSM) strategies. Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with currently adopted local General Plans, but it should be noted that a SCS does not supersede the exercise of the land use authority of cities and counties within the region. (Cal. Gov. Code §65080(b)(2)(K).) If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures and strategies, such as electric vehicle charging, may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32 Scoping Plan).

Subregions will need to provide additional information to facilitate the CARB Strategy-Based SCS Evaluation Process as documented in the CARB 2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines⁵ or any newer guidance that may be released by CARB during the SCS development process. The strategy-based SCS Evaluation Process consists of the following four components: Tracking Implementation (SB 150), Policy Commitments, Incremental Progress, and Equity. These four components evaluate RTP/SCS strategies that are classified into four broad categories:

⁴ Note that the 6th cycle of the regional housing needs assessment (RHNA) (wherein SCAG allocated the regional housing need as determined by the Department of Housing and Community Development) aligned with the 2020 RTP/SCS and that the next RHNA cycle (7th cycle) will align with the 2028 RTP/SCS.

⁵ <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Report.pdf>

1. Land use and housing;
2. Transportation;
3. Local/regional pricing; and
4. New mobility

The information and data necessary for this evaluation includes land use and transportation system characteristics as well as performance indicators for 2005, the RTP/SCS base year, 2020, 2035 and the RTP/SCS horizon year.⁶

Land Use Characteristics include:

- Residential densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Employment densities (total regional and by place type or sub-regional geography as defined by the MPO)
- Total regional housing product type/mix (single-family/multi-family)
- Total regional developed acres
- Total housing units and employment within ½ mile of a High-Quality Transit Station

Transportation System Characteristics include:

- Lane miles of roadway by functional classification
- Transit headways
- Transit operation miles
- Transit service hours
- Class I, II, and IV bike lane miles
- Average toll rate/congestion pricing per unit

Performance Indicators include:

- Household vehicle ownership
- Mode split
- Average travel time by mode
- Transit ridership
- Average vehicle trip length
- Seat utilization or Load factor
- Household VMT (external-external [XX] trips excluded)
- Per capita VMT (external-external [XX] trips excluded)

(2) Subregional APS

SB 375 provides regions and subregions the option to develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet GHG emission reduction targets established by CARB. If the regional SCS does not meet the targets, subregions will be involved in the formation of an APS, either through their development of a subregional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a subregional APS;

⁶ See pg. 31-34 of CARB Final Sustainable Communities Strategy Program and Evaluation Guidelines (above link) for further details

delegated subregions opting to complete their own subregional APS must first complete a subregional SCS. Written records reflecting the feedback between local jurisdictions and delegated subregions on the development of a regional or subregional APS must also be submitted to SCAG.

Subregions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a subregional APS will be determined based on further discussions. If a subregion opts to prepare an APS, the content of a subregional APS should be consistent with state requirements (See Cal. Gov. Code § 65080(b)(2)(I)), as follows:

- (i) Shall identify the principal impediments to achieving the subregional sustainable communities strategy.
- (ii) May include an alternative development pattern for the subregion pursuant to subparagraphs (B) to (G), inclusive.
- (iii) Shall describe how the greenhouse gas emission reduction targets would be achieved by the alternative planning strategy, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for achievement of the greenhouse gas emission reduction targets.
- (iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the CARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Subregional SCS Outreach

SCAG shall fulfill all the statutory outreach requirements under SB 375 for the regional SCS (and APS, as appropriate), which will include outreach regarding any subregional SCS (and APS, as appropriate). SCAG's Public Participation Plan will incorporate the outreach requirements of SB 375, integrated with the outreach process for the 2028 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's public participation plan.

In preparing a subregional SCS, subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Subregional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Subregions that elect to prepare their own SCS are encouraged to present their subregional SCS (and potential APS), in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the subregions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the subregions' stakeholders. Additional outreach may be performed by subregions.

(4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective

subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the subregional SCS (and potential APS) is not a "project" for the purposes of CEQA because the RTP, which will include the regional SCS is the actual "project" that will be reviewed by SCAG under state law for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs and is part of the RTP, will undergo a thorough CEQA review.

In accordance with SB 375, subregions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Incorporation of the Subregional SCS into the Regional SCS

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a subregional SCS to be valid, they must also be included in the corresponding RTP/SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.

SCAG shall include the subregional SCS in the regional SCS to the extent consistent with SB 375 and federal law and approve the sustainable subregional alternative planning strategy, if one is prepared for that subregional area to the extent it is consistent with SB 375.

More information on SCAG's subregional SCS incorporation process is included below in Section IV.C(4)

(6) Data Standards

Subregions will be required to submit subregional SCSs in GIS-based format, with data elements identified in Section IV.A(1) broken down to small area level (in a fashion specified by SCAG for each element, to be established through consultation with the subregion during the MOU process). This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide tools, and necessary training, free of charge for subregions and jurisdictions. Tools and training related to SCAG's Regional Data Platform (RDP) are available. See Section IV.C(10) below for more information.

SCAG will distribute draft data to subregions and local jurisdictions via the region-wide local agency data validation process for the 2028 RTP/SCS. More information regarding the data development process is discussed below in Section IV.C(9).

(7) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, and to refer to the most recent adopted local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written feedback from local jurisdictions on the development of the socioeconomic estimates and projections for the SCS and the base land use data⁷ required for consideration in the development of the subregional SCS (and APS as appropriate).

(8) Implementation Monitoring

⁷ "Base land use data" consists of local general plan land use, zoning, existing land use, planned entitlements, recent demolitions, and other resource areas datasets required for consideration in the development of an SCS as described in section 65080 of SB 375

Delegated subregions for the 2028 RTP/SCS will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates and is consistent with SCAG's intended approach for developing the 2028 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

To monitor implementation, subregions should track subsequent actions on policies and strategies included in the subregional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While subregions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the four-year planning period. SCAG staff plans to conduct implementation monitoring for the region and will lead the effort for any necessary data-intensive exercise and technical analysis, with assistance from subregions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated subregions.

(9) Timing

An overview schedule of the major milestones of the 2028 RTP/SCS process is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

B. County Transportation Commissions' Roles and Responsibilities

Subregions that develop a subregional SCS will need to work closely with the CTCs in their respective subregional area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS, as it is the role of CTCs to make transportation planning decisions. As discussed above (under "Subregional Sustainable Communities Strategy"), any transportation projects identified in the subregional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs.

C. SCAG Roles and Responsibilities

SCAG's roles in supporting the subregional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

SCAG will update these Framework and Guidelines for adoption by the SCAG Regional Council each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

SCAG will assist the subregions by developing, adopting and implementing a regional Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; as well as holding public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS, as appropriate) and solicit and consider input and recommendations.

(3) Technical Methodology

As required by SB 375, prior to the start of the public participation process, SCAG will prepare and submit to CARB a description of the technical methodology it intends to use to estimate GHG emissions from the SCS. SCAG will work with CARB on this methodology until CARB concludes that the technical methodology operates accurately. Estimated GHG emissions will be analyzed at the regional level.

(4) Incorporation, Modification, and Conflict Resolution

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375 (Cal. Gov. Code Section 65080 *et seq.*), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines.

For incorporation in the regional RTP/SCS, SCAG may adjust subregional growth totals, jurisdictional totals, and sub-jurisdictional growth for a number of reasons including compliance with statutory requirements, adherence with SCAG's expertly-informed growth projections and growth forecast process, compliance with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506), and assurance that SCAG's regional SCS meets the regional GHG targets. Specifically, the thresholds for SCAG to adjust subregional SCS data are as follows:

- Jurisdictional growth totals: for purposes of adhering to regional and county level growth projections
- Jurisdictional (within County) or Sub-jurisdictional land use data (within jurisdiction): for purposes of complying with the federal Clean Air Act or meeting SCAG's regional GHG targets.

The intent of this provision is to allow SCAG to maintain flexibility in preparing the regional SCS to meet federal and/or state requirements. If SCAG indicates the need to alter the location and distribution of population, household, and employment growth for delegated subregions, SCAG staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. First, SCAG staff will meet with the subregional staff to outline the incorporation issues (jurisdictional, sub-jurisdictional, or both). The subregion will identify and propose solutions to the issue. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's statutory requirements and GHG emission reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections and will need to keep records of all feedback on these figures or the base land use data for the 2028 RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.

The development of a subregional SCS does not exempt the subregion from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

The draft regional SCS, including incorporated subregional SCSs, is subject to a public review process, potential revisions, and final adoption by the SCAG Regional Council.

SCAG will develop an MOU with each subregion to define a process and timeline whereby subregions would submit a draft subregional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process. SCAG will also establish a conflict resolution process as part of the MOU between SCAG and the subregion to address the potential modification or adjustments that may occur during the incorporation process. This process will be the same for all delegated subregions.

(5) Modeling

SCAG currently uses an Activity Based Model (ABM) and CARB's Emission Factor (EMFAC) model for emissions purposes. SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2028 RTP/SCS. The other will be used for monitoring implementation of the 2024 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2024 RTP/SCS, the 2028 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2028 RTP/SCS performance measures will be expected to occur between January 2026 and May 2027. These updates will be addressed through discussions with SCAG regional stakeholders and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and adopt the 2028 RTP/SCS. SCAG will submit the regional SCS, including all subregional SCSs, to CARB for review as required in SB 375. The subregion will provide relevant documentation to support SCAG in complying with the CARB Evaluation Guidelines, referenced above in section IV.A(1).

(8) Funding

Funding for subregional SCS/APS activities is not currently available. Any specific parameters for future funding are speculative. While there is no potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

(9) Data

SCAG will distribute data to subregions and local jurisdictions for review and input for the 2028 RTP/SCS. This involves a bottom-up approach for developing the base land use data, growth forecast, scenarios, and integrates SCAG's other efforts (e.g., plan implementation, performance monitoring) to improve local jurisdictions' competitiveness for funding that helps implement the RTP/SCS.

SCAG will work with delegated subregions during the MOU process, and before prior to the local review and input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated subregion will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

(10) Tools

SCAG built a comprehensive RDP to standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. The platform also features a data-driven collaboration hub, called the Local Data Exchange (LDX), for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation

planning, greenhouse gas reduction strategies, and development impact assessments. The RDP Planner's Corner houses specific resources to assist local jurisdictions with general plan updates, such as the Local General Plan Update Site template hosted on ArcGIS Hub, and a collection of training resources. The RDP also contains information about how to access StreetLight Insight, a big data transportation planning platform. SCAG is providing complimentary licenses through June 2026 and training resources to local jurisdictions and other regional partners as part of the StreetLight Insight Big Data Program. The RDP and LDX are intended as resources for general plan updates, technical tools and resources, as well as two-way data sharing between jurisdictions and SCAG.

In developing the RDP, SCAG engaged with ten pilot jurisdictions to fine tune workflows, products, and data requirements. Since then, SCAG has developed several RDP tools including the Housing Element Parcel Tool (HELPR), the Parcel Locator, and the SoCal Atlas. HELPR was recently updated to version 3.0 to better align with the adoption of Connect SoCal 2024 and includes updated and curated parcel-level land use data and other datasets. SCAG continues to update the RDP Apps & Maps page and Content Library with updated data and tools. SCAG's Local Information Services Team (LIST) provides 1-on-1 training to local jurisdictions in the use of RDP tools, provide data guidance, respond to data requests, and provide technical assistance.

The use of SCAG tools is not mandatory and is advisory only. Use of the tools is at the discretion of subregions and local jurisdictions. SCAG will consider providing guidance and training on additional tools based on further discussions with subregional partners.

(11) Resources and technical assistance

SCAG will assist the subregions by making available technical tools as described above. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. Further, SCAG will prepare materials for its own process in developing the regional SCS and will make these materials available to subregions.

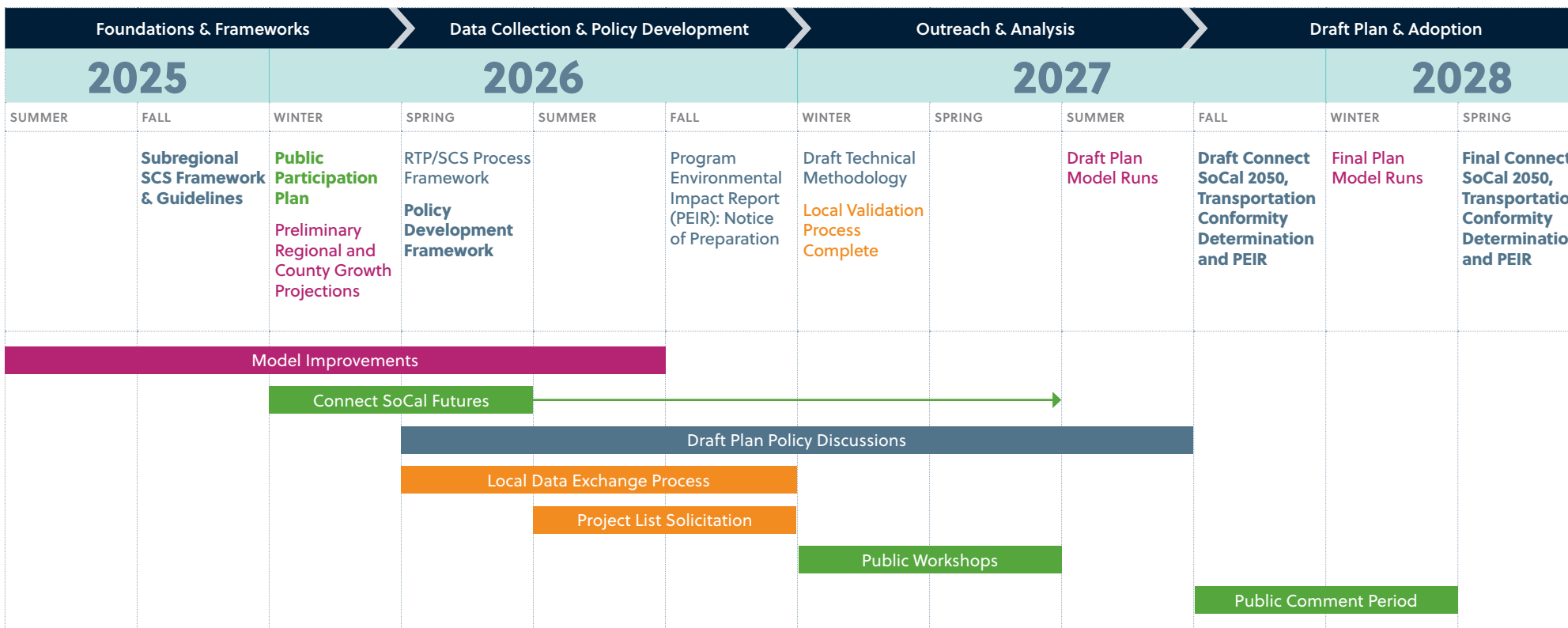
D. Milestones/Schedule

- Deadline for subregions to communicate intent to prepare a subregional SCS – January 30, 2026
- SCAG and Subregional Council of Governments establish Memorandum of Understanding – Early 2026
- Subregional SCS development – Early 2026 through Fall 2026
- Draft dataset delivery to SCAG – Summer 2026
- Final dataset delivery to SCAG – Fall 2026
- Draft subregional SCS to be incorporated into regional SCS – Winter 2027
- Release Draft 2028 RTP/SCS for public review – Fall 2027
- Regional Council adopts 2028 RTP/SCS – Spring 2028

For more context on the process schedule and milestones, refer to the attached Appendix A. Further detailed milestones will be incorporated into the MOU between SCAG and the subregion.



Connect SoCal 2050 Preliminary Milestones*



Milestones Color Key:

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

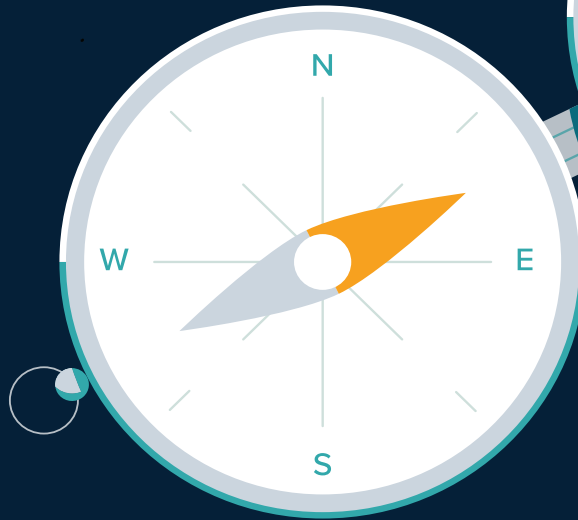
Bold = Action Item

* Draft - Subject to Change

Attachment: 2025-08_2028_Subregional_SCS Framework_clean (Connect SoCal 2050: Subregional SCS

Connect SoCal 2050: Subregional SCS Framework and Guidelines

September 4, 2025



1

Senate Bill 375 Provisions for Subregions



- Allows for the development of subregional SCSs:
 - "a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area." Govt. Code §65080(b)(2)(D)
- SCAG's "Framework and Guidelines" outlines the expectations and process

The SCS must...



Forecast for future population, employment, housing



Include GHG reduction strategies



Report performance measures

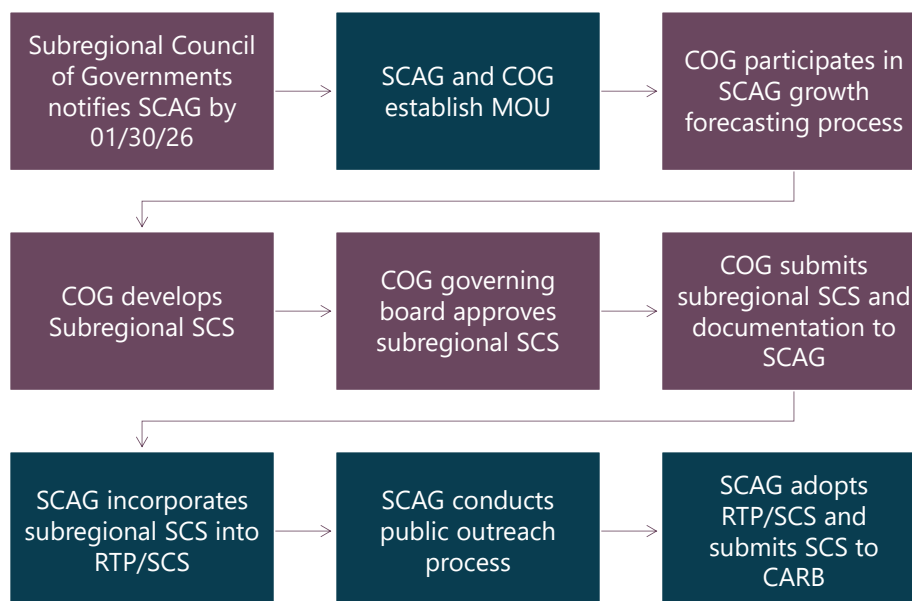


Be developed in consultation with key stakeholders and the public

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

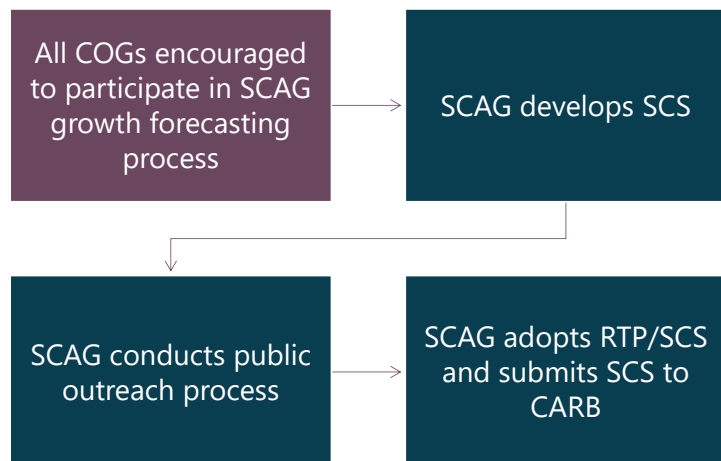
How Would Subregional Delegation Work?



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4

What if Subregions Don't Delegate?



- COGs and stakeholders engaged through working groups and Executive Directors meetings
- Data and tools available regardless of subregional SCS delegation

Next Steps



January 30, 2026

**Deadline for
Subregions to notify
SCAG**

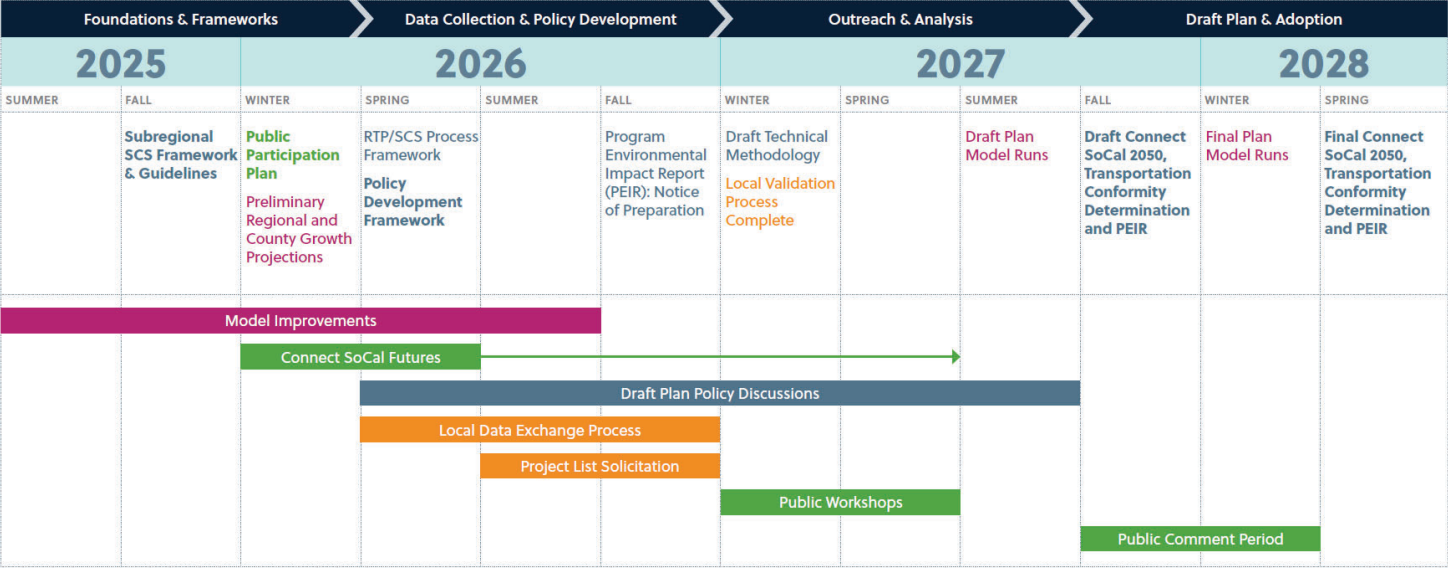
February 2026

**SCAG and COG staff
develop MOU**

Spring 2026

**SCAG and COG
approve MOU**

Connect SoCal 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

THANK YOU!

For more information, please contact:

ConnectSoCal@scag.ca.gov





AGENDA ITEM 5

REPORT

Southern California Association of Governments
September 4, 2025

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Priscilla Freduah-Agyemang, Senior Regional Planner
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Subject: Innovative Clean Transit Regional Assessment Study Introduction

Kome Ajise

RECOMMENDED ACTION for EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In December 2018, the California Air Resource Board (CARB) adopted the Innovative Clean Transit (ICT) (Cal. Code Regs. Tit. 13 § 2023.1)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. SCAG affirmed its commitment to supporting efforts to advance a zero-emission transportation system through its adoption Resolution No. 23-654-5 (April 2023), which established the Clean Transportation Technology Policy, which aims to support the development, commercialization, and deployment of a zero-emission transportation system. SCAG recently kicked off the Innovative Clean Transit Regional Assessment Study, which is intended to ensure transit agencies in the region are supported in their efforts to transition to ZEBs by the 2040 deadline. The Study will assess the efforts of the region's transit operators to develop and implement the ZEB Rollout Plans and evaluate the readiness of the region to transition to zero-emission transit fleets.

BACKGROUND:

¹ California Air Resources Board: https://ww2.arb.ca.gov/sites/default/files/2019-10/ictfro-Clean-Final_0.pdf

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.

California Air Resources Board Innovative Clean Transit Regulation

To further motivate emissions reductions, the State has set ambitious goals via the CARB’s Innovative Clean Transit (ICT) regulation (Cal. Code Regs. Tit. 13 § 2023.1), which requires all transit agencies to gradually transition to 100 percent zero-emission bus (ZEB) fleets by 2040. The ICT regulation requires transit agencies publish ZEB Rollout Plans, which are blueprints that demonstrate how agencies plan to achieve a full transition to zero-emission technologies by 2040, while considering the minimum useful life of buses to avoid their early retirements.

ZEBs are defined by the ICT regulation as a bus with zero tailpipe emissions, and it is either a battery electric bus or fuel cell electric bus.² Current technology includes hydrogen fuel cell electric buses (FCEB) and battery electric buses (BEB). The ICT regulation applies to all types of rubber-tire buses, including standard buses, articulated, over-the-road “coach” buses, double-decker, and cutaway buses. The ICT rule applies to all public transit agencies in California that own, operate, lease, or rent buses with gross vehicle weight over 14,000 pounds, including those that contract out the operation to another entity, except for those listed as “Exempt” in **Table 1**. The regulation excludes vehicles that operate on rails, like trolleybuses, and school buses.³

Table 1: ICT Agency Classifications

Agency Size	Requirement
Large Transit Agency	<ul style="list-style-type: none"> - Operates more than 65 buses in annual maximum service in either the South Coast Air Basin or the San Joaquin Valley Air Basin. or - Operates in an urbanized area with a population of at least

² ICT: https://ww2.arb.ca.gov/sites/default/files/2019-10/ictfro-Clean-Final_0.pdf

³ ICT Factsheet: <https://ww2.arb.ca.gov/sites/default/files/2019-10/ICT%20Implementation%20Guidance%20Document%20Final.pdf>

	200,000 and at least 100 buses in annual maximum service
Small Transit Agency	- Recipient or subrecipient of Urbanized Area Formula Program funds under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in revenue service and does not operate a rail fixed guideway public transportation system (All other agencies)
Exempt Agencies	- Caltrans, Caltrain, Ferry Operators, School Districts, and operators that provide service that is closed to the general public and only available for a particular clientele

ZEB Purchase Requirements

Beginning January 1, 2023, 25 percent of new bus purchases by large transit agencies in the calendar year were required to be ZEBs, increasing to 50 percent in 2026 and 100 percent in 2029. The purchase requirement for small agencies begins in 2026 and by 2029, all new bus purchases regardless of agency size must be ZEBs. In addition, the ICT regulation requires all California transit agencies, regardless of size, to submit and update bus fleet information annually via the Innovative Clean Transit Reporting Tool.⁴ The bus purchase requirement applies only to the total number of *new* bus purchases in a calendar year. The regulation provides detailed description of what is not considered to be new bus purchase for the purposes of calculating the percent of ZEBs.

Zero Emission Transit Progress and Challenges

Currently, ZEBs make up the largest number of heavy-duty zero-emission vehicles (ZEVs) in the SCAG region. When reviewing the number of zero-emission transit vehicles by operator in the SCAG region, LA Metro and the Antelope Valley Transit Authority have the largest fleets, with the latter having the most ZE transit vehicles in the region. The Anaheim Transportation Network, City of Los Angeles, and Foothill Transit also have a considerable number of zero-emission transit vehicles, although to a lesser extent. Other operators in the region have a much smaller number of ZEBs or none at all. Please see Figure 2-21 in Connect SoCal 2024's [Mobility Technical Report](#) for a comparison.

Establishing partnerships with industry stakeholders, such as bus manufacturers, charging infrastructure providers, utilities, and funding agencies is crucial for the region. Collaborative efforts between these entities will play a pivotal role in streamlining the transition to clean technologies, lowering overall costs, and guaranteeing reliable service. Zero-emission infrastructure and its availability will play a pivotal role in the transition to ZEB technology. Reliable and strategically placed charging and hydrogen fueling stations are critical to the successful transition of buses in the region to zero-emission technology. Implementing this infrastructure necessitates a robust power grid that can handle the increased energy demand. This is where close coordination with utilities becomes crucial. The transformation of the transit fleet to zero-emission technology will inevitably

⁴ CARB: <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/reporting-tool-data>

increase the demand for electricity, thus potentially challenging the local grid's capacity. Transit operators and other stakeholders will need to work with utility providers to understand the timing and scale of this additional demand, and to identify any grid enhancements required to support this transition. It may also require that transit operators coordinate to share strategically placed resources.

The transition to zero-emission bus technology is a significant undertaking, made particularly challenging by the higher upfront costs of these clean transit options and their respective infrastructure. This transition would not be possible without substantial support from local, state, and federal funding. To offset initial expenses such as bus procurement and charging infrastructure installation, regional partners will need to actively seek federal and state funding opportunities, at times coordinating across agencies. Funding pilot projects can also provide hands-on experience and highlight potential challenges before a full-scale deployment is undertaken. Furthermore, identifying funding for equipping staff with necessary training on the operation and maintenance of zero-emission buses and related infrastructure is critical.

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.

The Study's key objectives include:

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

Study Summary and Schedule

The Study kicked off in June 2025 and is expected to continue until June 30, 2026. Key tasks and deliverables are detailed in **Table 2** below.

Table 2: Study Tasks and Key Deliverables

Task	Key Deliverables
Stakeholder Engagement	- Outreach and engagement to Established Groups (SCAG Policy Committees (Transportation Committee, Energy and Environment, and Regional Transit Technical Advisory Committee)
Project Research	- Best practices - Review of Existing Conditions - Readiness, Challenges and Opportunities
Implementation Action Plan	- Goals and Objective Setting - Zero Emission Transit Vehicle Deployment Toolkit - Implementation Action Plan
Final Report	

Stakeholder Engagement

SCAG staff will seek feedback from SCAG’s policy committees and the Regional Transit Technical Advisory Committee throughout the Study. This engagement will begin with reviewing the goals and objectives of the Study. In addition, the project team will assemble a list of transit agencies, bus manufacturers, charging infrastructure manufacturers, and utility providers, and reach out to them to understand the ZEB market, review best practices and existing conditions and challenges. Targeted outreach may be conducted through surveys and one-on-one meetings. Feedback shared via this targeted outreach will help shape the implementation action plan and the final report.

Next Steps

SCAG staff will continue to share study updates with the Transportation Committee, the Energy and Environment Committee, and the Regional Transit Technical Advisory Committee throughout the duration of the Study, which is anticipated to conclude in 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



Innovative Clean Transit Regional Assessment

September 4, 2025

WWW.SCAG.CA.GOV

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Background

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



Attachment: PowerPoint Presentation - ICT EEC (Innovative Clean Transit Regional Assessment Study)

Background

- ICT Classifications:

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

Zero Emission Bus (ZEB) Rollout Plans

- ZEB Adoption Schedule

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

Connect SoCal 2024

Mobility Goal:

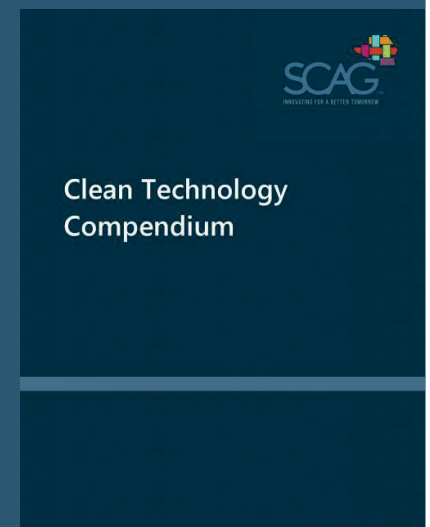
- **Build and maintain an integrated multimodal transportation network**
 - Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
 - Ensure that reliable, accessible, affordable, and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



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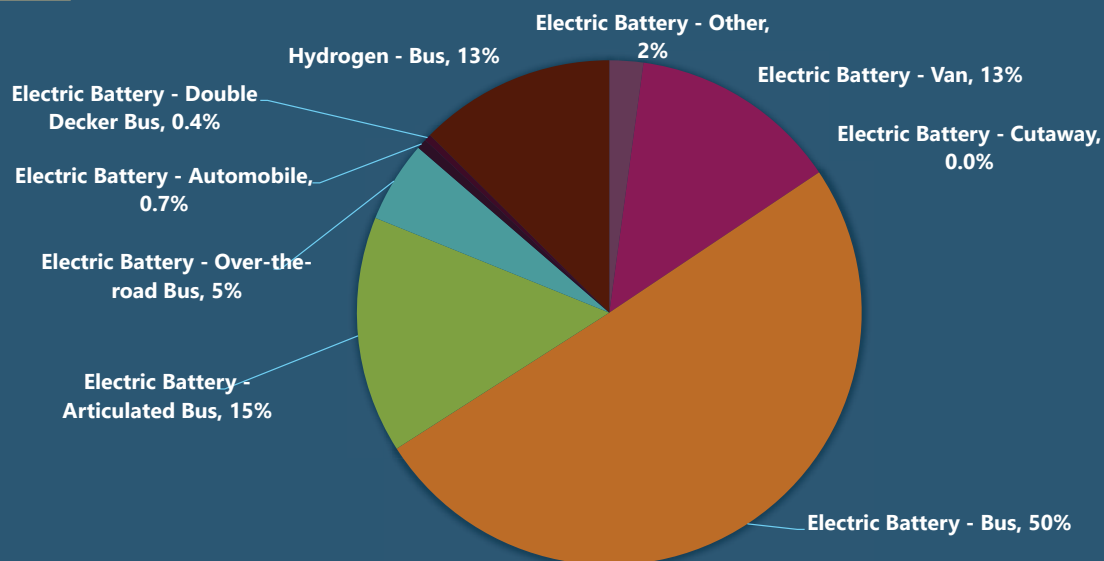
Clean Technology Compendium

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



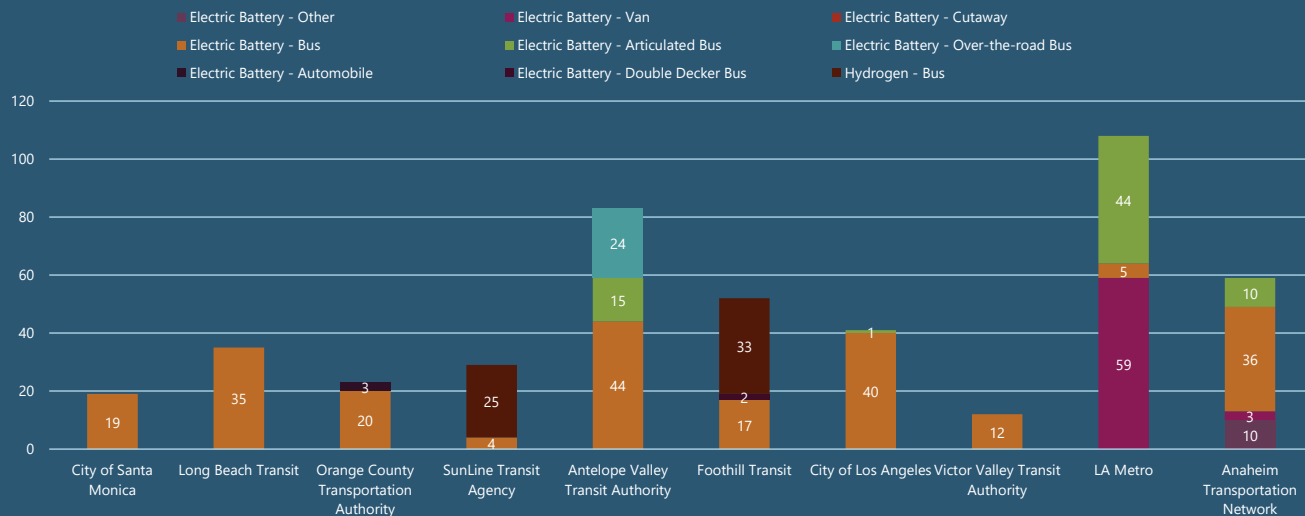
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SCAG Region: ZEB Proportion



7

SCAG Region: Zero Emission Bus Count by Operator



National Transit Database 2023

8

Zero Emission Bus Examples Across the Region



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Innovative Clean Transit Regional Assessment

Study Goals:

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



Innovative Clean Transit Regional Assessment

Study Objectives:

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



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Project Timeline

JUNE 2025

JUNE 2026

STAKEHOLDER ENGAGEMENT

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

PROJECT RESEARCH

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

IMPLEMENTATION ACTION PLAN

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

FINAL REPORT

Next Steps

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



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THANK YOU!

For more information, please visit:

www.scag.ca.gov

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AGENDA ITEM 6

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation Trends Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. The staff report attachment provides a comprehensive analysis of post-pandemic transportation trends across the SCAG region. As of June 2025, the region's transit and roadway systems continue to recover, though progress remains uneven across modes. Bus ridership has shown the strongest rebound, reaching 76 percent of pre-pandemic levels, followed by light and heavy rail at 74 percent, and commuter rail at 63 percent. Vehicle miles traveled (VMT) have recovered to 97 percent of pre-pandemic levels, while vehicle hours of delay (VHD) remain significantly lower at 71 percent, indicating more efficient travel patterns possibly driven by hybrid work arrangements. Truck VMT has stabilized at approximately 95 percent of pre-pandemic levels. Remote work continues to reshape travel behavior, with 33 percent of full workdays still occurring from home in the SCAG region.

BACKGROUND:

The SCAG region is served by over 100 transit operators providing bus, rail, and commuter rail services across six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. However, 27 transit agencies were selected based on their operational scale and the availability of comparable ridership data to focus the analysis of the attached report. The network includes large regional agencies like Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), and Southern California Regional Rail Authority (SCRRA) which operates Metrolink, as well as a wide range of local municipal operators. Bus systems dominate the public transportation landscape in terms of coverage and ridership,

particularly in dense urban areas. Metrolink, the region's commuter rail provider, links five counties with longer-distance service across seven lines. This regional diversity underpins the importance of analyzing ridership and system performance collectively.

Travel Trends and Ridership Recovery

The analysis in the attached report draws on multiple data sources to assess how travel patterns have evolved since the COVID-19 pandemic. Ridership data from the National Transit Database (NTD), LA Metro, and SCRRRA highlight distinct trends by mode:

- Bus ridership is leading the recovery, with 76 percent of pre-pandemic levels restored. Growth has been steady but uneven, reflecting seasonal variation.
- Light and heavy rail ridership has reached 74 percent of pre-pandemic levels, though gains have been inconsistent due to fluctuating demand and travel preferences.
- Metrolink's commuter rail system has rebounded to 63 percent, supported by its transition to an all-day service model aimed at accommodating hybrid commuters and discretionary trips.

The report details rolling trends and month-over-month change comparisons, illustrating seasonal patterns, recovery plateaus, and the effects of service expansions. Collectively, these data points emphasize the challenges and opportunities in restoring transit usage to pre-pandemic levels.

Roadway Volumes, Goods Movement, and Remote Work Impacts

Vehicle travel on the region's highways has largely rebounded. According to California Performance Measurement System (PeMS) data:

- VMT has recovered to 97 percent of pre-pandemic volumes, indicating near-full resumption of driving activity.
- VHD, a measure of congestion, remains at 71 percent of prior levels, suggesting more efficient traffic flow potentially due to ongoing remote and hybrid work patterns.
- Truck VMT has settled at 95 percent, reflecting shifts in freight logistics, e-commerce demand, and industrial activity.

Remote work continues to exert a strong influence on travel demand. Using Survey of Working Attitudes and Arrangements (SWAA) data, the report finds that roughly one-third of workdays are still performed from home, a trend that has remained stable since early 2023. This persistent behavior helps explain continued reductions in peak-period congestion and transit ridership lag in downtown corridors.

Together, the findings offer a nuanced picture of how Southern California's mobility landscape is evolving. The persistence of flexible work, dispersed trip-making, and new travel preferences call for adaptive planning approaches and policy strategies.

NEXT STEPS:

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

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Transportation Trends Report through June 2025 - FINAL



Multimodal Integration Program

Transportation Trends Report: June 2025

SEPTEMBER 2025

MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY

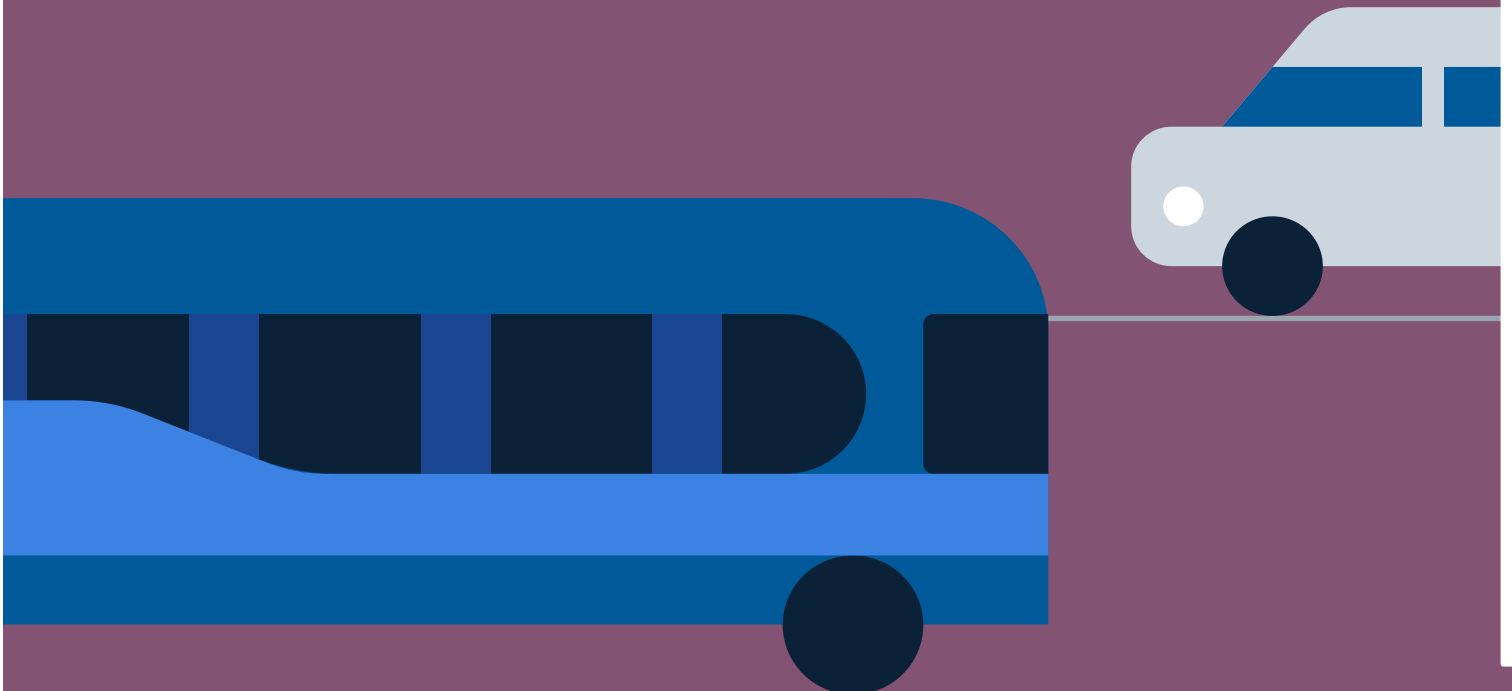


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Introduction

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

To focus this analysis, 27 transit agencies were selected based on their operational scale and the availability of consistent and comparable ridership data. These agencies represent a cross-section of public operators, including municipal systems, joint powers authorities (JPAs), county transportation commissions, and transit districts. Exhibit 1 categorizes these agencies by county and mode.

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

- Imperial County is served by the Imperial County Transportation Commission, which offers intercity bus services across a vast, rural area.
- Los Angeles County features the highest number and variety of operators. Los Angeles County Metropolitan Transportation Authority (LA Metro) operates an extensive network that includes local and rapid bus service, as well as both light rail and heavy rail lines. Smaller municipal operators such as Santa Monica’s Big Blue Bus, Culver CityBus, and the Los Angeles Department of Transportation (LADOT) also provide critical bus services within the county.
- In Orange County, the Orange County Transportation Authority (OCTA) operates a comprehensive fixed-route bus system, while Anaheim Transportation Network (ATN) offers circulator and shuttle services, particularly in the resort district.
- In Riverside and San Bernardino counties, major operators include Riverside Transit Agency (RTA), SunLine Transit Agency, and Omnitrans, each of which provides local and regional bus service.
- Ventura County’s transit landscape includes Gold Coast Transit District and the Ventura County Transportation Commission, both of which provide regional and local bus service.
- Commuter rail service across five counties in the SCAG region is provided by Metrolink, which connects key population centers via seven lines. As a regional backbone for longer-distance and intercounty commuting, Metrolink supports systemwide mobility and integration.

Exhibit 1 Public Transit Operators in the SCAG Region

County	Transit Agency	Service Area	Mode
Imperial	Imperial County Transportation Commission	Regional	Bus
Los Angeles County	Antelope Valley Transit Authority	Local	Bus
	Beach Cities Transit (City of Redondo Beach)	Local	Bus
	City of Commerce Municipal Buslines	Local	Bus
	City of Gardena Transportation Department	Local	Bus
	Culver CityBus	Local	Bus
	Foothill Transit	Regional	Bus
	Glendale Beeline	Local	Bus
	LA Metro	Regional	Bus, Heavy/Light Rail
	LADOT Transit	Regional	Bus
	Long Beach Transit	Local	Bus

County	Transit Agency	Service Area	Mode
	Montebello Bus Lines	Local	Bus
	Norwalk Transit System	Local	Bus
	Pasadena Transit	Local	Bus
	Santa Clarita Transit	Local	Bus
	Santa Monica Big Blue Bus	Local	Bus
	Torrance Transit	Local	Bus
Orange County	Anaheim Transportation Network	Local	Bus
	OCTA	Regional	Bus
Riverside County	RTA	Regional	Bus
	SunLine Transit Agency	Local	Bus
San Bernardino County	Omnitrans	Regional	Bus
	Victor Valley Transit Authority	Local	Bus
	Arrow Service	Local	Light Rail
Ventura County	Gold Coast Transit	Regional	Bus
	Ventura County Transportation Commission	Regional	Bus
Multi County	Metrolink, operated by the Southern California Regional Rail Authority (SCRRA)	Regional	Commuter Rail

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

- **National Transit Database:** Provides monthly ridership trends by mode and operator.
- **California Performance Measurement System:** Offers near real-time data on vehicle miles traveled, vehicle hours of delay, and truck activity on the state highway system.
- **Survey of Working Attitudes and Arrangements:** Captures how remote and hybrid work patterns are reshaping commute behavior.

Each dataset offers a unique perspective. Together, they help contextualize how travel has changed in the post-pandemic era—highlighting uneven recovery across counties and modes, as well as emerging trends such as reduced congestion and persistent telework. By referencing these sources and developing integrated analysis, this report provides SCAG’s Transportation Committee, policymakers, and stakeholders with a timely, data-driven foundation to:



Evaluate shifts in travel behavior across the region.



Shape future transportation investment and planning decisions.



Develop strategies to rebuild transit ridership.



Assess the equity impacts of transportation trends.



Anticipate changes in commuting patterns due to hybrid work arrangements.

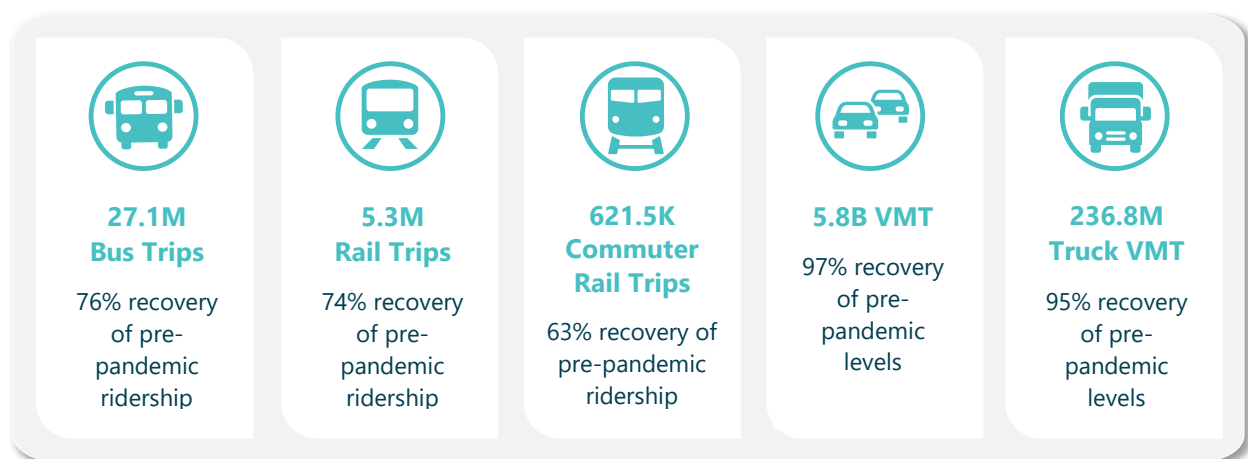
Overall Transportation Trends

This report evaluates transportation trends and ridership across the SCAG region by mode and month and provides a systemwide assessment, regardless of whether specific rail lines have opened, extended, or suspended service during the evaluation period. Similarly, bus agencies across the region adjust service levels by suspending or discontinuing routes as needed. The intent of this report is to evaluate overall bus and rail ridership totals rather than analyze changes at the individual route level. For the purposes of assessing post-pandemic ridership recovery, this report uses fiscal year 2018-19 as the baseline year for comparison.

As of June 2025, transit ridership and vehicle travel in the SCAG region have continued to recover from the impacts of the COVID-19 pandemic, though patterns vary by mode, further summarized below:

- Across all transit modes, bus ridership has led the recovery, followed by light and heavy rail, while commuter rail has been the slowest to return to pre-pandemic ridership levels.
- Bus ridership has shown a steady recovery, with **76 percent of pre-pandemic ridership recovered** as of June 2025. In the last 12 months ridership experienced seasonal fluctuations; most months ranged between 86 percent and 89 percent, suggesting relative stability before the decline observed June 2025.
- **Light and heavy rail ridership recovered 74 percent of pre-pandemic ridership** as of June 2025, despite recent service expansions.
- **Commuter rail has recovered 63 percent of pre-pandemic ridership** and experienced ridership gains month over month, averaging a growth of 1.4 percent the last year. This may be the result of a shift to a more frequent, all-day service model.
- On the roadways, overall vehicle miles traveled (VMT) is at 97 percent of pre-pandemic levels. Truck VMT has trended below pre-pandemic levels at 95 percent, with modest fluctuations over the past year.
- Remote work continues to be a key factor; approximately 34 percent of workdays were performed from home over the last year, contributing to reduced peak-hour demand across all travel modes.

JUNE 2025 AT A GLANCE



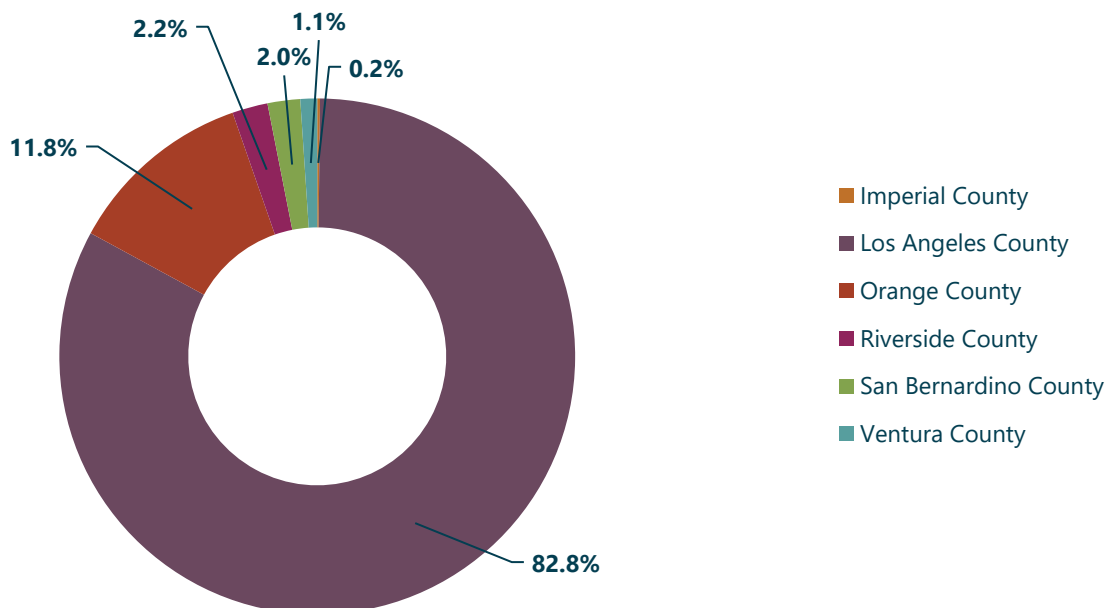
Transit Ridership



BUS RIDERSHIP

Bus ridership in Southern California is heavily concentrated in Los Angeles County, which accounts for the majority of regional trips (82.8 percent). This concentration of regional trips is due to the scale of LA Metro's network and its dense urban coverage (see Exhibit 2). Orange County follows, led by the OCTA's system, with San Bernardino and Riverside counties contributing through agencies like Omnitrans and RTA. Ventura and Imperial counties have comparatively smaller shares, reflecting their lower population densities. Overall, the distribution of ridership aligns closely with population centers and the extent of bus service coverage.

Exhibit 2 Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2024-25



DATA SOURCE

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

BUS RIDERSHIP TRENDS

Exhibit 3 presents bus ridership trends across the SCAG region from July 2024 to June 2025. Total ridership fluctuated between 27.1 million and 35.9 million trips. Bus ridership peaked in October 2024 at 35.9 million trips, followed by a decline through the winter months, reaching a low of 29.5 million in February 2025. A modest rebound is observed through the spring months, with ridership rising to 34.3 million trips in May 2025. A decline in ridership to 27.1 million trips was observed June 2025, a seasonal decrease that coincides with school breaks. Federal activities and operations in the region could have also impacted transit ridership during the period observed. The data reflects typical seasonal patterns, with higher ridership in the fall and declines during winter.

Exhibit 3 Bus Total Unlinked Passenger Trips, 12 Month Rolling

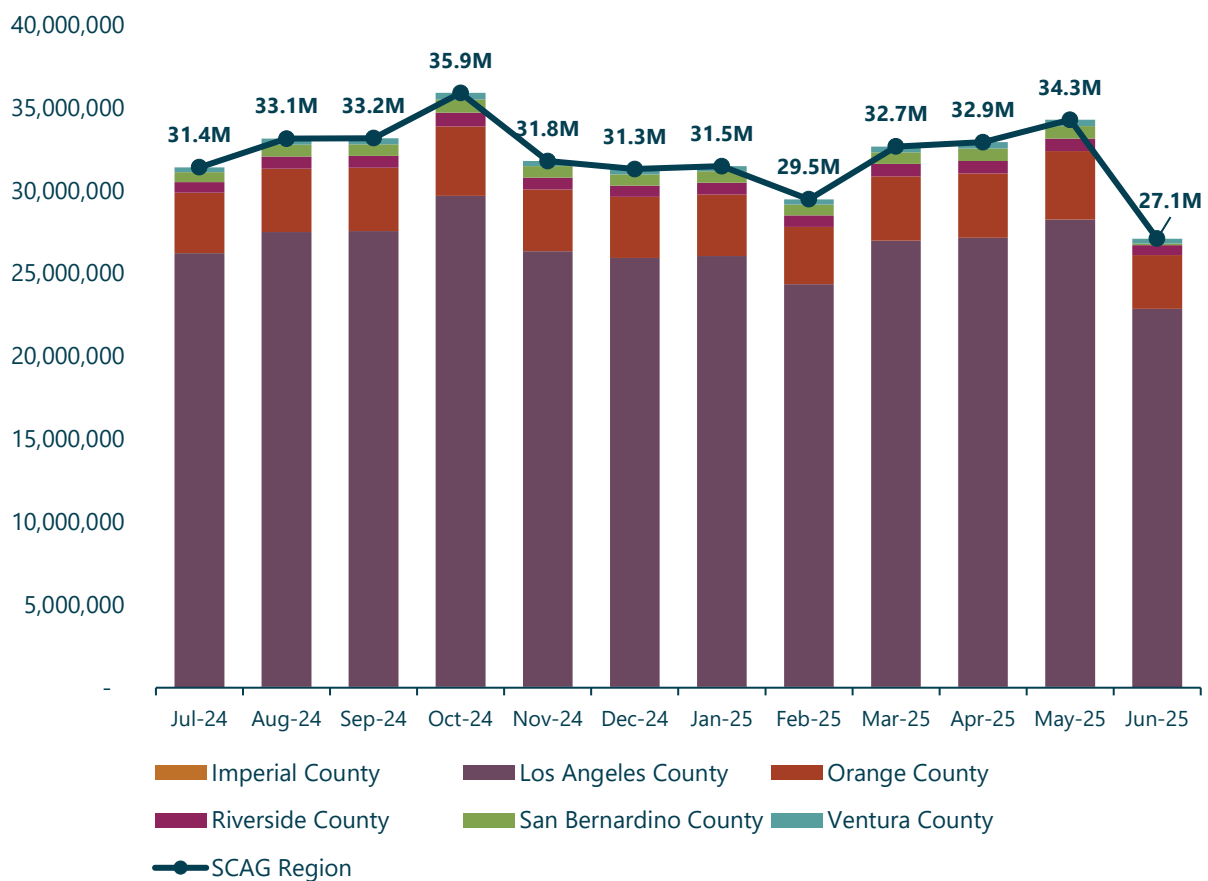


Exhibit 4 presents the month-over-month (MoM) percentage change in bus ridership for the SCAG region from July 2024 to June 2025. Ridership fluctuated significantly over the year, with periods of growth and decline. The largest increases occurred in March 2025 (10.8 percent), October 2024 (8.2 percent), and August 2024 (5.5 percent), while the steepest declines were seen June 2025 (-20.9 percent), November 2024 (-11.4 percent), and February 2025 (-6.4 percent). Bus ridership declined by an average of 0.6 percent month over month, with the data showing significant volatility and several sharp increases and decreases rather than a steady trend.

Exhibit 4 Bus MoM Comparison as a Percentage Change, 12 Month Rolling

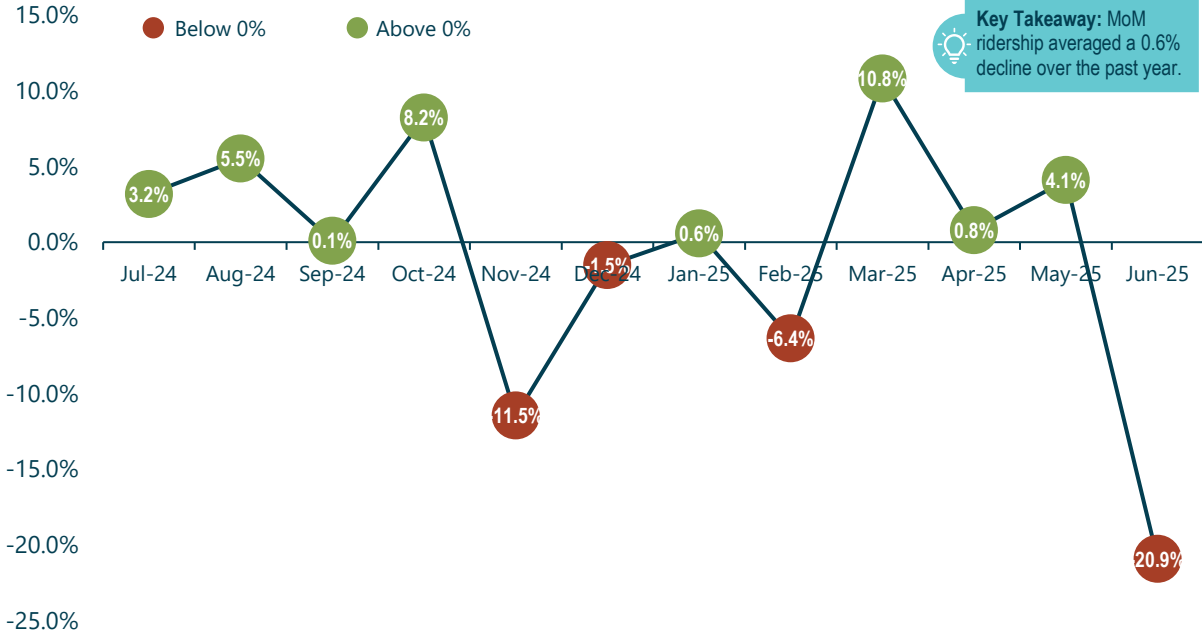
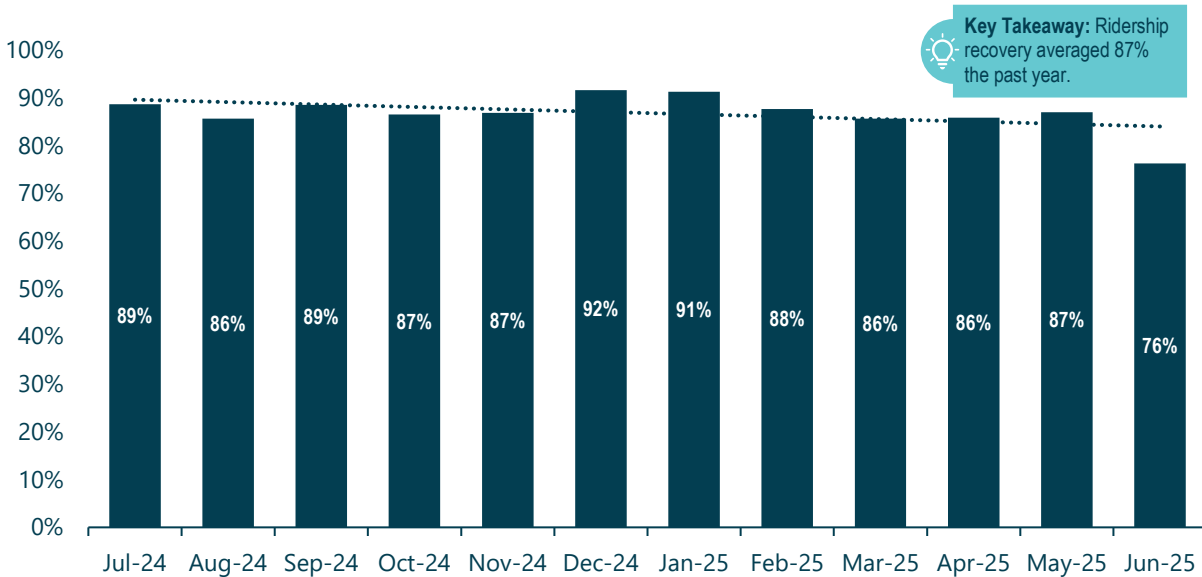


Exhibit 5 Post-Pandemic Bus Ridership Recovery as a Percentage of Fiscal Year 2018-19, 12 Month Rolling



Bus ridership recovery during the past 12 months fluctuated between 76 percent and 92 percent of fiscal year 2018-19 levels, as presented in Exhibit 5, with an average recovery rate of 87 percent over the past 12 months. The highest recovery was observed in December 2024 (92 percent). The relatively narrow range of variation (between 76 percent and 92 percent) indicates bus ridership remains below full recovery, with a noticeable dip in the final month of the reporting period.



LIGHT AND HEAVY RAIL RIDERSHIP

The SCAG region's rail network features a blend of light and heavy rail services that provide critical connectivity. LA Metro operates the largest light and heavy rail system in Southern California, with a network that has expanded significantly over the past five years through the opening of the K (Pink) Line and the Regional Connector, which streamlined travel between key corridors. The system includes light rail lines such as the A (Blue), E (Expo), and C (Green) Lines, as well as the heavy rail B (Red) and D (Purple) subway lines. In San Bernardino County, the Arrow service launched in 2022 as a modern, diesel multiple unit light rail line designed for seamless integration with Metrolink's commuter rail services, extending rail access to the cities of Redlands and San Bernardino. Together, these systems enhance regional mobility, offering frequent urban rail service alongside Metrolink's broader commuter rail network.

DATA SOURCE

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

RAIL RIDERSHIP TRENDS

Light and heavy rail ridership in the SCAG region exhibited notable seasonal fluctuations over the past year, presented in Exhibit 6. Total passenger trips reached a high of 6.3 million in October 2024 before declining steadily through the winter months, bottoming out at 5.3 million in January and February 2025. Ridership began to recover in the spring, rising to 6.0 million in April, but declined once again to 5.3 million by June 2025—matching the winter low. These trends suggest that while rail ridership briefly rebounded from pandemic lows, the recovery has not been sustained. The overall pattern points to an ongoing challenge in stabilizing and growing light and heavy rail ridership in the post-pandemic context, despite service expansions and broader travel recovery in the region.

Exhibit 6 Light and Heavy Rail Total Passenger Trips, 12 Month Rolling

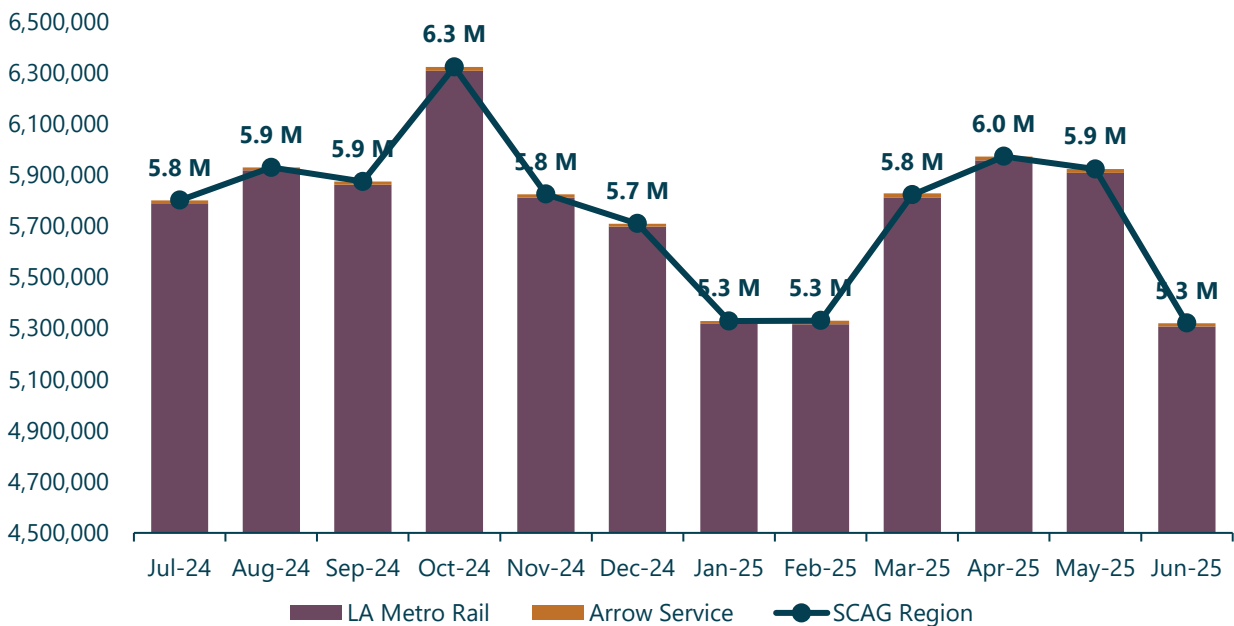


Exhibit 7 illustrates the monthly percentage change in total light and heavy rail ridership in the SCAG region from July 2024 to June 2025. The data highlights the volatility in ridership patterns over the year, with a mix of growth and decline across different months. Similarly, the winter months show reduced ridership, a trend that reflects the holiday season, when daily travel demand typically falls. The most significant positive change occurred in March 2025, with a 9.2 percent increase over the previous month, suggesting a notable spring rebound following the holiday season. In contrast, the largest monthly decline took place in June 2025, dropping 10.2 percent. The sharp decline in June 2025 is likely attributable to the beginning of the summer season, when K-12 schools and universities are out of session, reducing student travel demand. Federal activities and operations in the region might have also affected rail ridership. Importantly, Exhibit 7, underscores that monthly rail ridership changes have been inconsistent, with six out of 12 months showing negative growth, including four months where the decline exceeded six percent. This fluctuation results in a net average decline of 0.5 percent per month over the year.

Exhibit 7 Light and Heavy Rail MoM Comparison as a Percentage Change, 12 Month Rolling

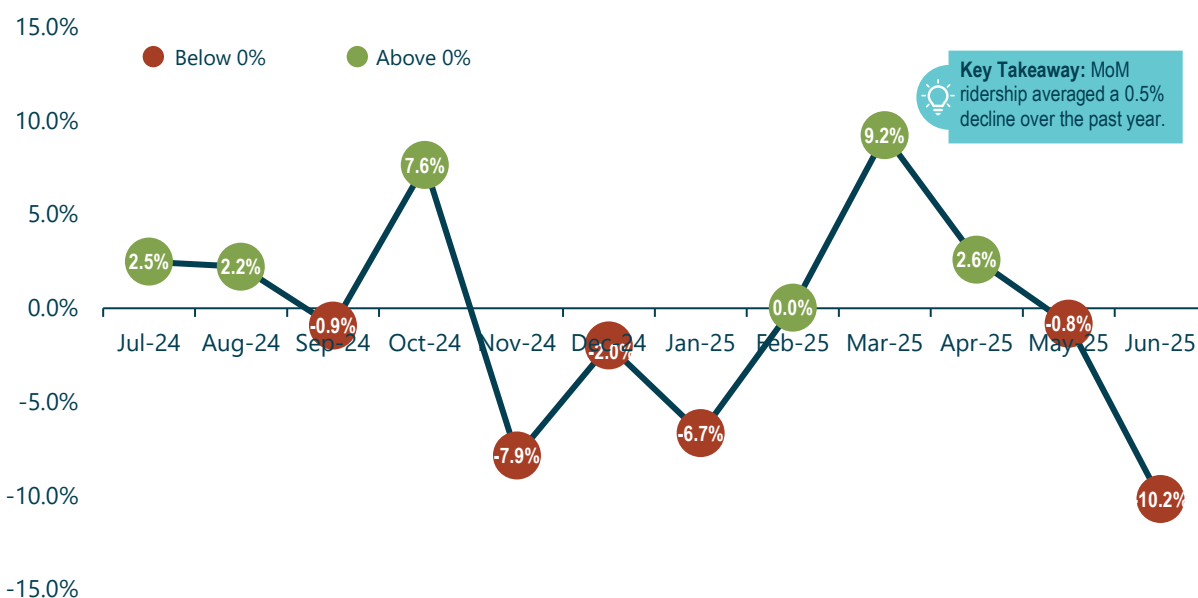
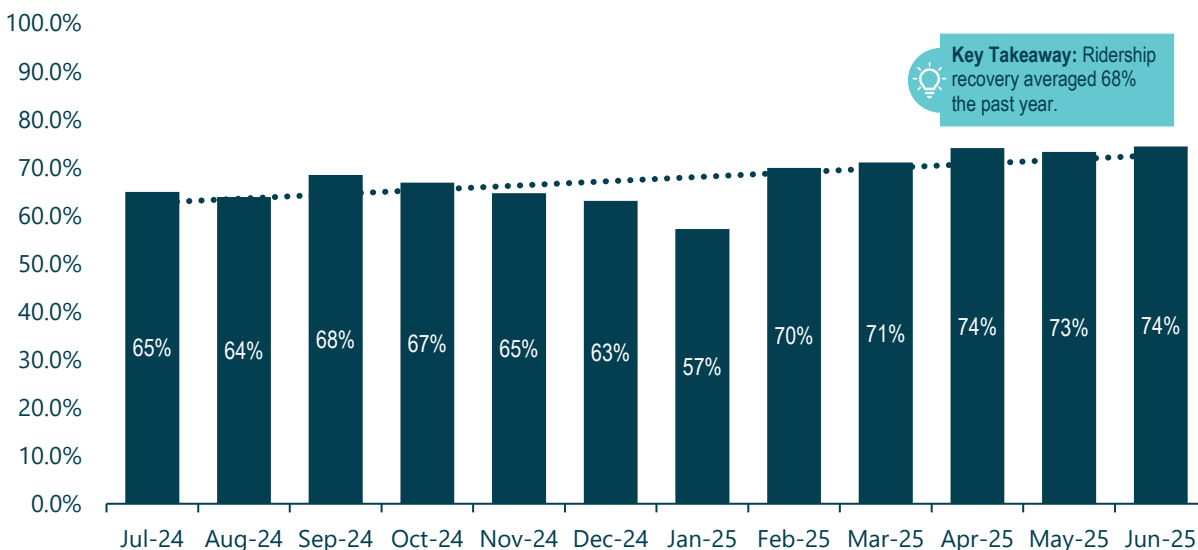


Exhibit 8 illustrates how light and heavy rail ridership in the SCAG region compares to pre-pandemic levels over the past year. Ridership recovery remained relatively steady between July and December 2024, fluctuating between 63 and 68 percent. A sharp seasonal drop occurred in January 2025, when recovery fell to 57 percent, aligning with the winter holiday ridership trough observed in other charts. However, the months that followed show a notable rebound: February 2025 reached 70 percent, with a steady climb to 74 percent by April, a level that persisted through May and June 2025. The overall trend suggests that while rail ridership has not returned to pre-pandemic volumes, recent months show signs of recovery.

Exhibit 8 Post-Pandemic Light/Heavy Rail Ridership Recovery as a Percentage of Fiscal Year 2018-19, 12 Month Rolling



COMMUTER RAIL RIDERSHIP

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

DATA SOURCE

Staff obtained monthly rail ridership data, delineated by line, from SCRRA, to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

COMMUTER RAIL RIDERSHIP TRENDS

On October 21, 2024, Metrolink added 32 new weekdays trains, a nearly 23 percent increase in systemwide service, to better accommodate local travel and regional passenger rail by increasing weekday service levels and optimizing connections. The San Bernardino Line received the majority of new weekday trains with 18 while the Orange County Line added seven. On January 27, 2025, Metrolink implemented additional service changes to the San Bernardino line to better manage track capacity issues while retaining service improvements.

Exhibit 9 reflects monthly systemwide ridership across Metrolink’s seven commuter rail lines from July 2024 through June 2025. Metrolink ridership began the period at 587,500 trips in July 2024, steadily

increasing to a peak of 676,700 in October 2024, before declining through the winter months. The lowest point occurred in January 2025, with 573,200 trips, followed by a strong spring rebound that culminated in the system's highest monthly ridership total of 701,200 trips in April 2025. Ridership declined again slightly in the final two months, ending at 621,500 trips in June 2025. The decline in June 2025 is likely attributable to the beginning of the summer season, and reduced student travel demand.

All seven lines contributed to the overall trend, with the Orange County Line and San Bernardino Line consistently making up the largest shares of total ridership. These were followed by the 91/Perris Valley Line, Riverside Line, and Antelope Valley Line, with the Ventura County Line and Inland Empire-Orange County Line contributing smaller portions. The data reflects a steady year-over-year recovery trajectory, particularly in early 2025, likely driven by the continued rollout of Metrolink's regional rail service model, which emphasizes all-day, bi-directional service beyond the traditional peak commute periods.

Exhibit 9 Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling

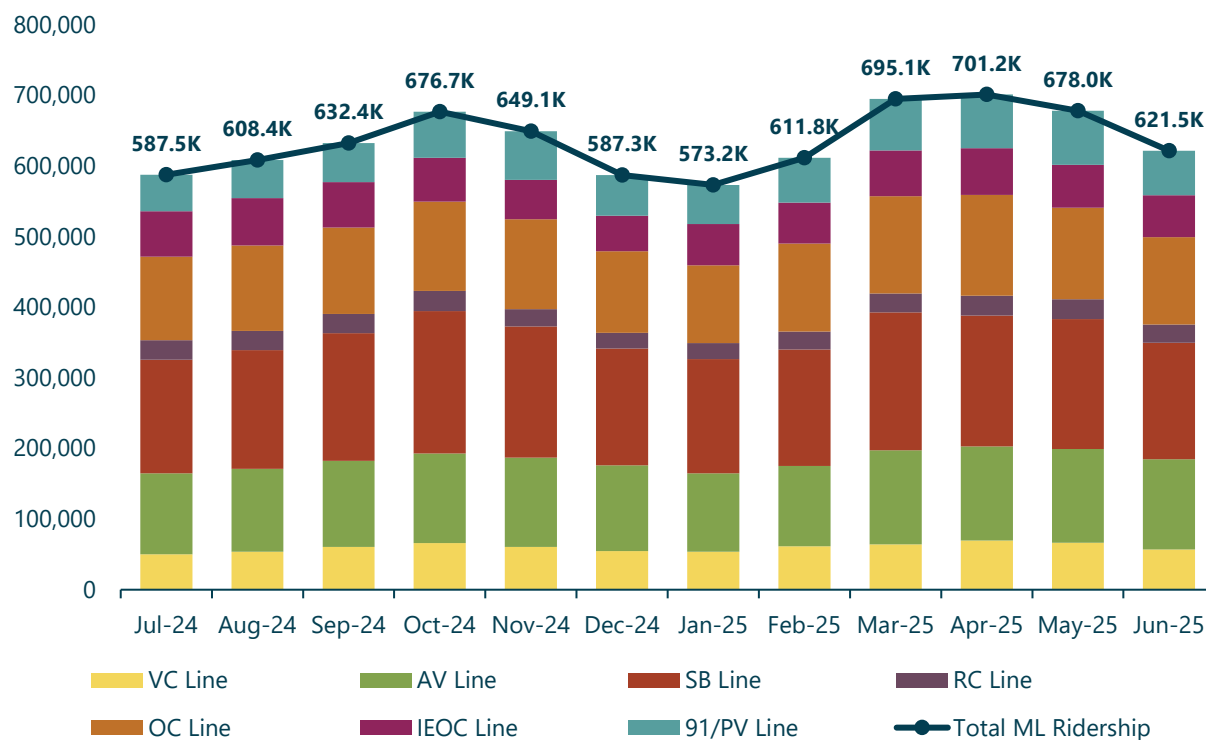


Exhibit 10 displays the month-over-month percentage change in total system ridership from July 2024 to June 2025. The data shows substantial variability across the year, with several months experiencing strong gains, notably March 2025 (13.6 percent). Conversely, December (-9.5 percent) and June (-8.3 percent) marked the most significant declines, aligning with typical seasonal slowdowns due to holidays, school breaks, and vacation periods. Despite these fluctuations, the average month-over-month growth rate was 1.4 percent, indicating a generally positive trajectory for Metrolink ridership during the period. The winter downturn and early spring rebound mirror broader trends seen across other transit modes.

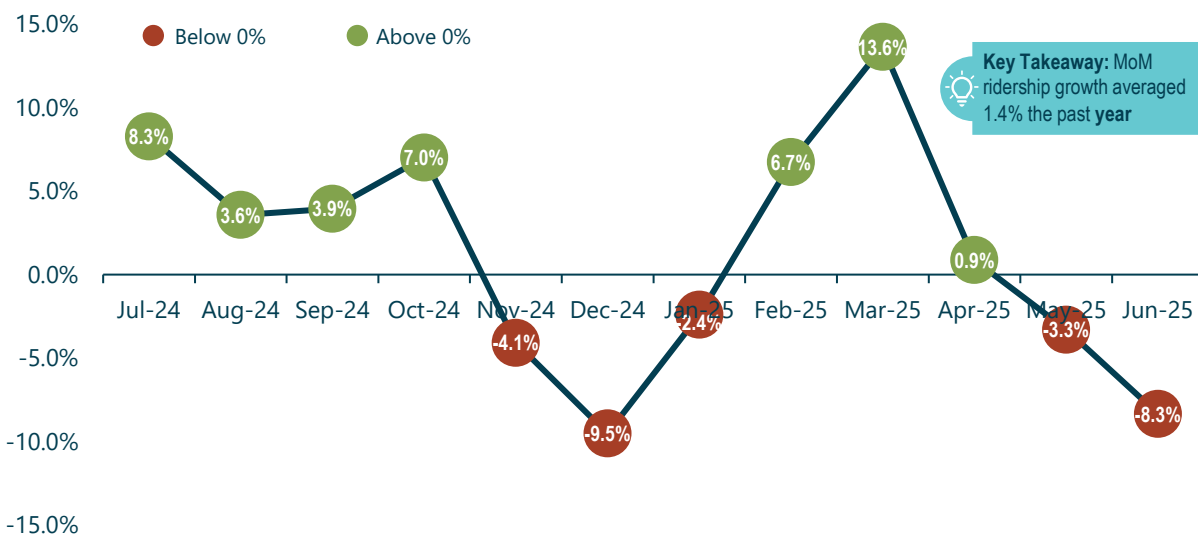
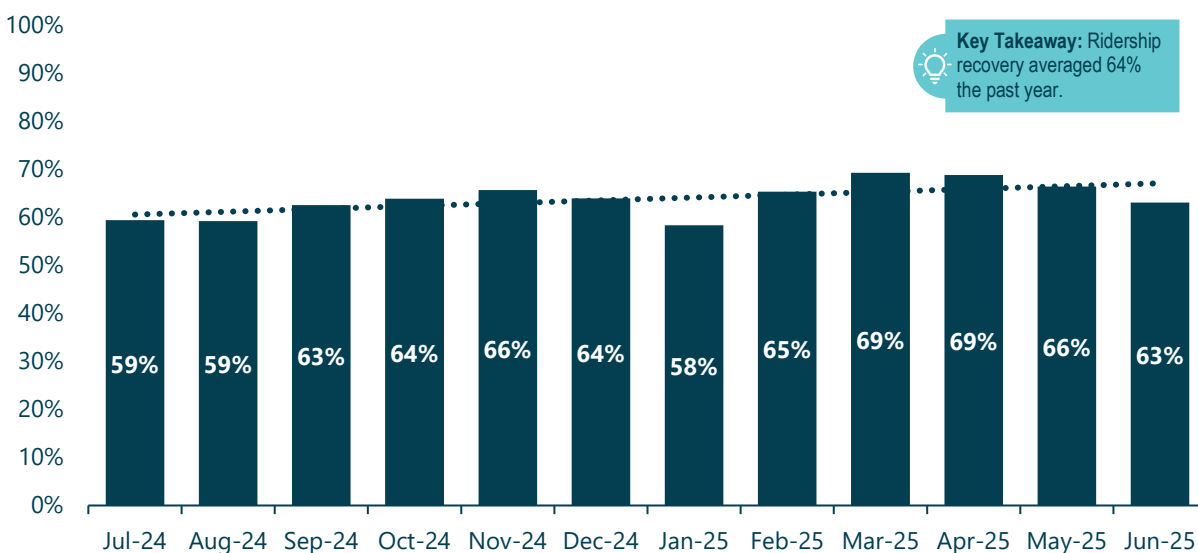
Exhibit 10 Metrolink MoM Comparison as a Percentage Change, 12 Month Rolling**Exhibit 11 Post-Pandemic Metrolink Ridership Recovery as a Percentage of Fiscal Year 2018-19, 12 Month Rolling**

Exhibit 11 presents Metrolink's ridership recovery as a percentage of fiscal year 2018-19 pre-pandemic levels. Over the past year, recovery averaged 64 percent, with a steady climb through fall 2024 to a high of 66 percent in November, followed by a dip to 58 percent in January 2025, the lowest point of the year. Recovery accelerated in early spring, reaching 69 percent in both March and April 2025, before tapering slightly to 63 percent in June 2025. This pattern suggests that while significant progress has been made, commuter rail still faces challenges in returning to full pre-pandemic demand, particularly as work-from-home patterns and hybrid commuting continue to reshape ridership behavior.

Vehicular Travel



VEHICULAR VOLUMES

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

DATA SOURCE

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

VEHICLE TRAVEL AND CONGESTION PATTERNS FOLLOWING THE PANDEMIC

Exhibit 12 displays monthly VMT in the SCAG region from January 2019 through June 2025, revealing both short-term disruptions and long-term recovery trends. VMT experienced a sharp and unprecedented decline in early 2020 due to the COVID-19 pandemic, reaching its lowest point in April 2020. Following this disruption, travel steadily rebounded throughout 2021 and 2022. By early 2023, monthly VMT had returned to pre-pandemic levels, with volumes generally fluctuating between 5.5 and 6.2 billion miles. While seasonal dips are still present, such as during winter months or holiday periods, the overall trend has stabilized in recent years. The chart's linear trend line indicates an upward trajectory, suggesting that total vehicle travel has not only recovered to pre-pandemic levels but is increasing over time. This pattern points to a sustained reliance on personal vehicle travel in the region, even as other modes like transit have experienced slower post-pandemic recovery.

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

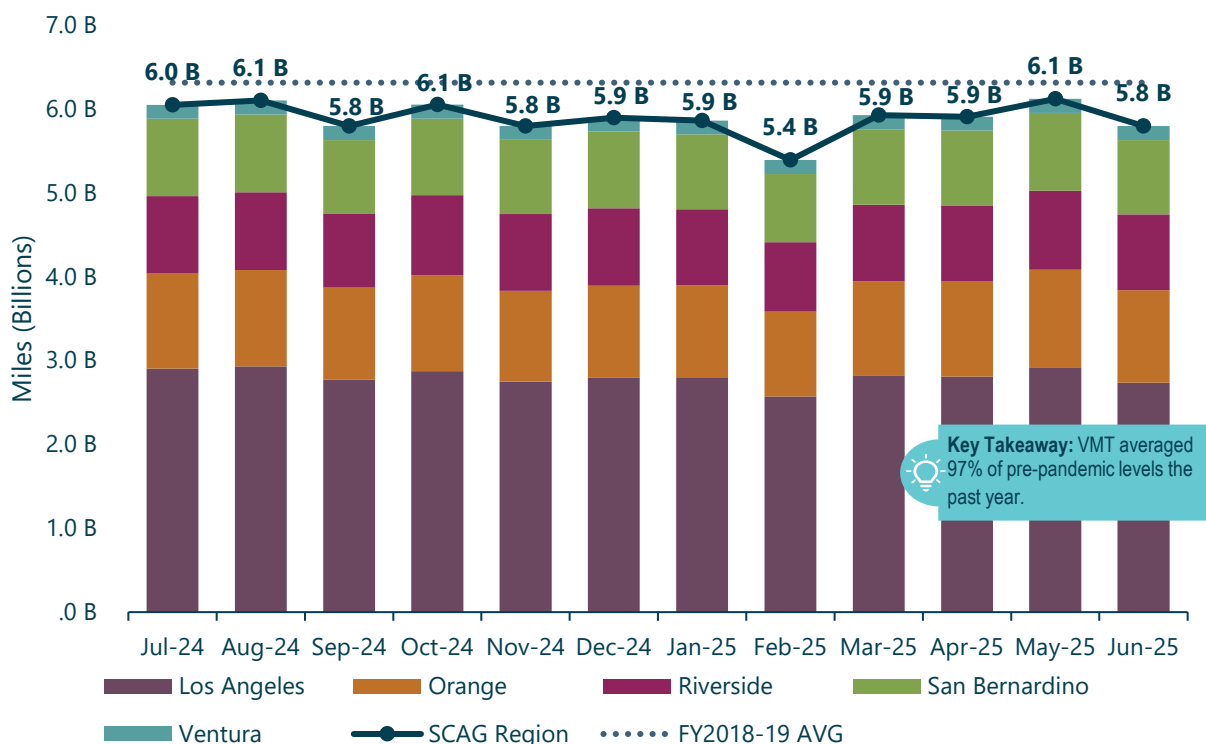
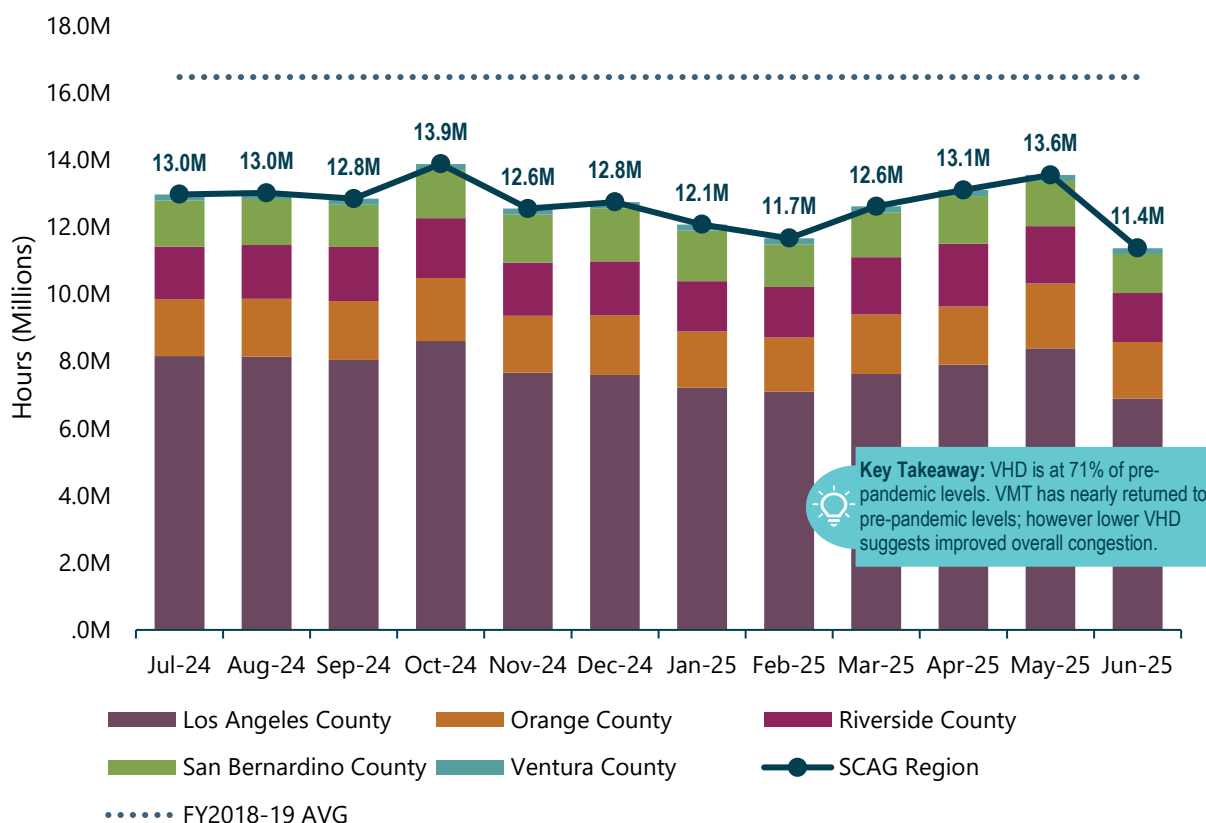


Exhibit 13 presents VHD in the SCAG region from January 2019 through June 2025, offering insight into regional roadway congestion patterns over time. Prior to the COVID-19 pandemic, monthly VHD consistently ranged between 16 to 18 million hours, reflecting high levels of traffic congestion across the region. In early 2020, VHD dropped sharply, reaching its lowest point in April 2020, corresponding with widespread shutdowns and reduced travel demand. Following the pandemic-induced low, VHD gradually rebounded throughout late 2020 and 2021, but has not returned to pre-pandemic levels. Since 2022, monthly VHD has generally fluctuated between 11 and 14 million hours, indicating a persistent reduction in regional traffic delay despite the recovery of VMT. The linear trend line reflects a modest overall decline in VHD over the full time period.

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



VHD has only reached 71 percent of pre-pandemic levels, implying that congestion remains significantly lower than before. This sustained reduction in congestion might be partially attributed to long-term changes in commuting behavior, such as hybrid and remote work arrangements, as well as shifts in travel patterns and peak demand periods. **The correlation between high VMT recovery and lagging VHD recovery suggests that while people are back on the road in near-full force, they might be doing so in ways that avoid peak congestion periods, resulting in more efficient roadway performance and lower congestion overall.**



GOODS MOVEMENT & TRUCK VOLUMES

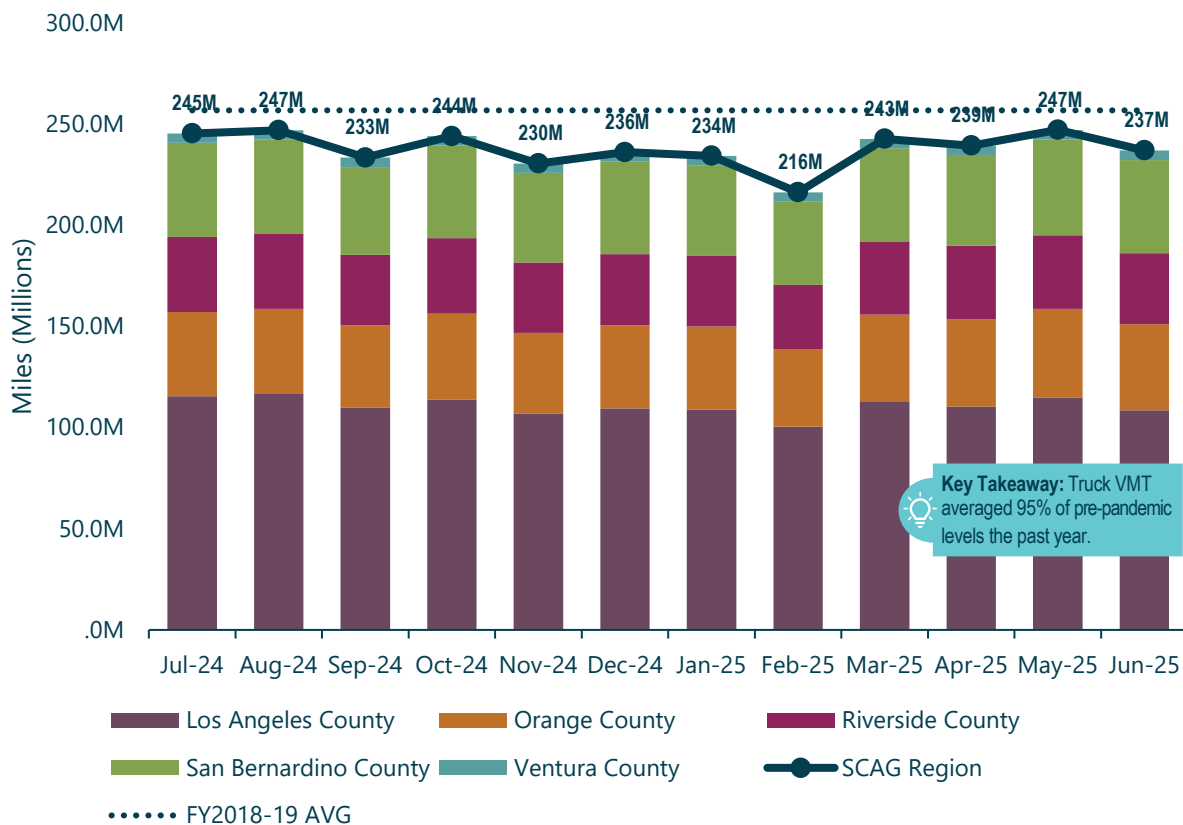
Truck vehicle miles traveled (Truck VMT) is the total number of miles driven by trucks within a specific area (like a city, region, or state). It works the same as overall VMT but focuses only on trucks, which usually means medium-duty and heavy-duty commercial vehicles. Truck VMT is an indication of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

- **Freight Movement:** How much goods and cargo are being transported on the road.
- **Economic Activity:** Higher truck VMT often signals more trade, shipping, and industrial activity.
- **Roadway Impact:** Trucks cause more wear on roadways, so truck VMT helps plan for maintenance needs.

- **Air Quality and Emissions:** Since trucks produce more emissions per mile than passenger cars, truck VMT is important for air quality and environmental planning.
- **Traffic Operations:** Helps analyze congestion patterns, especially on freight corridors and near ports, warehouses, and distribution centers.

Exhibit 14 displays truck VMT in the SCAG region from July 2024 through June 2025, highlighting monthly fluctuations and longer-term trends in goods movement activity. Prior to the COVID-19 pandemic, truck VMT generally ranged between 240 and 260 million miles per month, reflecting steady freight operations across the region's highways. A noticeable decline occurred in early 2020, with a temporary dip below 210 million miles, coinciding with the early stages of the pandemic and related disruptions in supply chains and economic activity. However, unlike passenger travel, truck VMT rebounded quickly by mid-2020, driven by demand for freight and logistics services, especially in support of e-commerce and essential goods distribution. Since 2021, truck VMT has remained relatively stable but has trended slightly downward compared to pre-pandemic levels. Volumes generally fluctuated between 225 and 250 million miles per month with a modest overall decline across the six-year period. The data suggests that while truck travel was less disrupted and quicker to recover than passenger travel, it has remained below 250 million miles for the last 32 months. Rather than signaling a structural shift in freight patterns or logistics operations, this trend is more likely driven by a slowdown in consumer spending and a normalization of shipping volumes following the pandemic-era surge.

Exhibit 14 Truck VMT in the SCAG Region by Month, 12 Month Rolling



Telework Impacts



REMOTE WORK TRENDS

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

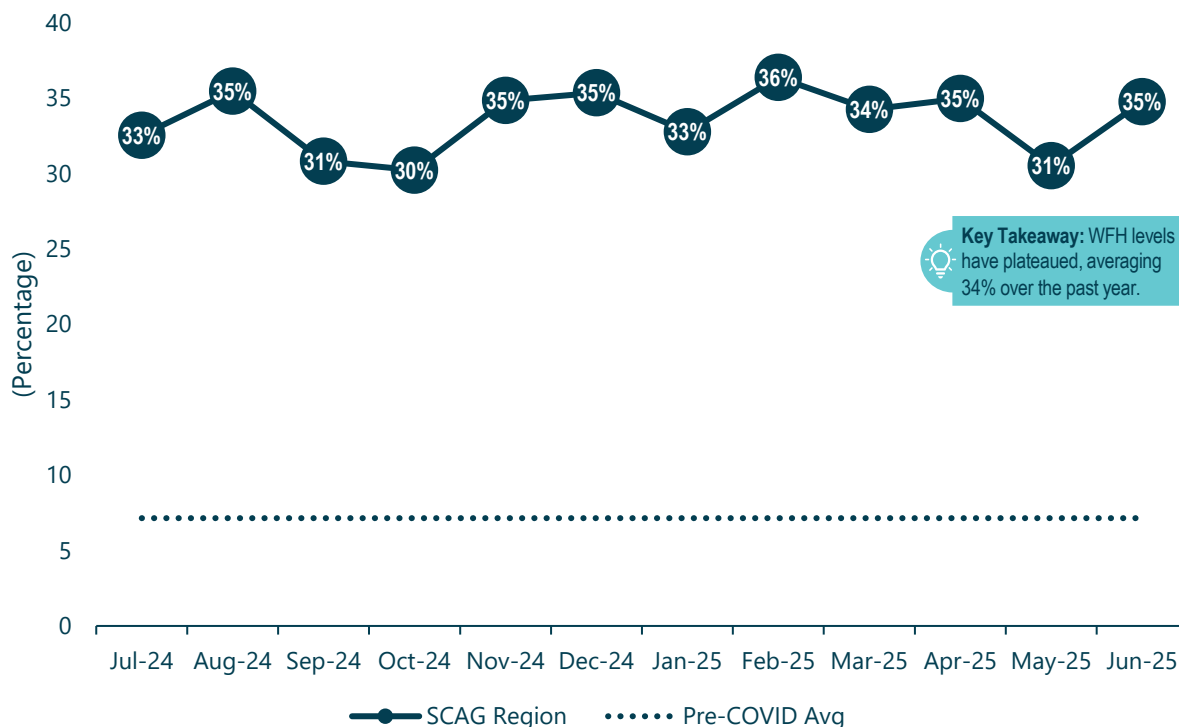
DATA SOURCE

SCAG staff used data from the Survey of Working Attitudes and Arrangements (SWAA) by WFH Research, which collects monthly online responses from adults nationwide, including the Los Angeles Combined Statistical Area (LA CSA). To correct for overrepresentation of college-educated individuals, staff reweighted the sample using iterative proportional fitting to better match the region's age, sex, and education levels based on the 2022 American Community Survey (ACS). While the reweighted sample now more closely reflects the age and education distribution found in the ACS, it still underrepresents people without a high school degree and those with some college education. Nonetheless, the work-from-home rates across subgroups without a college degree are expected to show minimal differences.

OVERALL WORK FROM HOME TRENDS

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in Exhibit 15, which shows the monthly percentage of full, paid working days spent at home in the re-weighted LA CSA sample, representing the SCAG region. Based on current SWAA data, from July 2024 to June 2025, the percentage of full, paid working days spent at home in the SCAG region ranged between 30 percent and 36 percent, with an annual average of 34 percent, reflecting relatively stable remote work levels over the year.

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



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

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

Conclusion

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

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AGENDA ITEM 7

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, 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) 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 includes 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 includes 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 will culminate in a report of findings and policy recommendations to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The Task Force's work is aligned with Connect SoCal's vision of a future where 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 staff report provides updates on the work of the Task Force to date.

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. Per the recent ridership updates to the Transportation Committee, as of June 2025, bus ridership has recovered to about 76 percent of pre-pandemic levels, followed by light and heavy rail at 74 percent, and commuter rail at 63 percent. Many other lingering challenges threaten ridership growth beyond the purview of transit agencies. These 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 assembling the Regional Transit Technical Advisory Committee to discuss relevant issues relevant for improving transit in the region, SCAG continues to explore ways to advance transit and as part of implementing Connect SoCal 2024. For example, SCAG recently kicked off the Innovative Clean Transit Regional Assessment Study to assess 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 to assess 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 including 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, serves 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, is required to prepare and submit a report of findings and policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025.

The Task Force's eleventh meeting, originally scheduled for June 10, 2025, at the Los Angeles Metro Board room, was rescheduled and held in Oakland on August 1, 2025. This meeting was primarily focused on reviewing the draft final report due to the Legislature later this year. Task Force members finalized five guiding principles for the upcoming legislative report, including a newly added principle focused on accessibility and customer experience. Task Force members debated the structure and wording of the principles, ultimately approving concise yet impactful language that reflects statewide priorities. They also elevated several policy recommendations in Appendix B,

including proposals for bus rapid transit infrastructure, safety improvements, and coordination with health and human services. Appendix A discussions centered on funding gaps, cost trends, and the need for clearer data to support legislative requests. Members stressed the importance of distinguishing between principles, goals, and strategies, and called for stronger language in the Executive Summary to reflect the scale of investment needed. The meeting also featured robust public comment, particularly from disability advocates, who emphasized the urgent need for improved paratransit services, seamless cross-county travel, and dedicated funding for accessible transit.

The Task Force convened its twelfth meeting on August 26, 2025, at the Orange County Transportation Authority's Board Room, in Orange. The meeting was focused on advancing the second tranche of the legislative report, building on the guiding principles and recommendations approved in the previous session described above. Key areas of discussion included refining policy strategies for accessibility, funding, and regional coordination. The Task Force recommendations will be recirculated to Task Force members to confirm changes before they are incorporated into the report to the Legislature. Meeting materials and updates on the work of the Task Force can be found at the CalSTA [webpage](#).

FISCAL IMPACT:

Staff work supporting this initiative is included in the current Overall Work Program (OWP) FY24/25 140.0121.01 Transit Planning and Task 140.0121.02 Passenger Rail Planning.



AGENDA ITEM 8

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)
Regional Council (RC)

From: Mariana Pulido, Senior Regional Planner
(213) 236-1881, pulido@scag.ca.gov

Subject: Acceptance of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and Next Steps for the Metrolink Sustainable Locomotive Replacement Project

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve receipt of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and authorize the Executive Director, or his designee, to execute all necessary agreements and other documents related to supporting the Metrolink Sustainable Locomotive Replacement Project.

RECOMMENDED ACTION FOR RC:

Approve receipt of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and authorize the Executive Director, or his designee, to execute all necessary agreements and other documents related to supporting the Metrolink Sustainable Locomotive Replacement Project.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Solutions for Congested Corridors Program (SCCP) was established under Senate Bill 1 (SB 1, Beall, Chapter 5, Statutes of 2017) to fund projects designed to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Projects must make specific performance improvements, be included in a corridor plan, and demonstrate cost-effectiveness.

The California Transportation Commission (CTC) has awarded \$52.6 million in 2024 SCCP funds to SCAG, serving as the project applicant, in partnership with Metrolink (Southern California Regional Rail Authority, SCRRA), serving as the implementing agency. This award represents the full amount requested in the grant application.

The awarded Sustainable Locomotive Replacement Project will replace twelve Tier 2 diesel locomotives with Tier 4 locomotives, the cleanest diesel technology currently available, with the capability to transition to hybrid operations. These replacements will improve service reliability, reduce criteria pollutant emissions, and support long-term regional mobility, air quality, and sustainability goals.

BACKGROUND:

In November 2022, the Executive/Administration Committee authorized submittal of an SCCP grant application for the Sustainable Locomotive Replacement Project in partnership with Metrolink. Following an unsuccessful award cycle in 2022, SCAG and Metrolink resubmitted the application in 2024. The project was subsequently awarded full funding in the 2024 SCCP cycle.

The SCCP is a competitive statewide program designed to reduce congestion through multimodal, integrated corridor investments that improve mobility, safety, access, and sustainability. The awarded project advances SCAG's Connect SoCal 2024 goals by reducing transportation-related emissions, improving passenger rail service reliability, and supporting mode shift from single-occupancy vehicles to rail transit. By replacing aging Tier 2 locomotives with Tier 4 units, the project will achieve significant reductions in nitrogen oxide (NOx) and particulate matter emissions, improving air quality in Southern California communities along Metrolink corridors.

NEXT STEPS:

Upon Regional Council's approval, SCAG will coordinate with Metrolink and Caltrans to execute a baseline agreement, and SCAG will work with Metrolink to develop a memorandum of understanding (MOU) defining roles and responsibilities. Approval of these agreements, and any further revisions and administrative amendments, is delegated to SCAG's Executive Director or his designee.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-2026 Overall Work Program (OWP) budget under project number 130.0162.02, Regional Partner Agency Collaboration. The SCCP grant is for \$25,606,000.

ATTACHMENT(S):

1. 2024 SCCP_Staff Recommendations
2. PowerPoint Presentation - Tier 4 Procurement Plan



SENATE BILL 1 PROGRAMS – STAFF RECOMMENDATIONS

2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

June 26-27, 2025 Commission Meeting

California Transportation Commission (Commission) staff recommends funding seven projects for a total of \$483 million in the 2024 Solutions for Congested Corridors Program (*project list attached*). These investments leverage an additional \$13.5 billion in local, state, and federal funds. The proposed investments will create over 180,000 jobs and advance the Commission's goals to support a vibrant economy, elevate community voices, move people and goods efficiently, ensure a healthy environment for all, and partner for success.

Supporting a Vibrant Economy

- \$483 million in Senate Bill 1 funds
- \$13.5 billion in leveraged funds
 - 180,000 jobs created
- Expand low-cost travel options

The investments recommended in the 2024 Program provide communities with multimodal options to safely and efficiently drive, bike, walk, and take transit to their destinations. Investments include a new passenger rail extension, bike and pedestrian safety improvements, bus rapid transit expansion, and system technology and mobility hub upgrades. From transit network upgrades to investments that reduce greenhouse gas emissions by allowing travelers to opt out of congestion, these projects demonstrate cross-agency collaboration, investment in cleaner and multimodal infrastructure, and the evolution of transportation systems across the state that respond to moving people efficiently and safely.

Moving People Efficiently

- High-frequency transit and rail
- Bike and pedestrian improvements
 - Mobility hub development
 - Technology upgrades

The seven recommended projects uphold the Commission's focus on community involvement and collaboration with the Interagency Equity Advisory Committee and the California Department of Housing and Community Development. Recommended projects will expand low-cost travel options and will support workforce housing and mixed-use development with added high-frequency transit stops and access to safe biking and walking options. These projects will increase the quality of life for Californians by expanding cleaner bus and rail service, complete streets transitions, and strategic solutions to reduce congestion.

Ensuring a Healthier Environment for All

- Projects supporting efficient land use
- Investments that allow people to opt out of congestion
- Rail upgrades that reduce GHGs and air pollutants

Created by Senate Bill 1 (SB 1), the Commission's Solutions for Congested Corridors Program funds targeted improvements to reduce congestion in key bottlenecks across the state. Each project underwent a comprehensive review to assess corridor-level impact, environmental readiness, public engagement, land use and housing alignment, leveraged fund commitments, and consistency with adopted comprehensive multimodal corridor plans and regional transportation plans. Together, the seven recommended projects build upon the momentum of past funding cycles towards a transportation system that is community-centered, multimodal, sustainable, innovative, and resilient.

2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
STAFF RECOMMENDATIONS
(\$1,000s)

	CALTRANS PRIORITY	COUNTY	NOMINATING AGENCY	PROJECT TITLE	CONGESTED CORRIDOR	SCCP REQUEST	SCCP RECOMMENDATION	RECOMMENDED FY 2025-26	RECOMMENDED FY 2026-27	TOTAL PROJECT COST	CONSENSUS RATING
RECOMMENDED FOR FUNDING		Santa Clara	Metropolitan Transportation Commission (MTC) Santa Clara Valley Transportation Authority (SCVTA)	BART Silicon Valley Phase II Extension (BSVII) Project	Route 80 Route 101	\$ 75,000	\$ 75,000	\$ 75,000	\$ -	\$ 12,745,607	High
	Tier 1	Santa Cruz	California Department of Transportation (Caltrans) Santa Cruz County Regional Transportation Commission (SCCRTC)	Watsonville-Santa Cruz Multimodal Corridor Program *	Route 1	\$ 98,100	\$ 103,700	\$ -	\$ 103,700	\$ 283,210	Medium-High (+)
		Various	Southern California Association of Governments (SCAG)	Metrolink Sustainable Locomotives Project	Various	\$ 52,606	\$ 52,606	\$ 52,606	\$ -	\$ 150,779	Medium-High (+)
	Tier 1	Santa Barbara	Caltrans Santa Barbara County Association of Governments (SBCAG)	Santa Barbara U.S. 101 Multimodal Corridor Project *	Route 101	\$ 100,020	\$ 109,020	\$ 55,862	\$ 53,158	\$ 216,092	Medium-High
	Tier 1	Sonoma	Caltrans MTC Sonoma-Marin Area Rail Transit (SMART)	SMART Healdsburg Extension Project	Route 101	\$ 62,000	\$ 62,000	\$ 62,000	\$ -	\$ 191,750	Medium-High
	Tier 2	San Francisco	Caltrans MTC San Francisco Municipal Transportation Agency (SFMTA)	SFMTA Train Control Upgrade Project (TCUP) - Phase 1	Route 101 Route 280	\$ 41,000	\$ 41,000	\$ -	\$ 41,000	\$ 155,175	Medium-High (-)
	Tier 2	San Diego	Caltrans San Diego Association of Governments (SANDAG)	I-805 South Managed Lanes Conversion Project (HOV to HOT)	Route 805	\$ 39,600	\$ 39,600	\$ -	\$ 39,600	\$ 131,000	Medium-High (-)

A project fact sheet is linked to each project recommended for funding.

\$ 468,326 \$ 482,926 \$ 245,468 \$ 237,458 \$ 13,873,613

\$ 480,956 2024 SSCP Funding Capacity
\$ (1,970) Recommendation Oversubscribed

*Staff recommends the amount requested for all projects except:
Watsonville-Santa Cruz Multimodal Corridor Program: SSCP recommendation fully funds the project by covering \$62.9 million requested from SSCP and \$5.6 million originally requested from Trade Corridor Enhancement Program (TCEP).
Santa Barbara U.S. 101 Multimodal Corridor Project: SSCP recommendation fully funds the project by covering \$45.2 million requested from SSCP and \$9 million originally requested from TCEP.

	CALTRANS PRIORITY	COUNTY	NOMINATING AGENCY	PROJECT TITLE	CONGESTED CORRIDOR	SCCP REQUEST	SCCP RECOMMENDATION	RECOMMENDED FY 2025-26	RECOMMENDED FY 2026-27	TOTAL PROJECT COST	CONSENSUS RATING
NOT RECOMMENDED FOR FUNDING		Los Angeles	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles River Greenway, West Fernando Valley Gap Closure Project (Segments 1 & 2)	Route 405	\$ 17,080	\$ -	\$ 17,080	\$ -	\$ 73,394	Medium (+)
		Placer Sacramento	Placer County Transportation Planning Agency (PCTPA) Sacramento Area Council of Governments (SACOG)	Placer-Sacramento Gateway (PSGC) - Phase 3 **	Route 80	\$ 68,299	\$ -	\$ 31,000	\$ 19,900	\$ 95,504	Medium (+)
	Tier 1	Alameda San Francisco	Caltrans MTC	Multimodal Bay Skyway	Route 80	\$ 71,006	\$ -	\$ 71,006	\$ -	\$ 233,532	Medium (+)
	Tier 1	Solano Sonoma	MTC	State Route 37 Sears Point to Mare Island Improvement Project - Phase 2	Route 37	\$ 73,000	\$ -	\$ -	\$ 73,000	\$ 251,000	Medium (+)
	Tier 2	Los Angeles	Caltrans LA Metro	Los Angeles Link Union Station (LinkUS) Project	Route 5 Route 101	\$ 105,000	\$ -	\$ -	\$ 105,000	\$ 1,596,859	Medium
	Tier 1	San Bernardino	Caltrans San Bernardino County Transportation Authority (SBCTA)	Ontario International Airport (ONT) Connector	Route 10 Route 15	\$ 80,000	\$ -	\$ -	\$ 80,000	\$ 695,991	Medium
		San Francisco	Caltrans MTC	BART Powell Street Traction Power Substation (TPSS)	Route 80	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 72,970	Medium
	Tier 2	Contra Costa	Contra Costa Transportation Authority (CCTA)	Innovate 680	Route 680	\$ 48,541	\$ -	\$ -	\$ 48,541	\$ 305,234	Medium (-)
	Tier 1	San Joaquin	Caltrans	Valley Rail Expansion Program: North Lathrop Transfer Station	Route 5 Route 99	\$ 55,000	\$ -	\$ -	\$ 55,000	\$ 119,790	Medium (-)
		Orange	Caltrans	Interstate 5 (I-5) Managed Lanes	Route 5	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 432,404	Medium (-)
		San Diego	SANDAG	Metropolitan Transit System Zero-Emission Fleet Conversion Project**	Route 805	\$ 28,800	\$ -	\$ -	\$ -	\$ 32,000	Medium (-)
		Riverside	Riverside County Transportation Commission (RCTC)	Interstate 15 Express Lanes Project Southern Extension (ELPSE)	Route 15	\$ 85,000	\$ -	\$ 85,000	\$ -	\$ 544,800	Medium (-)

\$ 781,726 \$ - \$ 204,086 \$ 531,441 \$ 4,453,478

** PSGC - Phase 3: Totals listed in columns K and L for this project do not add up to the total SSCP request because \$17.4 million was requested in fiscal years 2027-28 and 2028-29, which are not programmed in the 2024 SSCP.
** Metropolitan Transit System Zero-Emission Fleet Conversion Project: Totals listed in columns K and L for this project do not add up to the total SSCP request because \$28.8 million was requested in fiscal year 2027-28, which is not programmed in the 2024 SSCP.

Rolling Stock Fleet Procurement Plan

METROLINK



SCAG Transportation Committee
September 4, 2025



Metrolink's Rolling Stock | Locomotive Fleet



40 Progress Rail EMD
F125 Diesel
Locomotives (Tier 4)
Delivered 2017-2021

METROLINK



15 Motive Power MPI
MP36 Diesel
Locomotives (Tier 2)
Delivered 2008-2009



5 Electro-Motive Diesel
EMD F59PHR Diesel
Locomotives
(Repowered Tier 2)
Delivered 2009

New Tier 4 Locomotive Procurement

METROLINK



II. New Tier 4 Locomotive Procurement – Funding

Funding Source	Amount	Status
Member Agency	\$10.7M	F23 & FY24 approved. Available for use.
AQMD (Air Quality Management District)	up to \$87.4M	Staff working with AQMD to determine availability of funds on backup list
SCCP (Solutions for Congested Corridors Program)	\$52.6M	Awarded. Expect allocation in December.
Total	\$150.7M	

Note:

- Staff anticipates the awarded funding of \$150M to cover the cost of up to 12 locomotives.

METROLINK

II. New Tier 4 Locomotive Procurement – Schedule

Tasks	2025	2026	2027	2028	2029	2030	2031	2032
CTC Funding Allocation								
Work Scope & Specification								
Procurement(Board Award▼)								
NTP(▼) to 1 st Loco Delivered								
Locos #2 – #11 Delivered								

- California Transportation Commission (CTC) Funding to be allocated by June 2026.
- Procurement process, 13 months – Board Award projected in May 2028.
- NTP to 1st locomotive delivered = 20 months.
- Locomotive delivery from April 2030 – February 2032.

METROLINK





AGENDA ITEM 9

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: 2027 Federal Transportation Improvement Program (FTIP) Guidelines

Kome Ajise

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the 2027 Federal Transportation Improvement Program (FTIP) Guidelines.

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG is required under both federal and state laws to develop and update the Federal Transportation Improvement Program (FTIP) periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as Connect SoCal. The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding, are subject to federal approval, and/or that are regionally significant.¹ The Guidelines are updated prior to the FTIP update to ensure that all current legal, administrative, and technical requirements are met. These Guidelines serve as a tool for the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

SCAG staff has completed the update of the 2027 FTIP Guidelines, including appropriate coordination with the county transportation commissions. The proposed 2027 FTIP Guidelines document including the required transportation conformity analysis and modeling portion is

¹ "Regionally significant" refers to projects defined in the U.S. EPA's Transportation Conformity regulations as projects having an impact on regional travel, emissions, and air quality.

available online at: https://scag.ca.gov/sites/default/files/2025-08/25-412-FTIP-0204-Final-2027-FTIP-Guidelines-Final_0.pdf

The proposed Guidelines reflect the latest federal and state statutes, including the Infrastructure Investment and Jobs Act (IIJA). Any future changes or modifications to federal or state policies that affect the SCAG region, will be brought to the attention of the Transportation Committee and the Regional Council for potential action.

BACKGROUND:

SCAG is required under both federal and state laws to develop and update the FTIP periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's RTP/SCS, also known as Connect SoCal. Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG, along with the other Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The Guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with federal funding agencies, the California Department of Transportation (Caltrans), the county transportation commissions, and the Transportation Conformity Working Group (TCWG) to ensure that all current legal, administrative, and technical requirements are met. These guidelines serve as a tool for the county transportation commissions in developing and submitting their county TIPs for inclusion into SCAG's FTIP.

SCAG staff, working in collaboration with federal funding agencies, Caltrans, the county transportation commissions, and the TCWG, completed its update of the 2027 FTIP Guidelines including the required transportation conformity analysis and modeling portion (which are accessible at the link above). SCAG staff met with the county transportation commissions on July 28, 2025, to review Guideline changes. SCAG received minor comments from the county transportation commissions, Caltrans, and our federal partners during the months of July and August 2025, and revised the document to reflect and address the comments received.

These Guidelines reflect the current process for transportation programming in the region and serve as guide to the county transportation commissions in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2027 FTIP. The following are the key updates to these Guidelines:

Added information on splitting Transportation Control Measure (TCM) projects. Any committed TCM project needing to be split due to phasing or separate contracts needs to be evaluated and approved by SCAG conformity staff prior to submitting the split projects to the FTIP or FTIP amendment. Careful considerations are needed when evaluating a request to split a committed TCM project, including consideration of the completion date and project scope for the TCM

component and its subsequent split projects. For example, the completion dates for the split committed TCM projects are required to remain the same as the completion date for the original committed TCM project unless a schedule delay is approved by SCAG conformity staff.

Referenced Caltrans's changing policy on Toll Credits and Transportation Development Credits. Caltrans' policy related to the use of Toll Credits and Transportation Development Credits is currently under development and will not be finalized in time for inclusion in this version of the Guidelines. Once the policy is approved, it will be reflected in future updates to the Guidelines. Due to the limited availability of Toll Credits and Transportation Development Credits, county transportation commissions are encouraged to use local funds to meet match requirements.

Added information on the Highway Infrastructure Program (HIP). For federal fiscal year (FFY) 2022-23, \$3.4 billion was allocated for the Highway Infrastructure Programs. Of that amount, \$1.9 billion was allocated to state Departments of Transportation. These funds must be obligated by September 30, 2026. The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) appropriated an additional \$10 billion to the program. These HIP-CRRSAA funds are available for obligation through September 30, 2024, and must be expended by September 30, 2029.

For purposes of the FTIP/FSTIP financial constraint and programming, SCAG staff recommend the following:

- HIP apportionment must be displayed in the MPOs FTIP as REVENUE in the FTIP Financial Table.
- HIP apportionment can be shown as "Revenue" and "Programmed" in one FFY or be divided into multiple years.

Added new table summarizing required match for FTA funds. See page 132 of 2027 FTIP Guidelines.

Equity in the eFTIP Database. The Equity fields allow SCAG and county transportation commissions to assess how and where investments are being made across the region and if there are equity issues with the balance of transportation improvements in Disadvantaged Communities and/or Priority Equity Communities. SCAG's Equity platform is in full compliance with Title VI of the Civil Rights Act.

Instructions for the financial plan report updated due to database functionality. The FTIP financial plan is now called the CTC Financial Constraints report in the eFTIP database. Since SCAG now tracks STBG and CMAQ on a regional basis and counties no longer have their own apportionments, the financial plan process has changed.

The guidelines will be modified if policies or funding programs are modified, added, and/or deleted to be consistent with applicable laws. Any changes or modifications that affect SCAG's policy will be brought to the Transportation Committee and the Regional Council for potential action.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2025-26 Overall Work Program 030.0146.02 Federal Transportation Improvement Program (FTIP).

ATTACHMENT(S):

1. 2027 FTIP Guidelines and FTIP Overview

2027 Federal Transportation Improvement Program (FTIP) Guidelines and FTIP Overview

September 4, 2025

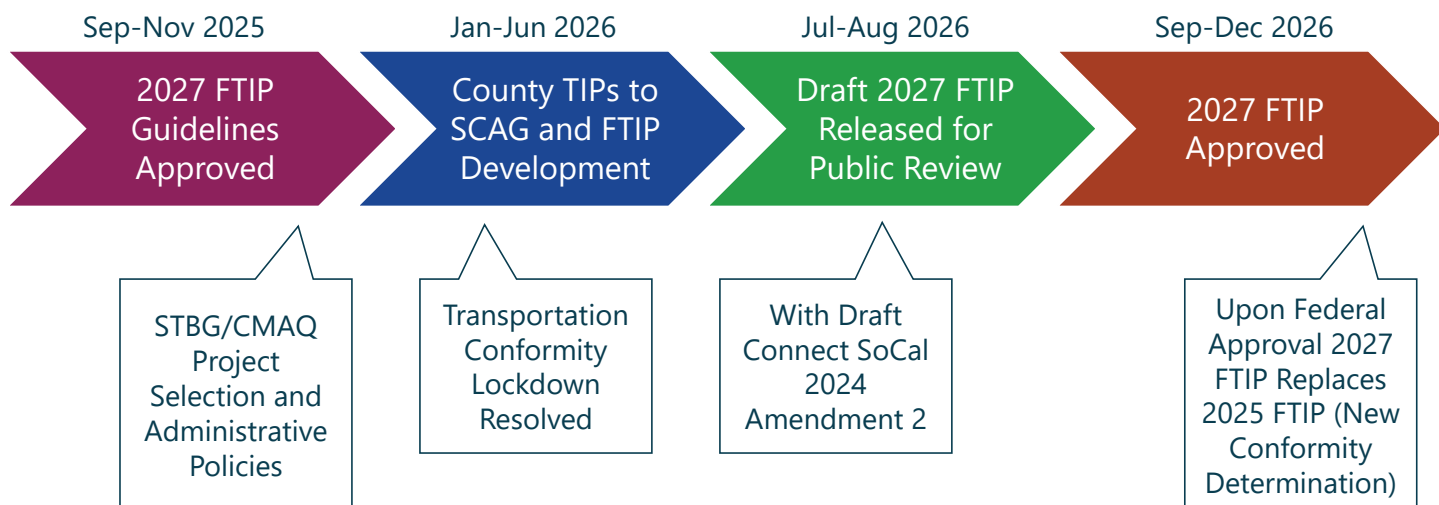
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What is the FTIP?



Notable Milestones in 2027 FTIP Development



STBG/CMAQ: Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

2027 FTIP Guidelines

- First step in updating from 2025 to 2027 FTIP
- Developed collaboratively with federal funding agencies, Caltrans, the county transportation commissions, and the Transportation Conformity Working Group
- Ensures that all current legal, administrative, and technical requirements are met
- Primary tool for the county transportation commissions in developing and submitting their county TIPs for inclusion into SCAG's FTIP



[Draft 2027 FTIP Guidelines](#)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4

What is New in the 2027 FTIP Guidelines?

- Details on splitting Transportation Control Measure projects
- References pending changes to Caltrans' policy on use of Toll Credits and Transportation Development Credits to match federal funds
- Details on Highway Infrastructure Program and matching requirements for Federal Transit Administration funds
- Clarifies SCAG's Equity approach within the FTIP, including compliance with Title VI of the Civil Rights Act
- Updates FTIP financial plan instructions to reflect SCAG's role on the selection of projects funded with Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program funds

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

5

Recommended Action

- Recommend that the Regional Council approve the 2027 Federal Transportation Improvement Program (FTIP) Guidelines

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

6



THANK YOU!

For more information, please visit:

<https://www.scag.ca.gov/ftip>

Questions? Contact:

ftip@scag.ca.gov



AGENDA ITEM 10

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Ryan Laws, Associate Regional Planner
(213) 630-1470, laws@scag.ca.gov

Subject: INVEST CLEAN (Measure 2.2) LMFP Rebate Program Announcement

Kome Ajise

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the Last Mile Freight Program Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist, allowing SCAG to proceed with releasing the Program Announcement, including collection of applications and selection of participants for the program, pending the execution of an agreement with the South Coast Air Quality Management District (SCAQMD).

RECOMMENDED ACTION FOR RC:

Approve the Last Mile Freight Program Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist, allowing SCAG to proceed with releasing the Program Announcement, including collection of applications and selection of participants for the program, pending the execution of an agreement with the South Coast Air Quality Management District (SCAQMD).

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:

On September 5, 2024, SCAG Executive Director Kome Ajise reported to the Regional Council on the South Coast Air Quality Management District's (SCAQMD's) successful application for a \$500 million U.S. Environmental Protection Agency (U.S. EPA) Climate Pollution Reduction Grant (CPRG). As a subrecipient to SCAQMD's application for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality and National Competitiveness (INVEST CLEAN) project, SCAG is set to receive \$51,500,000 (including \$1,500,000 for administrative costs to support program implementation). On April 3, 2025, the Regional Council approved Resolution No. 25-672-2 to authorize acceptance of \$51,500,000 from the U.S. EPA to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.

In coordination with the SCAQMD, SCAG has developed an LMFP Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist. An agreement between SCAG and the SCAQMD for the Rebate Program is currently being developed. SCAG staff is seeking approval and authorization from the Regional Council to proceed with releasing the Program Announcement, including collection of applications and selection of participants for the program, pending execution of an agreement with the SCAQMD.

BACKGROUND:

SCAG partnered on SCAQMD's application for INVEST CLEAN, proposing to leverage SCAG's current Last Mile Freight Program (LMFP), focused on the commercial deployment of zero-emission and near-zero-emission (ZE/NZE) heavy and medium duty on-road trucks and supporting infrastructure. The INVEST CLEAN application was submitted on April 1, 2024, and outlines a coordinated, large-scale regional effort for zero-emission vehicles and fueling infrastructure improvements to support the regional goods movement network.

In July 2024, U.S. EPA awarded SCAQMD a Climate Pollution Reduction Grant of nearly \$500 million for INVEST CLEAN. This grant includes \$51,500,000 to expand SCAG's LMFP, specifically targeting Class 4 and 5 trucks through a rebate-based program. The award was recognized by the SCAQMD Board in September 2024 and authorization to execute contracts related to the grant was approved by the SCAQMD board on January 10, 2025. On April 3, 2025, the Regional Council approved Resolution No. 25-672-2 to authorize acceptance of \$51,500,000 from the U.S. EPA to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.

As part of this authorization, SCAG is tasked with implementing items listed under Measure 2.2, Battery Electric Freight Vehicle Deployment Incentive Program, including:

- Administration of a rebate program to fund Class 4/5 battery-electric vehicles (issuing rebates with a maximum of \$67,000 per vehicle);
- Development of an implementation plan, with SCAQMD and U.S. EPA involvement, to detail how the rebate program will be administered;
- Engagement with local communities regarding how project priorities will be incorporated in the implementation plan; and
- Inclusion of vehicle scrappage to achieve the emission reduction goals.

As part of developing an Implementation Plan for Measure 2.2, SCAG staff has incorporated feedback from SCAQMD and U.S. EPA to finalize the Rebate Program's Program Announcement and Application Checklist. Concurrently, SCAG and SCAQMD are in the process of finalizing an agreement for Measure 2.2. Given the ongoing coordination on the agreement, SCAG staff is seeking approval and authorization from the Regional Council to release the Program

Announcement for the LMFP Measure 2.2 INVEST CLEAN Rebate Program contingent upon the execution of an agreement with SCAQMD.

FISCAL IMPACT:

SCAG will receive \$51,500,000 in grant funding for vehicle deployment and for administrative support from the U.S. EPA, as a sub-recipient to the SCAQMD. The funds will be utilized for supporting commercial deployment of Class 4/5 battery electric vehicles through a rebate program. The funds will be programmed in a future amendment of the FY 2025-26 and/or FY 2026-27 Overall Work Program (OWP).

ATTACHMENT(S):

1. INVEST CLEAN (Measure 2.2) LMFP Rebate Program Announcement
2. INVEST CLEAN (Measure 2.2) Application Checklist
3. PowerPoint Presentation - Approval of LMFP Rebate Program Announcement 2spp

Southern California Association of Governments (SCAG) Last Mile Freight Program (LMFP) – INVEST CLEAN Measure 2.2 Program Announcement & Solicitation

LMFP Rebate Program for Battery-Electric Class 4 and Class 5 Commercial Vehicles

SCAG, in partnership with the South Coast Air Quality Management District (South Coast AQMD), will be administering INVEST CLEAN incentive Measure 2.2. This incentive measure offers a rebate program open to fleets involved in last mile freight through the commercial deployment of Class 4 and 5 vehicles and will be administered as a separate component through SCAG's existing LMFP. The rebate program supports the purchase, conversion, and deployment of battery-electric Class 4 and Class 5 commercial vehicles operating within the Los Angeles – Long Beach – Anaheim and Riverside – San Bernardino – Ontario Metropolitan Statistical Areas (MSAs).

Program Funding Source

This LMFP rebate program is funded through a \$50 million sub-award to SCAG from the South Coast AQMD, made possible by funding from the U.S. Environmental Protection Agency (EPA). SCAG's funding supports the deployment of medium-duty zero-emission vehicles across the region, with a focus on last mile freight operations.

Who Should Apply

Fleet owners and operators using medium-duty commercial vehicles (Class 4-6) for last mile freight, including and not limited to business-to-business distributors, business-to-consumer delivery providers, and other local and regional logistics operators. Class 4, 5, and 6 diesel vehicles are eligible for replacement with a battery-electric vehicle through this program. However, any new battery-electric vehicle or conversion of an existing vehicle must be Class 4 or 5, exclusively.

Rebate Amount

On September 4, 2025, SCAG's Regional Council approved the Program Announcement & Solicitation for the LMFP Rebate Program including \$50 million for battery-electric Class 4 and 5 vehicles. Each eligible Class 4 and 5 vehicle approved under this program may receive up to \$67,000 in rebate funding. Funds will be issued post-purchase upon vehicle delivery and are contingent upon submission of complete documentation and verification of compliance with all LMFP rebate program requirements. See Attachment 1 for Online Application Requirements Checklist.

Cash for Replacement

Applicants may receive a maximum of \$67,000 for each battery-electric Class 4 and 5 vehicle rebate by providing an existing vehicle(s) to a dealership, OEM, or dismantler

approved by CARB or the local air district. Each existing vehicle must be diesel powered and fall within Class 4, 5, or 6 vehicle classes with an engine model year from 2010 or newer. Additionally, 12 previous rolling months of vehicle registration, insurance documentation, and usage records (at least two odometer readings with date of readings) will be required. Additional documentation, including but not necessarily limited to documentation of operation within one or both of the MSAs, may be required. The program will ensure that a majority (51 percent minimum) of purchases are replacements or conversions of existing diesel vehicles. As such, priority consideration will be given to applicants offering a one-to-one replacement of diesel vehicles/engines for each new battery electric vehicle (BEV) purchased.

Vehicle Conversion Option

In addition to new vehicle purchases, the program also supports the conversion of existing Class 4 and 5 diesel-powered vehicles with an engine model year of 2010 or newer to battery-electric power. The conversion of an existing diesel-powered vehicle to battery-electric power constitutes a one-to-one diesel vehicle replacement. Note that, although the program allows for Class 6 diesel vehicles to be replaced through the purchase of new Class 4 and 5 battery-electric vehicles, only Class 4 and 5 diesel vehicles can opt into the vehicle conversion option.

Applicants opting for vehicle conversion will receive rebates of up to \$67,000 per vehicle. Documentation including 12 previous rolling months of vehicle registration, insurance documentation, and usage records with at least two dated odometer readings will be required for each existing vehicle. Additional documentation including, but not necessarily limited to, documentation of operation within one or both of the MSAs may be required

As a condition of funding, the original diesel engine must be permanently removed and destroyed as part of the conversion process. Engines may either be dismantled by the conversion provider or delivered to a certified dismantler approved by CARB or the local air district. Documentation such as photos of engine destruction or a formal certificate of dismantling must be provided.

Participant Commitments

- Enter into a formal written contract or partnership agreement with SCAG
- Be available for a follow-up inspection, if requested
- Register the new vehicle(s) with the State Department of Motor Vehicles
- Maintain required insurance during the rebate term, consistent with the program duration
- Operate the vehicle a minimum of 5,000 miles per year within the Los Angeles–Long Beach–Anaheim and Riverside–San Bernardino–Ontario MSAs for a minimum of 60 months from delivery date
- Not use program-funded vehicles to claim regulatory compliance extensions or credits

- Ensure vehicle is operated and maintained with proper maintenance during the rebate term
- Submit semi-annual progress reports for 60 months after receiving the rebate
- Data collection requirements (to be completed through formal agreement):
 - Requires selected applicants to ensure the necessary environmental information and other data to evaluate project performance is provided.
 - The data will be collected in real-time or through telematic equipment.
 - Selected applicants must ensure performance data is properly provided and equates to the usage requirements in the agreement.
 - The right is reserved to verify information provided.
- Award & Rebate Process
 - If the rebate does not cover the entire cost of the vehicle, the rebate program beneficiary can use other funds to complete the purchase. These funds must be non-federal funds.

Application & Selection Process

Online applications will be accepted beginning September 30, 2025 at 2:00 pm PT and will run through December 30, 2025. To be eligible for rebate selection, applicants must provide and comply with all items listed in Attachment 1 – Online Application Requirements Checklist.

Applications will be reviewed on a rolling basis throughout the submission period. Applications will be assessed based on compliance with program requirements, project feasibility, and potential to achieve regional air quality and emissions reduction benefits. SCAG staff will notify applicants if their applications are incomplete or require clarification so that applicants have an opportunity to provide missing information before the submission period closes.

Once the submission window has closed, SCAG will reevaluate applications collectively to ensure that a majority (51 percent minimum) of purchases are replacements/conversions of existing diesel vehicles.

All eligible applicants will be considered, but SCAG will use a tiered system to rank projects based on vehicle replacement levels, “shovel-ready” vehicle acquisition plans, projected emissions benefits, and geographic funding balance. Funding preference will be given to higher-tier projects to maximize regional air quality outcomes.

The tiered system is designed to provide transparency and consistency in the selection process while ensuring that rebate awards achieve the greatest possible impact. Projects are grouped into three tiers, with Tier 1 representing those that most closely align with program priorities, such as replacing higher-mileage vehicles with newer battery-electric technologies, demonstrating readiness for immediate deployment, and supporting balanced distribution of funding across the region. Tier 2 projects exceed baseline standards exceeding key air quality objectives and maintaining geographic equity, while Tier 3

projects meet all minimum program requirements but may be awarded funding only after higher-tier projects have received higher priority awards.

This structure allows SCAG to prioritize investments in projects with the strongest attributes to meet program requirements for regional emissions reductions.

<p><u>Tier 1 – High Priority</u></p> <ul style="list-style-type: none"> - Vehicle Replacement: One-to-one replacement of diesel vehicles/engines for each new BEV purchased/converted. - Replaced Vehicle Age + Mileage: <ul style="list-style-type: none"> o 2010-2014 vehicles with ≥ 20,000 annual miles o 2015+ vehicles with ≥ 30,000 annual miles - Project Readiness: Demonstrated shovel-ready acquisition (infrastructure in place or documented to be in place at vehicle delivery). - Geographic Distribution: Supports geographic balance by filling underrepresented domicile counties/MSA.
<p><u>Tier 2 – Medium Priority</u></p> <ul style="list-style-type: none"> - Vehicle Replacement: 70%-99.9% diesel replacement documented. - Replaced Vehicle Age + Mileage: <ul style="list-style-type: none"> o 2010-2014 vehicles with 10,000-19,999 annual miles o 2015+ vehicles with 15,000-29,999 annual miles - Project Readiness: Acquisition plans progressing but infrastructure still pending or conditional. - Geographic Distribution: Applications from areas with moderate representation.
<p><u>Tier 3 – Baseline Priority</u></p> <ul style="list-style-type: none"> - Vehicle Replacement: Meets minimum 51% diesel scrappage threshold. - Replaced Vehicle Age + Mileage: <ul style="list-style-type: none"> o Any 2010+ vehicle with 5,000-9,999 annual miles - Project Readiness: Acquisition timeline uncertain; infrastructure still under development. - Geographic Distribution: From overrepresented areas but still eligible if funds remain.

If an application meets only a portion of the requirements for placement within a particular Tier, it will be placed in the highest Tier for which it meets or exceeds all the requirements.

SCAG may also consider elements to prioritize projects and award rebates for applicants demonstrating higher degrees of performance based upon the proposed new vehicle(s), manufacturer(s), and dealership(s) as discussed in Attachment 1 – Online Application Requirements Checklist.

There is a possibility that, due to large program interest, applicants may be offered partial funding. In this scenario, to ensure that a majority (51 percent minimum) of purchases are replacements/conversions of existing diesel vehicles, applicants requesting diesel vehicle replacements below a one-to-one level may be asked to reduce the number of battery-electric vehicles to receive funding. If the program is oversubscribed, not all eligible applications may be funded.

Rebate recipients will be publicly announced no later than January 30, 2026. The program may reopen in July 2026 if funding remains available.

Rebate Process

Participants will be eligible to receive rebate funds after new/converted battery-electric vehicle(s) have been delivered into commercial operations, and (if applicable) corresponding existing vehicle(s) have been delivered and accepted by an approved dealer, OEM, or dismantler and documentation of dismantling of existing vehicles/engines has been provided to SCAG from the dealer, OEM or dismantler. Required documentation shall include but not be limited to the following:

- Inspection forms and digital photos for existing vehicle ready for dismantler documenting the following:
 - Vehicle from front (license plate, if available)
 - Vehicle Identification Number (VIN)
 - Engine serial number (ESN)
 - Cut in frame rails, if frame rails present
 - Hole in engine block
- Inspection forms and digital photos for replacement vehicle documenting the following:
 - Make and model
 - Vehicle from left side or right side
 - Vehicle front and back
 - Vehicle Identification Number (VIN)
 - Gross Vehicle Weight Rating (GVWR)
 - Odometer Reading
 - Engine tag
- Location of dismantler yard where the existing vehicle/engine will be destroyed
- Date the existing vehicle is delivered to or picked up by a dismantler
- Completed REG 42 (Report of Vehicle to Be Dismantled) with DMV-stamped validation or other completed DMV forms used to validate vehicle dismantling and junking.

Each application will have a four (4) month window from the effective date of their contract with SCAG to deliver a new Class 4 or 5 battery-electric vehicle entering commercial operations or the rebate will be rescinded and re-entered into the program for a subsequent online application process. Selected applicants will have a one-time two (2) month extension option in the event extenuating circumstances arise that justify the need for extra time. Notification to extend must be made a month in advance of the initial 4-month window.

Upon completion, the participant will submit an invoice to SCAG using an approved form with supporting documentation. Further directions for invoicing will be provided to

recipients once they have been selected. As part of the submittal, the participant will submit the following documentation:

- Purchase invoices and/or signed sale agreements for the new vehicle(s) verifying that the eligible battery-electric unit(s) was sold to the program participant
- Copies of checks, wire transfers and/or financing documents documenting all payments for the invoiced amount charged by the dealership or equipment manufacturer
- (If applicable) Documentation verifying each existing vehicle/engine was delivered to an approved dismantler and destroyed
- Proof of new vehicle registration, insurance, and warranty information. Vehicle conversion projects are not required to provide new vehicle registration.

For more information, please email LMFP@scag.ca.gov.

Attachment 1. Online Application Requirements Checklist

Online applications will be accepted beginning September 30, 2025, at 2:00 pm PT and will run through December 30, 2025. Rebate recipients will be publicly announced no later than January 30, 2026. The program may reopen in July 2026 if funding remains available.

All application requirements must be met to be considered.

1. General Vehicle Information

- ✓ Vehicle Class
- ✓ Vehicle identifier (unit name/number used by applicant)
- ✓ Vocation/use type (e.g., last-mile delivery, freight, public fleet operations)
- ✓ Number of vehicles requested for rebate
- ✓ Number of vehicles offered for trade-up/replacement

2. Diesel Vehicle Documentation

- ✓ Vehicle Class
 - Must be Class 4, 5, or 6 for replacement
 - Must be Class 4 or 5 for conversion
- ✓ Vehicle Identification Number (VIN) and license plate number
- ✓ Truck model year, engine model year (2010 or newer), and fuel type
- ✓ Truck Usage
 - Odometer readings documenting mileage for the previous 12 months (documenting at least 5,000 miles of use in that period)
 - Current odometer reading
- ✓ 12 months of registration and insurance records (continuous, as required by California law)
- ✓ Photos of vehicle (front, side, license plate, VIN/GVWR tag, engine tag)
- ✓ Proof of ownership (title with no liens)
- ✓ Proof of domicile and operation within either or both of the two MSAs

3. New Vehicle / Conversion Documentation

- ✓ Vehicle Class (must be Class 4 or 5)
- ✓ Vendor quote (dated within 90 days of application) showing:
 - Quoted date
 - Total cost (including eligible taxes and fees) – itemized
 - Warranty terms
- ✓ Make, model, model year, and GVWR of the new or converted vehicle
- ✓ CARB Executive Order or verification of CARB approval for battery-electric configuration

4. Geographic Eligibility

- ✓ Proof of business location in Los Angeles, Orange, Riverside, or San Bernardino County

5. Operational Use Case Verification

- ✓ Brief description of intended use and how these operations qualify as last mile freight, including:
 - Primary type of goods/materials moved
 - Typical operating environment (e.g., urban last-mile, regional freight)
 - Estimated trips or miles per week in eligible Metropolitan Statistical Areas (MSAs)

6. OEM / Dealership Vetting (Optional but Highly Recommended)

While SCAG will not require Original Equipment Manufacturers (OEMs) or dealerships to undergo a formal vetting process as part of the LMFP rebate program, applicants are strongly encouraged to conduct due diligence to ensure they are working with reliable partners who can deliver their vehicles on time and meet performance expectations. SCAG may use its discretion to prioritize awarding rebates for applications demonstrating higher degrees of performance across the areas listed below to reduce the risk of delays, unmet performance commitments, or other issues. Please reach out to SCAG for any questions or clarifications needs throughout the online application open period.

Applicants are encouraged to consider the following when selecting an OEM or dealership:

OEM Standards

- ✓ Demonstrated experience producing and delivering Class 4–5 battery-electric vehicles in the U.S.
- ✓ Adequate warranty coverage (minimum of 3 years) for battery and drivetrain components
- ✓ Evidence of operational and financial stability to support delivery and service obligations
- ✓ CARB certification (Executive Orders) for vehicles offered

Vehicle Performance & Safety Standards (FMVSS / NHTSA)

- ✓ Verified compliance with Federal Motor Vehicle Safety Standards (FMVSS) and National Highway Traffic Safety Administration (NHTSA) safety requirements
- ✓ Performance testing results demonstrating reliable range, safety, and durability under typical operating conditions

Dealership Standards

- ✓ At least 2 years in business selling medium-duty commercial vehicles
- ✓ Ability to handle necessary trade-up/replacement vehicle documentation (if applicable)

- ✓ Capacity to provide service or coordinate warranty repairs within a reasonable distance of the applicant's operations

7. Public Records Act

- The application is subject to the provisions of the California Public Records Act (California Government Code §7920.000 et seq.).
- Applicant must state whether the application contains proprietary information that constitutes a trade secret pursuant to California Civil Code section 3426.1. Trade secrets may be marked as confidential only to the extent they meet the requirements of section 3426.1.
- If the application includes trade secret data that applicant does not want disclosed for any purpose other than the application process, the title page must include the following language:

USE AND DISCLOSURE OF DATA

The trade secret information in this application shall not be duplicated, used, or disclosed in whole or in part for any purpose other than the application process; provided, that if a contract or partnership agreement is executed with applicant as a result of or in connection with submission of this data, SCAG and South Coast AQMD shall have the right to duplicate, use, or disclose the data to the extent provided in the contract. This restriction does not limit South Coast AQMD or SCAG's right to use information contained in the data if it is obtainable from another source without restriction. The data subjected to this restriction are contained in Page(s) [insert page numbers] of the offer.

- The applicant also shall mark each restricted page with the following:
Use or disclosure of data in sections or paragraphs [insert section or paragraph numbers] on this page is trade secret and is therefore subject to the restriction on the title page of this offer.
- Applications will be returned if marked with a different disclaimer than that provided above. To the extent that the application is marked in its entirety as confidential or a trade secret, such designations will not be effective. The applicant will be informed that the application cannot be reviewed because it is impracticable for SCAG to comply with the applicant's requirements. The applicant shall also be informed, however, that the application may be considered if it is resubmitted with the language provided above.
- Application material protected by law from public disclosure will not be disclosed by SCAG if clearly marked as described above. Only information claimed to be a trade secret at the time of submittal to SCAG and marked as required will be treated as a trade secret. SCAG will use its best efforts to inform the applicant of any request for any financial records or documents marked "Trade Secret," "Confidential" or "Proprietary" provided by applicant to SCAG. SCAG will not advise as to the nature or content of documents entitled to protection from disclosure under the California Public Records Act.
- Notwithstanding the foregoing, any information provided to SCAG will be shared with South Coast AQMD and SCAG cannot control how South Coast AQMD uses the information. Please note that South Coast AQMD is bound by its own Guidelines for Implementing the

California Public Records Act, which can be found here: [South Coast AQMD PRA Guidelines](#) (2013). Please refer to Section D of these Guidelines for instructions regarding the procedures required by South Coast AQMD to claim exemption from the Public Records Act.

- To the extent that an applicant marks any information as either confidential or a trade secret, the applicant thereby agrees to defend and indemnify SCAG and/or South Coast AQMD in the event that their non-disclosure is challenged in any legal action. In the event of litigation concerning the disclosure of any records, SCAG and South Coast AQMD's sole involvement will be as stakeholders, retaining the records until otherwise ordered by a court. The applicant, at its sole expense and risk, shall be fully responsible for any and all fees for prosecuting or defending any action concerning the records and shall indemnify and hold SCAG and South Coast AQMD harmless from all costs and expenses, including attorney's fees, in connection with, any such action.

8. Disclaimer

Applicant certifies that the information contained in this application is true and correct to the best of their knowledge. Any information provided that is found to be false, incomplete or misrepresented in any respect, will be sufficient cause to eliminate applicant from further consideration for rebate(s) or any other benefit(s) and may result in immediate and future exclusion from this and other program(s).

Submission of an application does not guarantee funding. SCAG cannot promise or ensure a specific positive outcome or result.

Applications are subject to review and approval and shall be conditioned on executing a formal written agreement with SCAG. In no event shall SCAG be liable or held responsible for any applicants' damages, injuries, reliance, expectations, or any claims if intended outcomes are not achieved.

Approval of LMFP Rebate Program Announcement

September 4, 2025

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South Coast AQMD INVEST CLEAN

- SCAG partnered on the South Coast AQMD's INVEST CLEAN application for Climate Pollution Reduction Grant (CPRG)
- U.S. EPA awarded South Coast AQMD nearly \$500 million for INVEST CLEAN
- SCAG to administer incentives for LMFP as sub-recipient under INVEST CLEAN Measure 2.2
 - \$51,500,000 (\$50M for incentives) to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks



INVEST CLEAN – Measure 2.2 Class 4 & 5 Vehicle Replacement

- SCAG will administer a rebate program to fund Class 4/5 battery-electric vehicles
- Develop an implementation plan and program announcement for how the rebate program will be administered
- Include stakeholder engagement and outreach seeking input from public agency, industry, and local communities
- Require vehicle replacement through scrappage to achieve the emission reduction goals



INVEST CLEAN – Measure 2.2 Class 4 & 5 Vehicle Replacement

Eligible Entities:

- Private and Public Fleet Owners

Operating Location:

- Vehicles must be domiciled in one of the two MSAs

Existing Equipment Requirements:

- Diesel-fueled mobile vehicles
- Class 4, 5, & 6 vehicles used in goods movement

Replacement Equipment Requirements:

- New Battery Electric Class 4 and Class 5 vehicles used in goods movement



- Rebates to not exceed \$67,000 per vehicle
- The majority of vehicles ($\geq 51\%$) must be replacements for existing vehicles

Where We Are Now

- On April 3rd, 2025, the Regional Council authorized SCAG to accept funds from the U.S. EPA's grant in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's LMFP
- SCAG staff has developed an LMFP Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to be utilized for the Program Announcement in September (contingent on contract completion with SCAQMD)

Where We Are Now

- SCAG is developing a Memorandum of Understanding (MOU) template to be signed by program participants
- SCAG staff is working with SCAQMD to develop an Implementation Plan detailing how the rebate program will be administered, due to EPA in October 2025
- An agreement between SCAG and SCAQMD will be completed prior to the September 30, 2025 deadline

Recommended Actions

Transportation Committee:

- Recommend that the Regional Council approve the Last Mile Freight Program Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist, allowing SCAG to proceed with releasing the Program Announcement, including collection of applications and selection of participants for the program, pending the execution of an agreement with SCAQMD.

Regional Council:

- Approve the Last Mile Freight Program Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist, allowing SCAG to proceed with releasing the Program Announcement, including collection of applications and selection of participants for the program, pending the execution of an agreement with SCAQMD.



AGENDA ITEM 11

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation Committee Outlook and Future Agenda Items

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:

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_Sept 2025 TC Meeting

Transportation Committee

- *The Transportation Committee (TC) shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters, which pertain to the regional issues of mobility and accessibility, including, but not limited to all modes of surface transportation, transportation system preservation and system management, regional aviation, regional goods movement, transportation finance, as well as transportation control measures.*

Energy and Environment Committee

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

Community, Economic & Human Development Committee

- *The Community, Economic and Human Development Committee (CEHD) shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters which pertain to the regional issues of community, economic and human development, housing and growth. CEHD shall also receive information regarding projects, plans and programs of regional significance for determinations of consistency and conformity with applicable regional plans.*

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 	<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"> 2028 Games: Transportation Demand Management Plan and Implementation Strategy * 2028 Games: Quick Build Projects & Open Streets * 	<ul style="list-style-type: none"> Smart Cities Strategic Plan Initiation & Updates * 	<ul style="list-style-type: none"> Strategic Innovation in Revenue Collection (SIRC) Project Initiation & Updates Airport Passenger Surface Transportation Study Update
Mar	Joint Policy Committee Meeting: Connect SoCal Policy Framework		
April	<ul style="list-style-type: none"> Big Data Technical Assistance Program Update 	<ul style="list-style-type: none"> Innovative Clean Transit Study Update * 	
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 * 	<ul style="list-style-type: none"> Broadband Local Agency Technical Assistance Wrap Up

*Presidential Priorities :

•Clean Transportation

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

Attachment: TC Outlook for FY26_Sept 2025 TC Meeting (Transportation Committee Outlook and Future Agenda Items)



AGENDA ITEM 12

REPORT

Southern California Association of Governments
September 4, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rachel Om, Senior Regional Planner
213-630-1550, om@scag.ca.gov

Subject: Planning for Main Streets

Kome Ajise

RECOMMENDED ACTION:

Informational 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 October 2023, Caltrans published the fourth edition of Main Street, California, highlighting the unique role of State highways that serve as community main streets. The guide outlines five principles: fostering people-centered streets, improving safety and public health, elevating equity and livability, advancing sustainability and climate action, and strengthening partnerships and engagement. In alignment with these goals, SCAG's Planning for Main Streets Study, funded through a FY24/25 Caltrans Sustainable Transportation Planning grant, focuses on enhancing multimodal mobility and safety along four key corridors across the region: SR 1 (Lomita to Long Beach), SR 18 (San Bernardino), SR 86 (Brawley), and SR 39 (Stanton to Westminster). The project launched in June 2025 and will conclude with a final report by June 2027, with the goal of setting up Caltrans and local jurisdictions for implementation via grants and workplans. SCAG will provide updates as planning, design, and engagement efforts progress.

BACKGROUND:

Main Street, California: A Guide for People-Centered State Highway Main Streets highlights the special importance of California State Highways (State highways) that function as community main streets by supporting multimodal travel and community events and activities. The guide is shaped by five principles that reflect the State's strategic goals:

- Foster people-centered transportation infrastructure.
- Improve safety and public health.
- Elevate equity and livability.
- Advance sustainability and climate action.

- Engage communities, partners, and stakeholders.

State highway main streets, including those in the SCAG region, serve two purposes that typically have conflicting design principles: (1) community streets that provide access to a variety of land uses and function as gathering places and (2) distributor streets, also known as arterials or collectors, which are often higher-speed roadways that prioritize moving vehicular traffic by limiting access to local destinations.

Regional Collaboration Key to Securing Project Funding

In anticipation of Caltrans' release of the fourth edition of *Main Street, California*, SCAG began engaging with Caltrans Headquarters and Districts 7, 8, 11, and 12 in Fall 2023 to develop a corridor prioritization methodology for State highway main streets with multimodal travel patterns and community destinations but also gaps in accessibility and safety to meet the needs of all roadway users. The goal was to develop a proposal for the FY24/25 Caltrans Sustainable Transportation Plan (STP) grant program, under the Strategic Partnerships component, which funds transportation planning studies, in partnership with Caltrans, that address the regional, interregional and statewide needs of the State highway system.

In evaluating potential corridors to focus the study on, SCAG considered State highways that align with Connect SoCal goals (e.g. existing development that could support an integrated multimodal transportation network), STP grant objectives, Caltrans' Active Transportation Plan Tier 1 corridors, SCAG Priority Equity Communities, local and regional high injury networks, and Caltrans Districts' ongoing and upcoming projects and workplans. SCAG and Caltrans District staff met with local jurisdictions along the candidate State highway main streets to gauge interest and ensure the Planning for Main Streets Study (Study) would not duplicate local ongoing or upcoming efforts.

Study Overview

SCAG was awarded a \$500,000 FY24/25 STP grant, under the Caltrans STP grant Strategic Partnerships component, with a \$125,000 local match, for a total budget of \$625,000. The Planning for Main Streets Study corridors include:

- State Route (SR) 1 (Pacific Coast Highway) in Caltrans District 7 from Pennsylvania Avenue in the City of Lomita, passing through the City of Los Angeles, to Harbor Avenue/I-710 ramps in the City of Long Beach.
- SR 18 (Waterman Avenue) in Caltrans District 8 from Arrowhead Road to 30th Street in the City of San Bernardino.
- SR 86 (Main Street/1st Street/Brawley Avenue) in Caltrans District 11 from Las Flores Drive to Legion Road in the City of Brawley.
- SR 39 (Beach Boulevard) in Caltrans District 12 from Starr Street in the City of Stanton to Hazard Avenue in the City of Westminster.

These corridors reflect geographic spread across the region, diverse land use contexts, multi-jurisdictional collaboration, and coordination with local ongoing and upcoming efforts. While there are many State highway main street corridors that could benefit from multimodal planning and design, these corridors are intended to serve as case studies for future efforts across the region.

SCAG kicked the Study off in June 2025. Over the two-year study period (June 2025 – June 2027), the Study will accomplish the following:

- I. Understand Existing Conditions: The Study begins with a comprehensive review of existing conditions. This includes assessing traffic patterns, sidewalk and bike facility availability, transit access, crash data, environmental conditions, and the existing planning and policy context.
- II. Engage the Community: People who live, work, visit, and travel along these corridors are key to shaping the Study and ensuring its success. Engagement will include walk audits, surveys, workshops, and pop-up events using tools like the *Go Human* Kit of Parts. Corridor-specific Community Advisory Committees (CACs) and Technical Advisory Committees (TACs) will guide each phase, helping ensure that the designs reflect local values and priorities.
- III. Design and Evaluate: Draft design concepts will be developed for each corridor, taking into account community input and technical feasibility. These designs will propose new configurations for the streets that better serve pedestrians, bicyclists, and transit riders while still accommodating vehicle travel. The concepts will be refined through workshops and evaluated using clear criteria related to safety, mobility, equity, and sustainability.
- IV. Develop Final Recommendations and Report: The final stage will involve preparing grant-ready materials, fact sheets, and a comprehensive report for each corridor. These will include detailed conceptual designs, cost estimates, and potential funding sources to support implementation.

Next Steps

SCAG staff have connected with each of the Caltrans Districts and local partners along the study corridors to begin data collection and analysis to understand existing conditions. Next steps include developing CACs and TACs for each of the corridors to shape an engagement strategy and approach that reflects community priorities and ensures inclusive and representative engagement. SCAG staff will return to the Transportation Committee to present updates as the Study progresses. For the latest updates, including upcoming engagement opportunities, please visit the Study webpage at www.scag.ca.gov/main-streets.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-2026 Overall Work Program (OWP) Task 145.4957.01 Planning for Main Streets.

ATTACHMENT(S):



1. PowerPoint Presentation - Planning for Main Streets

Planning for Main Streets: Project Overview

September 4, 2025

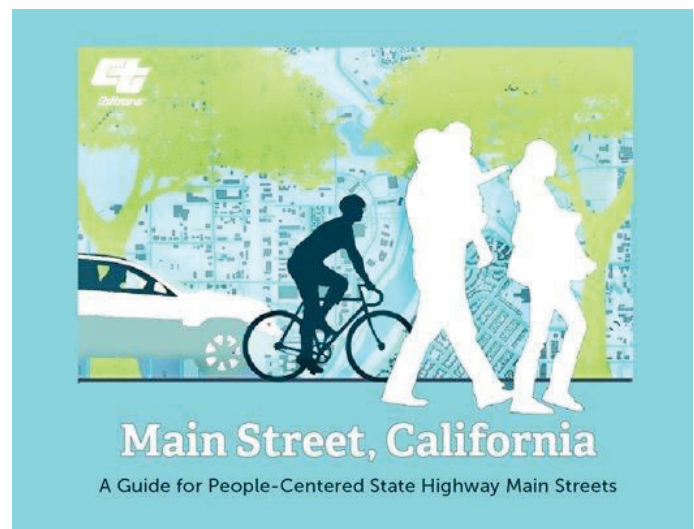
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Attachment: PowerPoint Presentation - Planning for Main Streets (Planning for Main Streets)

The Foundation: *Main Street, California*

- October 2023: Caltrans publishes fourth edition of *Main Street, California*.
- The guide highlights the special importance of **State highways** that function as **community main streets**.
- Five guiding principles:
 - Foster **people-centered** streets.
 - Improve **safety** and **public health**.
 - Elevate **equity** and **livability**.
 - Advance **sustainability** and **climate action**.
 - Strengthen **partnerships** and **engagement**.



The Opportunity: Sustainable Transportation Planning Grant

- SCAG awarded a FY24/25 Caltrans Sustainable Transportation Planning Grant
- **Planning for Main Streets** is a planning study with **existing conditions** analysis, **community engagement**, and **project recommendations** that enhance accessibility, safety, and sustainability for multimodal travel along four corridors in the region.
- Goal is to set up Caltrans and local jurisdictions for implementation via grants and workplans.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

The Process: Collaboratively Identified Corridors

- ✓ Considered corridors that were:
 - In Caltrans Active Transportation Plan
 - Served SCAG Priority Equity Communities
 - Part of local and/or regional high injury networks
- ✓ Met with Caltrans HQ and District staff to gauge interest in overall project and gather feedback on specific corridors
- ✓ Met with local jurisdictions to gauge interest and gather feedback on corridor priorities and vision to develop project scope



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4

The Project: Four Main Street Corridors

- The four main street corridors reflect the following:
 - Geographic spread across the region
 - Diverse land use contexts
 - Multi-jurisdictional partnerships and collaboration
 - Supportive of ongoing/upcoming efforts
- Goal is for these corridors to serve as examples for other main street corridors across the region.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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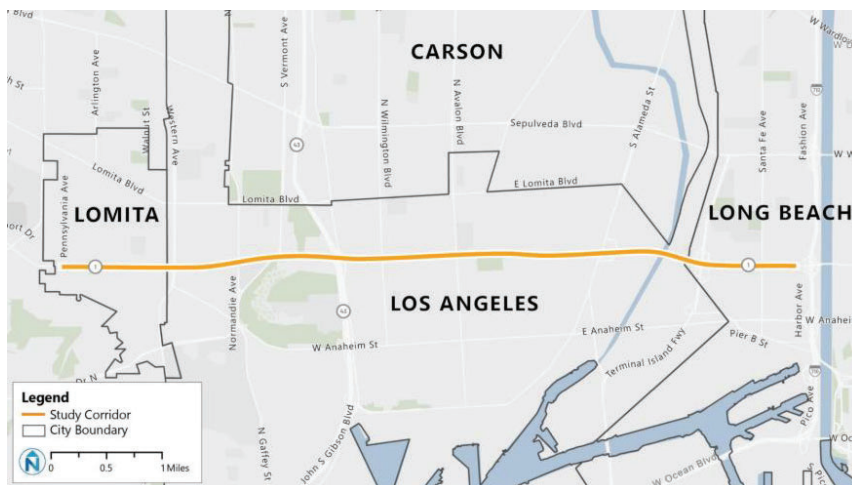
The Project: Pacific Coast Highway

- State Route 1 from Pennsylvania Avenue (Lomita) to Harbor Avenue (Long Beach)

- Local Partners



- Transportation Partners



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

6

The Project: Waterman Avenue

- State Route 18 from Arrowhead Road to 30th Street (San Bernardino)
- Local Partners



- Transportation Partners



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

7

The Project: Main Street/1st Street/Brawley Avenue

- State Route 86 from Las Flores Drive to Legion Road (Brawley)
- Local Partners



- Transportation Partners



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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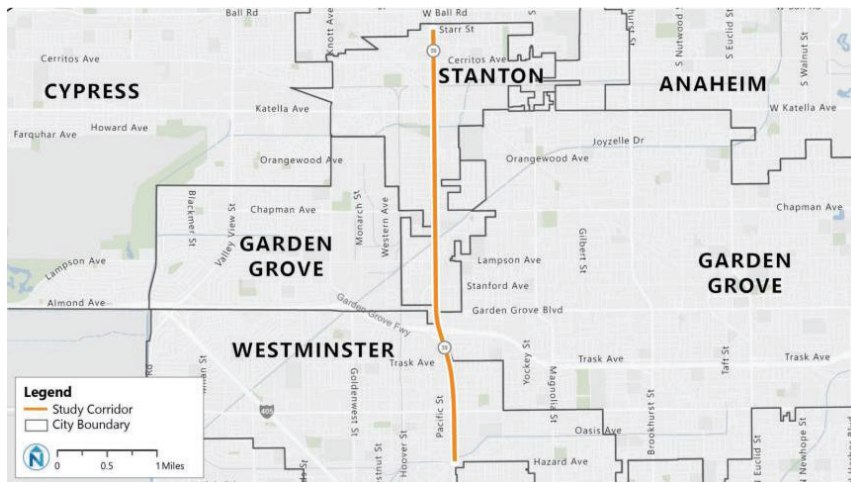
The Project: Beach Boulevard

- State Route 39 from Starr Street (Stanton) to Hazard Avenue (Westminster)

- Local Partners



- Transportation Partners



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The Project: Timeline and Upcoming Engagement

- Two-year timeline: June 2025 – June 2027
- Engagement activities: Community Advisory Committee, Technical Advisory Committee, walk audits, surveys, and community workshops.



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THANK YOU!

For more information, please visit:

www.scag.ca.gov/main-streets

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