



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

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Energy & Environment  
**Rick Denison, Yucca Valley**

Transportation  
**Mike T. Judge, Ventura County  
Transportation Commission**

## MEETING OF THE

# TRANSPORTATION COMMITTEE

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

***Thursday, November 6, 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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1895. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Attending the Meeting

**To Attend In-Person and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17<sup>th</sup> 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](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, November 5, 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, November 5, 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](mailto: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\*

<p><b>Javier Amezcua</b> City of Calipatria - City Hall, City Council Chambers 125 N Park Avenue Calipatria, CA 92233</p>	<p><b>Adele Andrade-Stadler</b> 2956 West Shorb Street Alhambra CA 91803</p>	<p><b>Phil Bacerra</b> City of Santa Ana - City Hall 20 Civic Center Plaza Santa Ana, CA 92701</p>
<p><b>Brian S. Berkson</b> City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>	<p><b>Denise Delgado</b> City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p>	<p><b>Bryan "Bubba" Fish</b> City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232</p>
<p><b>Jason Gibbs</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p><b>Lauren Hughes-Leslie</b> City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534</p>	<p><b>Fred Jung</b> City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832</p>
<p><b>Carlos Leon</b> City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805</p>	<p><b>Bridgett Lewis</b> City of Torrance - City Hall 3031 Torrance Blvd, 3rd Floor Torrance, CA 90503</p>	<p><b>Ken Mann</b> City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534</p>
<p><b>Carol Moore</b> City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p><b>Ara Najarian</b> 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203</p>	<p><b>Frank J. Navarro</b> City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324</p>
<p><b>David Ready</b> City of Palm Springs - City Hall 3200 E Tahquitz Canyon Way Palm Springs, CA 92264</p>	<p><b>Ed Reece</b> City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711</p>	<p><b>Crystal Ruiz</b> 674 Sunnyside Boulevard San Jacinto, CA 92582</p>
<p><b>Zak Schwank</b> City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference Room Temecula CA, 92590</p>	<p><b>Asam Sheikh</b> City of Torrance - City Hall 3031 Torrance Blvd, 3rd Floor Torrance, CA 90503</p>	<p><b>Jeremy Smith</b> City of Canyon Lake - City Hall 31516 Railroad Canyon Road Canyon Lake, CA 92587</p>
<p><b>Ward Smith</b> City of Placentia Council Chambers 401 E. Chapman Avenue Placentia, CA 92870</p>	<p><b>Wes Speake</b> City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882</p>	<p><b>Cynthia Sternquist</b> Marriott Long Beach Downtown 111 East Ocean Boulevard Atrium Lobby Long Beach, CA 90802</p>
<p><b>William "Bill" Uphoff</b> City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717</p>	<p><b>Michael M. Vargas</b> City of Perris - City Hall 101 N. D Street Perris, CA 92570</p>	

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



### TC - Transportation Committee *Members – November 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 Balius**  
Anaheim, RC District 19
8. **Sup. Kathryn Barger**  
Los Angeles County
9. **Hon. Brian Berkson**  
Jurupa Valley, Pres. Appt. (Member at Large)
10. **Hon. Austin Bishop**  
Palmdale, RC District 43
11. **Hon. Jeanette Burns**  
Morongo Band of Mission Indians
12. **Hon. Denise Delgado**  
Coachella, Pres. Appt. (Member at Large)
13. **Hon. Jon Dumitru**  
Orange, RC District 17
14. **Hon. JJohn Dutrey**  
Montclair, RC District 9
15. **Hon. Bryan Fish**  
Culver City, WCCOG
16. **Hon. John Gabbard**  
Dana Point, RC District 12



## TRANSPORTATION COMMITTEE AGENDA

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- 17. Hon. Jason Gibbs**  
Santa Clarita, NCTC
- 18. Hon. William Go**  
Irvine, RC District 14
- 19. Sup. Curt Hagman**  
San Bernardino County
- 20. Hon. Jan C. Harnik**  
RCTC
- 21. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 22. Hon. Lauren Hughes-Leslie**  
Lancaster, NCTC JPA
- 23. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 24. Hon. Fred Jung**  
Fullerton, RC District 21
- 25. Hon. Trish Kelley**  
TCA Representative
- 26. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 27. Hon. Linda Krupa**  
Hemet, RC District 3
- 28. Hon. Andrew Lara**  
Pico Rivera, RC District 31
- 29. Hon. Carlos Leon**  
OCTA Representative
- 30. Hon. Bridgett Lewis**  
Torrance, Pres. Appt (Member at Large)
- 31. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 32. Hon. Ken Mann**  
Lancaster, NCTC
- 33. Hon. Steve Manos**  
Lake Elsinore, RC District 63



## TRANSPORTATION COMMITTEE AGENDA

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- 34. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 35. Hon. Larry McCallon**  
Air District Representative
- 36. Hon. Marsha McLean**  
Santa Clarita, RC District 67
- 37. Hon. Tim McOsker**  
Los Angeles, RC District 62
- 38. Hon. Linda Molina**  
Calimesa, Pres. Appt. (Member at Large)
- 39. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 40. Hon. Juan Muñoz-Guevara**  
Lynwood, GCCOG
- 41. Hon. Zizette Mullins**  
Burbank, AVCJPA
- 42. Hon. Ara Najarian**  
Glendale, SFVCOG
- 43. Hon. Frank Navarro**  
Colton, RC District 6
- 44. Hon. Nikki Perez**  
Burbank, RC District 42
- 45. Hon. David Ready**  
Palm Springs, CVAG
- 46. Hon. Gil Rebollar**  
Brawley, RC District 1
- 47. Hon. Ed Reece**  
Claremont, SGVCOG
- 48. Hon. Marlon Regisford**  
Caltrans, District 7, Ex-Officio Non-Voting Member
- 49. Hon. Gabriel Reyes**  
Adelanto, Pres. Appt. (Member at Large)
- 50. Hon. Crystal Ruiz**  
San Jacinto, WRCOG



## TRANSPORTATION COMMITTEE AGENDA

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- 51. Hon. Ali Saleh**  
Bell, RC District 27
- 52. Hon. Steve Sanchez**  
La Quinta, RC District 66
- 53. Hon. Tim Sandoval**  
Pomona, RC District 38
- 54. Hon. Zak Schwank**  
Temecula, RC District 5
- 55. Hon. Emma Sharif**  
Compton, RC District 26
- 56. Hon. Asam Sheikh**  
Torrance, SBCCOG
- 57. Hon. Marty Simonoff**  
Brea, RC District 22
- 58. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 59. Hon. Ward Smith**  
Placentia, OCCOG
- 60. Sup. Hilda Solis**  
Los Angeles County
- 61. Hon. Wes Speake**  
Corona, WRCOG
- 62. Sup. Karen Spiegel**  
Riverside County
- 63. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 64. Hon. Butch Twining**  
Huntington Beach, RC District 64
- 65. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 66. Hon. William Uphoff**  
Lomita, SBCCOG
- 67. Hon. Michael Vargas**  
Perris, Pres. Appt. (Member at Large)



## TRANSPORTATION COMMITTEE AGENDA

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- 68. Hon. Scott Voigts**  
Lake Forest, OCCOG
  
- 69. Sup. Donald Wagner**  
Orange County
  
- 70. Hon. Colleen Wallace**  
Banning, WRCOG
  
- 71. Hon. Alan Wapner**  
SBCTA
  
- 72. Hon. Zhen Wu**  
San Clemente, OCCOG



## TRANSPORTATION COMMITTEE AGENDA

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, November 6, 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 – September 4, 2025 PPG 10
2. 2024 Sustainable Communities Program Active Transportation and Safety Amended Guidelines PPG 20
3. Resolution No. 25-676-2 Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign PPG 38
4. Resolution No. 25-676-3 Acceptance of FFY26 Office of Traffic Safety Grant Funds to Support the SoCal Transportation Safety Predictive Modeling and Analysis Platform PPG 43

#### Receive and File

5. Transportation Committee Outlook and Future Agenda Items PPG 47
6. CalSTA Transit Transformation Task Force Update PPG 50
7. REAP 2.0 Program Update PPG 54



## TRANSPORTATION COMMITTEE AGENDA

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### ACTION ITEM

8. FFY 2026-27 & FFY 2027-28 STBG/CMAQ Award Recommendations 30 Mins. PPG 72  
*(Heidi Busslinger, Principal Regional Planner, SCAG)*

#### RECOMMENDED ACTION:

Recommend that the Regional Council: (1) approve the FFY 2026-27 and 2027-28 STBG/CMAQ Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary.

### INFORMATION ITEM

9. Regional Pilot Initiatives (RPI) Program Update 10 Mins. PPG 99  
*(Krystal Ayala, Planning Supervisor, SCAG)*
10. Connect SoCal 2024: Implementation Strategies Update 10 Mins. PPG 109  
*(Ryan Banuelos, 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



**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, SEPTEMBER 4, 2025**

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

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

**Members Present:**

<b>Hon. Mike T. Judge (Chair)</b>		<b>VCTC</b>
<b>Hon. Thomas Wong (Vice Chair)</b>	<b>Monterey Park</b>	<b>SGVCOG</b>
Hon. Javier Amezcua	<i>Calipatria</i>	ICTC
Hon. Phil Bacerra	<i>Orange County</i>	CoC
Hon. Ryan Balius	<i>Anaheim</i>	
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. John Dutrey	<i>Montclair</i>	SBCTA
Hon. Bryan Fish	<i>Culver City</i>	WSCCOG
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. William Go	<i>Irvine</i>	District 14
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley		TCA
Hon. Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10



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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. Zizette Mullins	<i>Burbank</i>	AVCJPA
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. David Ready	<i>Palm Springs</i>	CVAG
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Edward Twining	<i>Huntington Beach</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. William Uphoff	<i>Lomita</i>	SBCCOG
Hon. Michael Vargas	<i>Perris</i>	Pres Apt
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alan Wapner		SBCTA

**Members Not Present:**

Hon. Zeel Ahir	<i>Artesia</i>	GCCOG
Hon. Andrade-Stadler, Adele	<i>Alhambra</i>	SGVCOG
Hon. Kathryn Barger		Los Angeles County
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31



Hon. Carlos Leon		OCTA
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Asam Sheikh	<i>Torrance</i>	SBCCOG
Hon. Hilda Solis		Los Angeles County
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Mike Judge, VCTC, called the meeting to order at 9:31 a.m. Hon. Ray Marquez, Chino Hills, led the Pledge of Allegiance. A quorum was present. Committee legal counsel, Mike Maurer, announced that member Hon. Nikki Perez, Burbank, District 42, was attending the meeting under the Americans with Disabilities Act (ADA) exemption and was reminded to keep video active during the entire meeting. Hon. Frank Navarro, Colton, SBCTA/SBCOG, also stated his attendance in accordance with ADA accommodations.

**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](mailto:TCPublicComment@scag.ca.gov).

There were no public comments.

**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 – June 5, 2025

Receive and File

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

A MOTION was made (Hernandez) to approve Consent Calendar item 1; and Receive and File items 2 through 7. The motion was SECONDED (Dutrey) and passed by the following roll call votes.

**AYES:** Amezcua, Bacerra, Balius, Burns, Dutrey, Gabbard, Go, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Kleiman, Krupa, Marquez, McCallon, Molina, Moore, Mullins, Najarian, Navarro, Perez, Rebollar, Ruiz, Saleh, Sandoval, Schwank, Sharif, Smith J., Smith W., Speake, Sternquist, Uphoff, Vargas, Wagner, and Wallace (38)

**NOES:** None (0)

**ABSTAIN:** None (0)

**ACTION ITEMS**

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

There were no public comments on Item No. 8.

Mariana Pulido, SCAG staff, reported on the 2024 Solutions for Congested Corridors Program (SCCP) grant award. Ms. Pulido reported the SCCP was established under Senate Bill 1 to fund projects designated to achieve a balanced set of transportation, environment, 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. She stated California Transportation Commission (CTC) had awarded \$52.6 million in 2024 SCCP funds to SCAG, serving as the implementing agency. This amount represents the full amount requested in the grant

application. The 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.

Lisa Colicchio, Director of Sustainability, Metrolink, continued the presentation by reviewing the current fleet and climate action plan. She noted current locomotives operate on natural oils which help reduce greenhouse gas emissions. Next, she reviewed plans to replace older fleet engines with Tier 4 technology and the procurement timeline.

Hon. Jan Harnik, RCTC< asked for additional information about natural oils. Ms. Colicchio responded that while the fuel is diesel it is comprised of natural fats and oils rather than petroleum-based products emitting fewer emissions.

Hon. Donald Wagner, County of Orange, questioned adding capital expenditure to an agency that was not generating significant revenue to justify considerable spending.

Hon. Larry McCallon, Air District Representative, noted the pandemic affected ridership which was now recovering and growing. Farebox recovery was high compared to other transit options and new locomotives would reduce harmful emissions around the system.

A MOTION was made (Dutrey) to 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. The motion was SECONDED (Sandoval) and passed by the following roll call votes.

**AYES:** Bacerra, Balius, Berkson, Burns, Delgado, Dutrey, Fish, Gibbs, Go, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Kelley, Krupa, Lorimore, Manos, Marquez, McCallon, McClean, Molina, Moore, Mullins, Munoz-Guevara, Najarian, Navarro, Perez, Ready, Rebollar, Reece, Reyes, Ruiz, Saleh, Sanchez, Sandoval, Schwank, Sharif, Simonoff, Smith J., Smith W., Speake, Spiegel, Sternquist, Twining, Tye, Uphoff, Vargas, Wallace, and Wong (50)

**NOES:** Gabbard, Jung, Kleiman, and Wagner (4)

**ABSTAIN:** None (0)

## 9. 2027 Federal Transportation Improvement Program (FTIP) Guidelines

There were no public comments on Item No. 9.

Chair Judge announced that voting for items 9 and 10 would be taken with a single roll call of members.

Stephanie Chin, SCAG staff, reported on the 2027 FTIP Guidelines. Ms. Chin stated the FTIP was a federally mandated list of transportation investment priorities in the region that would receive federal funding or are subject to federally required action. It was noted that the FTIP is dynamic, and changes occur frequently to accommodate changes in funding, project schedules, and county transportation commission (CTC) priorities. These include investments in highways, complete streets, transit, rail signal synchronization, bicycle, and pedestrian. As the region's MPO, SCAG was charged with developing the FTIP in partnership with CTCs. She reviewed the 2027 FTIP timeline and critical milestones and noted a draft of the FTIP would be brought before the committee in summer 2026 with final approval in fall 2027. Ms. Chin reviewed the FTIP Guidelines and updates for the current development cycles.

Hon. Karen Spiegel, Riverside County, noted the FTIP amendment cost threshold ought to be modified to be more practical and streamline the process.

## 10. INVEST CLEAN (Measure 2.2) LMFP Rebate Program Announcement

There were no public comments on Item No. 10.

Ryan Laws, SCAG staff, reported on the INVEST CLEAN LMFP Rebate Program. He noted the rebate program was part of South Coast AQMD's INVEST CLEAN. He noted \$50 million would be available for rebates as part of the effort. The rebate specifically targets class 4 and 5 trucks to move toward less emitting technology. He reviewed the rebate components noting eligibility includes private and public fleet owners operating in Los Angeles, Orange, Riverside, and San Bernardino counties. Rebates are not to exceed \$67,000 and at least 51% must replace existing vehicles.

A MOTION was made (McCallon) to recommend that the Regional Council approve the 2027 Federal Transportation Improvement Program (FTIP) Guidelines and 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). The motion was SECONDED (Hagman) and passed by the following roll call votes.

**AYES:** Bacerra, Burns, Delgado, Dutrey, Fish, Gabbard, Gibbs, Go, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Kleiman, Krupa, Lorimore, Manos, Marquez, McCallon, McClean, Molina, Moore, Mullins, Munoz-Guevara, Najarian, Navarro, Perez, Ready, Rebollar, Reece, Reyes, Saleh, Sanchez, Sandoval, Schwank, Sharif, Simonoff, Smith J., Smith W., Speake, Spiegel, Sternquist, Twining, Tye, Uphoff, Vargas, Wagner, Wallace, Wapner, and Wong (52)

**NOES:** None (0)

**ABSTAIN:** None (0)

**INFORMATION ITEMS**

11. Transportation Committee Outlook and Future Agenda Items

There were no public comments on Item No. 11.

Annie Nam, SCAG staff, provided a committee agenda outlook. She noted the agenda outlook reflects outcomes of the 2025 Executive Administration Committee Retreat as well as discussion with the committee Chair and Vice Chair.

12. Planning for Main Streets

There were no public comments on Item No. 12.

Rachel Om, SCAG staff, reported that in October 2023, Caltrans published the fourth edition of Main Streets, California, a guide that highlights the unique role of state highways that serve as community main streets. It was noted that 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. She noted the effort involves the Planning for Main Streets Study which is funded through a 2024-2025 Caltrans Sustainable Transportation Planning grant which focusses on enhancing multimodal mobility and safety along four key corridors across the region. The corridors include SR 1 (Lomita to Long Beach), SR 18 (San Bernardino), SR 86 (Brawley), and SR 39 (Stanton to Westminster). The project launched in 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. Updates will be provided to the committee as planning, design, and engagement efforts progress.



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**CHAIR’S REPORT**

Chair Judge welcomed new member Zizette Mullins, Burbank, AVCJPA. Additionally, he announced that registration was open for the 2025 SCAG Demographic Workshop on October 1, 2025.

**METROLINK REPORT**

Hon. Marty Simonoff, Brea, District 22, announced the Moreno Valley March Field station had a ribbon cutting event celebrating the completion of station improvements with the new platform going into service July 7, 2025. He also reported that September was rail safety month and Metrolink was partnering with other agencies and leading the marketing effort.

**ANNOUNCEMENTS**

Hon. Larry McCallon asked for the meeting to be adjourned in memory of Deborah Ikhata, wife of former Executive Director, Hasan Ikhata.

**ADJOURNMENT**

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 11:09 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Ahir, Zeel	Artesia, GCCOG	1						
Amezcuca, Javier	Calipatria, ICTC				1			
Andrade-Stadler, Adele	Alhambra, SGVCOG							
Bacerra, Phil	Orange County, CoC	1			1			
Balius, Ryan	Anaheim, District 19	1			1			
Barger, Kathryn	Los Angeles County							
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1			
Burns, Jeanette	Morongo Band of Mission Indians				1			
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1			1			
Dumitru, Jonathan	Orange, RC District 17							
Dutrey, J. John	Montclair, SBCTA	1			1			
Brian, Fish	Culver City, WCCOG	1			1			
Gabbard, John	Dana Point, District 12	1			1			
Gibbs, Jason	Santa Clarita, NCTC	1			1			
Go, William	Irvine, District 14				1			
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							
Judge, Mike	VCTC	1			1			
Jung, Fred	Fullerton, OCCOG	1			1			
Kelley, Trish	TCA Representative	1			1			
Kleiman, Lauren	Newport Beach, District 15	1			1			
Krupa, Linda	Hemet, RC District 3	1			1			
Lara, Andrew	Pico Rivera, Dist 31	1						
Leon, Carlos	OCTA	1						
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)							
Loa, Richard	Palmdale, NCTC	1						
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			

Attachment: TCAttendance Sheet September 4, 2025 (Minutes of the Meeting - September 4, 2025)

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

Attachment: TCAttendance Sheet September 4, 2025 (Minutes of the Meeting - September 4, 2025)



Southern California Association of Governments  
November 6, 2025

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Courtney Aguirre, Department Manager  
(213) 236-1990, aguirre@scag.ca.gov

**Subject:** 2024 Sustainable Communities Program Active Transportation and Safety  
Amended Guidelines

**RECOMMENDED ACTION FOR TC:**

Recommend the Regional Council approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Amended Guidelines.

**RECOMMENDED ACTION FOR RC:**

Approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Amended Guidelines.

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*The 2024 Sustainable Communities Program (SCP) Active Transportation and Safety project awards were adopted by Regional Council on December 5, 2024. Due to funding limitations, the Orange County Transportation Authority (OCTA) was awarded partial funding for their plan, OC Move: A Vibrant Path to Active Transportation. OCTA leveraged their SCP award to secure a state grant from the Caltrans Sustainable Transportation Planning Grant Program and requested to directly implement their SCP award. The 2024 SCP Active Transportation and Safety Guidelines have been amended to reflect a one-time exception for OCTA to assume responsibility for implementing their project in full.*

**BACKGROUND:**

The 2024 SCP Active Transportation and Safety Guidelines were adopted by Regional Council on June 6, 2024. Following budget cuts to the Cycle 7 Active Transportation Program, which is one of the SCP funding sources, the 2024 SCP Active Transportation and Safety Revised Guidelines were adopted by Regional Council on September 5, 2024. The 2024 SCP Active Transportation and Safety project awards were subsequently adopted by the Regional Council on December 5, 2024.

OCTA submitted an SCP application to develop a plan, *OC Move: A Vibrant Path to Active Transportation*, with a funding request of \$500,000 for a total project budget of \$1 million. Due to funding limitations for plans under the Cycle 7 Active Transportation Program (ATP), OCTA received a partial award of \$400,000. Subsequently, OCTA was awarded \$600,000 to fund the remaining balance of the project budget as part of the FY25-26 Caltrans Sustainable Transportation Planning Grant program awards, which were announced on July 1, 2025. Given this additional grant funding, OCTA requested to directly implement their 2024 SCP Active Transportation and Safety award, which was programmed as part of SCAG's ATP Cycle 7 MPO Component.

The 2024 SCP Active Transportation and Safety Guidelines have been amended to permit OCTA to directly implement their 2024 SCP Active Transportation and Safety award (see Attachment D of the Amended Guidelines). This one-time exception will enable OCTA to merge their 2024 SCP Active Transportation and Safety award with their FY25-26 Caltrans Sustainable Transportation Planning Grant award and manage a single consultant contract. OCTA will coordinate with SCAG to ensure SCAG staff are involved with the project in a manner that aligns with the goals of the Sustainable Communities Program. Involvement may include participation in procurement, project management, and engagement throughout the project life cycle.

#### Next Steps

Upon Regional Council approval, staff will continue to coordinate with OCTA on ATP funding allocation and project implementation.

#### **FISCAL IMPACT:**

Funding for staff work on this effort is included in the FY26 Overall Work Program (OWP) in projects 050.0169.06 Complete Streets: Active Transportation Program (FY26), 050.0169.11 Active Transportation Program, and 275.4964.01 2024 SCP Active Transportation and Safety Plans (ATP Cycle 7).

#### **ATTACHMENT(S):**

1. 2024 SCP Active Transportation and Safety Amended Guidelines

# Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Amended Program Guidelines

These guidelines were adopted June 6, 2024, by SCAG's Regional Council and updated in August 2024 due to reductions in ATP Cycle 7 funding availability. The revised guidelines were adopted by SCAG's Regional Council on September 5, 2024. Following the project awards adopted by the Regional Council on December 5, 2024, these guidelines were amended in October 2025 to reflect a one-time exception made for the Orange County Transportation Authority (OCTA). OCTA is leveraging its 2024 SCP Active Transportation and Safety award with state grant funding, which means it will assume responsibility for implementing the project in full. See Attachment D for the detailed amendment. The amended guidelines will be adopted by the SCAG Regional Council on November 6, 2025.

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## Sustainable Communities Program Overview

The Sustainable Communities Program (SCP) is a grant program that provides technical assistance to support implementation of Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy for the Southern California Association of Governments (SCAG). The SCP strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions to help the region achieve its unified goals. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities. SCAG is committed to working in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. On July 2, 2020, the SCAG Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan in May 2021 to guide SCAG's work in advancing equity. As part of these commitments, the SCP aims to prioritize resources where there is a demonstrated need.

### Program Goals

The SCP aims to:

- Provide needed resources for local jurisdictions to advance the goals outlined in Connect SoCal 2024 in the areas of mobility, communities, environment, and economy.
- Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
- Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

## 2024 SCP Active Transportation & Safety Call for Applications

### I. Overview

Connect SoCal 2024 is defined by the mobility goal to build and maintain an integrated multimodal transportation network (see page 12 in [Connect SoCal 2024 Chapter 1](#)). To achieve this goal, Connect SoCal 2024 identifies mobility policies organized into eight categories: System Preservation and Resilience, Complete Streets, Transit and Multimodal Integration, Transportation System Management, Transportation Demand Management, Technology Integration, Safety, and Funding the System/User Fees (see pages 88-89 and 114-116 in [Connect SoCal 2024 Chapter 3](#)).

The Connect SoCal 2024 SCP Active Transportation and Safety (SCP-ATS) Call for Applications represents one of multiple funding Calls through the Connect SoCal 2024 SCP. The SCP-ATS funds projects that primarily help advance the Connect SoCal 2024 mobility policies under Complete Streets, Transit and Multimodal Integration, and Safety. Selected projects will improve mobility across the region, increasing rates of walking and biking, advancing traffic safety, expanding opportunities for multimodal

transportation options, and competitively positioning local jurisdictions for implementation/grant funds. The 2024 SCP-ATS Call solicits the following project types:

- Develop a Community/Areawide Plan
- Develop and implement a Quick-Build Project

Applicants are encouraged to review Connect SoCal 2024 strategies to align project applications with regional planning priorities and concepts (see pages 124-128 in [Connect SoCal 2024 Chapter 3](#) and Appendix 4: Connect SoCal 2024 Mobility Strategies of the [Connect SoCal 2024 Mobility Technical Report](#)). Competitive applications will advance multiple mobility goals and strategies, reflect understanding of context-based needs, utilize equity-centered planning practices, and result in planning products or programs that clearly tie community need with implementation. Collaborative public participation and engagement efforts that involve communities historically excluded from land use and transportation discussions and planning is required.

In the next four years, Southern California is expected to host several large-scale events that will impact the region's transportation system: the World Cup in 2026, the Super Bowl in 2027, and the Olympic and Paralympic Games in 2028. These events will impact the entire Southern California region, particularly the region's transportation networks. Thousands of athletes and spectators will visit the region in compressed periods of time, needing to travel to and from a variety of venues. People from across the region may travel to these events, either to watch the events as spectators or as event staff or volunteers. Moreover, goods and other items will be transported and delivered to venues. Everyone else will still need to carry on with their lives while the events are occurring. A great deal of preparation and planning will be needed, to support existing and anticipated needs, in meaningful, equitable and long-lasting ways,

## A) 2024 SCP-ATS GOALS

The SCP-ATS aims to:

- Improve mobility across the region, especially for children and older adults, and people walking, biking, riding transit/rail, and using other forms of active transportation;
- Strategically invest in communities most harmed by traffic injuries and fatalities, which include the historically disinvested communities that comprise the majority of the Regional High Injury Network;
- Support a more resilient transportation network, especially in anticipation of the large-scale events hosted by the region; and
- Support local efforts to increase competitiveness for state and federal funding.

## B) COMMUNITY ENGAGEMENT INTEGRATION

SCAG's active transportation safety and engagement program provides a suite of community engagement resources, tools, and strategies. Planning and quick-build projects are expected to incorporate one or both of the following elements to facilitate meaningful community engagement. *Go Human* elements are available at no cost; however any project-specific costs, such as local event/traffic permits or publicity/advertisements, must be included in an applicant budget.

**GO HUMAN KIT OF PARTS** – The *Go Human* Kit of Parts (Kit) is a community engagement resource loaned at no cost to local partners that creates opportunities for community members, jurisdiction staff and consultant teams to experience improved traffic safety designs directly on the street. The Kit includes a set of durable, lightweight materials that, once assembled, demonstrate complete streets infrastructure

components. The Kit also includes signage and evaluation tools that allow the applicant or their consultant to facilitate community feedback as part of an inclusive planning process. The applicant or its consultant will be responsible for coordinating transportation of materials and preparation of a site and installation plan, subject to approval by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down, and oversight of the *Go Human* Kit of Parts as part of the demonstration. SCAG staff will be available to provide feedback and guidance on planning for a successful demonstration or event and direction on appropriate utilization of the Kit of Parts.

**TRAFFIC SAFETY AWARENESS CAMPAIGN** – Co-branded *Go Human* print and digital advertisements are available at no cost to cities or other local government agencies to implement a traffic safety awareness campaign, alongside project or plan outreach, in an effort to improve traffic safety for people walking and biking. Available materials include, but are not limited to, lawn signs, banners, postcards, billboard ads, bus shelter or bench ads, and social media graphics. SCAG provides select print materials, such as lawn signs and banners, to local partners at no cost, pending available print budget.

## II. Eligible Applicants

The following entities, within the six-county SCAG region, are eligible to apply for SCP-ATS funds:

- **Local or Regional Agency:** Examples include cities, counties, councils of governments, Regional Transportation Planning Agencies and County Public Health Departments.
- **Caltrans:** Caltrans must submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans project. Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies:** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies:** Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- **Public schools or school districts**
- **Tribal Governments:** Federally recognized Native American Tribes.
- **Private nonprofit, tax-exempt organizations that are responsible for the management of public lands:** These organizations may only apply for projects eligible for [Recreational Trails Program](#) funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

## III. SCP-ATS Eligible Project Types

As described above, the 2024 SCP-ATS solicits two project types: community/area wide plans and quick-build projects. Applicants may apply for more than one project type and may submit multiple applications (and shall indicate priority of applications). SCAG staff is available to assist applicants in determining the most appropriate project type for their needs and goals.

### A) PROJECT TYPE: COMMUNITY/AREAWIDE PLANS

The 2024 SCP-ATS will fund community/areawide planning projects that benefit disadvantaged communities. Eligible planning projects must meet one of the following conditions:

- Community plans must encompass, be located in, or overlap with a disadvantaged community.
- Areawide plans must encompass at least one disadvantaged community.

Connect SoCal 2024 defines a disadvantaged community as a Priority Equity Community (PEC): census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the socioeconomic factors listed below. See the Connect SoCal 2024 [Equity Analysis Technical Report](#) and [a map of PECs](#) in the SCAG region for additional details and to identify PECs. Factors include:

- People of color
- Low-income households
- Limited vehicle and transit access
- Vulnerable ages
- Single parent households
- People without a high school diploma
- People with disabilities
- Housing cost burdened households
- People with limited English proficiency

In addition to the PEC definition, the following criteria are eligible definitions for disadvantaged communities. See Attachment A, the [ATP Cycle 7 Guidelines](#) (Section 17.A, pages 11-12), for details about each of the disadvantaged community definitions.

- Median Household Income
- CalEnviroScreen
- National School Lunch Program
- Healthy Places Index
- Climate and Environmental Justice Screening Tool
- USDOT Equitable Transportation Community Explorer
- Native American Tribal Lands

The maximum award for Community/Areawide Plan projects is \$500,000. There is no required minimum funding request, and applicants may submit multiple applications. Awards for Community/Areawide Plans shall take the form of technical assistance, with a SCAG-procured consultant leading the project development and seeking reimbursement directly from SCAG. See Section IV.B (Funding Allocation for Award Recipients) for more information. Applicants are encouraged to include a letter of support from their county transportation commission in their application.

## PROJECT EXAMPLES

Examples of eligible community/areawide plans include, but are not limited to:

- Active Transportation Plan
- Bicycle and/or Pedestrian Master Plan
- First/Last Mile Plan (focused on active transportation)
- Safe Routes Plan (e.g., to school, for seniors, etc.)
- Transportation Safety-Focused Plan (e.g., Local Road Safety Plan or Safe System Plan with a focus on active transportation)

## REQUIRED AND RECOMMENDED PLAN COMPONENTS

The final deliverable for all plans must include, but not be limited to, the required components identified in Appendix A of the [ATP Cycle 7 State Guidelines](#) (see Attachment A) or explain why the component is not applicable. Examples of required components include mode share, existing bicyclist and pedestrian facilities, collision analysis, funding considerations, and an implementation plan. The following components are strongly encouraged:

- Framework to systematically analyze, identify, and prioritize traffic safety issues and corresponding recommendations, including proven roadway safety countermeasures. The framework should also identify roadway safety risks to support a jurisdiction's ability to proactively address crash risks.
- Multi-faceted community engagement, such as:
  - Walk or bike audits
  - Media/Advertisement campaigns (e.g., Go Human Co-Branded Awareness Campaign)
  - Temporary demonstration projects (e.g., Kit of Parts)

## B) PROJECT TYPE: QUICK-BUILD PROJECTS

A quick-build is an interim capital improvement project that requires minor construction activity (e.g., does not require excavation) and uses durable, low- to medium-cost materials to pilot and iterate through project designs with community feedback. Quick-Build projects are identified through community engagement and/or an existing plan and provide the opportunity to immediately respond to a community safety need. Quick-Build projects are typically installed for one to five years, depending on how quickly a design is modified or how long materials last, with evaluation occurring one to three years post-implementation.

Quick-Build projects are not required to be located in a disadvantaged community. The 2024 SCP-ATS will evaluate and fund quick-build projects using an equity-centered prioritization framework to prioritize the repair of historic and current inequities. The framework will consider project readiness (e.g. informed by community engagement and preliminarily assessed for feasibility), alignment with communities most harmed by traffic injuries and fatalities, and opportunities for mutually beneficial partnerships with local community organizations. These quick-build projects will provide an opportunity to pilot projects that not only enhance or expand the active transportation network but also contribute to a more resilient transportation network given the increased demand expected with large-scale events to be hosted by the region.

The maximum award for quick-build projects is \$900,000, which includes planning, design, and implementation. There is no required minimum funding request, and applicants may submit multiple applications. Awards for quick-build projects shall take the form of technical assistance, with a SCAG-procured consultant leading project development and seeking reimbursement directly from SCAG, and pass-through funds to applicants for implementation. An applicant may use pass-through funds to procure a contractor or assign agency staff to implement the quick-build project. See Section IV.B (Funding Allocation for Award Recipients) for more information.

## PROJECT EXAMPLES

Examples of quick-build elements and materials include, but are not limited to:

- Curb extensions: paint and plastic posts, plastic bollards, or planters
- Pedestrian safety enhancements: rectangular rapid flashing beacons, leading pedestrian intervals at signalized intersections, raised crosswalks, and/or high-visibility crosswalks

- Modular transit stops: temporary transit platform to safely transition bike lanes through transit areas
- Pedestrian plaza/corridors: concrete barriers, barricades, planters, and/or signage
- Protected bike lanes: striping and plastic posts, plastic bollards, planters, or parking
- Traffic calming treatments: temporary speed cushions, curb extensions (described above), and/or chicanes (i.e. curb extensions in a parking lane)
- Traffic circles: striping, rubber curbs, plastic posts, and signage

## REQUIRED QUICK-BUILD COMPONENTS

Quick-Build projects must include the following components:

- Ongoing community engagement to inform final project design and evaluation.
- Data collection to establish existing conditions and to complete before/after evaluation of project implementation.
- Final (100%) project design reviewed, approved, and stamped by a licensed Professional Engineer and project cost estimates.
- Quick-Build installed for a minimum of six (6) months before conducting evaluation.
- Final report summarizing work completed and recommendation of next steps.

See Appendix D of the [ATP Cycle 7 Guidelines](#) (Attachment A) and [ATP Quick-Build Supplemental Guidance](#) (Attachment B) for additional guidance on quick-build materials, designs, and project requirements.

## IV. Funding

### A) FUNDING SOURCES

Funding for the 2024 SCP-ATS is provided through a combination of state and federal sources, including the state Cycle 7 Active Transportation Program (ATP), which programs funds from FY25/26 to FY28/29 and a federal Safe Streets and Roads for All (SS4A) grant, which is anticipated to allocate funding in 2025 and expend funding within five years from allocation.

- Community/Areawide Plan projects shall be funded by ATP funds.
- Quick-Build projects shall be funded with ATP funds, SS4A funds, local funds, or a combination of ATP, SS4A, and/or local funds.

Recipients of 2024 SCP-ATS awards are required to comply with all applicable federal laws and state regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); California Environmental Quality Act (CEQA); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).

Hosting a Call for Applications to award funds from multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration. The enacted state budget in June 2024 significantly reduced ATP Cycle 7 funding, one of the funding sources for the SCP-ATS as mentioned above. Therefore, the program anticipates awarding between \$6.3 to \$8.2 million, pending the availability of additional local funds, with up to \$700,000 available for planning projects benefiting disadvantaged communities and a minimum of \$5.6 million set aside for quick-build projects. SCAG will allocate funding for selected projects based on the eligibility of each funding source and the applicant's readiness.

## B) FUNDING ALLOCATION FOR AWARD RECIPIENTS

Awards and projects shall be primarily managed by SCAG and implemented through its consultants, except the quick-build project implementation that will be managed by grantees in coordination with SCAG. SCAG shall manage the administrative activities associated with requesting funding allocation from the California Transportation Commission (CTC) for ATP funding and from the Federal Highway Administration (FHWA) for SS4A funding, procuring a consultant team, passing through funding for quick-build implementation, and providing all necessary reporting and documentation required by CTC, Caltrans, and FHWA.

Recipients of 2024 SCP-ATS awards are expected to enter into a Memorandum of Understanding (MOU) with SCAG for technical assistance, which shall identify funding sources for the award and memorialize roles and responsibilities for each party, including but not limited to identifying a project manager for each party, providing guidance, cooperation and approvals as necessary, and assuming responsibility for a timely use of funds. MOUs for quick-build projects will also serve to pass through funds for quick-build implementation.

Recipients shall be the implementing agency for environmental approval(s) and responsible for documentation of environmental clearance or categorical exemption under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA) for federally funded projects. Funding shall be contingent on recipients securing environmental clearance.

Community/Areawide Plan projects shall only be eligible for technical assistance. Quick-Build Projects shall be eligible for technical assistance and pass through funds; pass through funds shall only be used for construction.

## C) ELIGIBLE COSTS

SCAG uses cost principles outlined in [2 CFR Part 200 Subpart E](#) and the ATP Cycle 7 Guidelines (Attachment A) to determine reasonable, allocable, and allowable costs. Award recipients are required to adhere to these requirements. Eligible costs include staff salaries, fringe, indirect costs (for ATP funding, the fringe and indirect cost rates require Caltrans approval and for SS4A, approved rates by a federal cognizant agency may be required), consultant/contractual services, and other direct costs. These costs and others not listed here are subject to review and approval by SCAG staff.

Recipients of the 2024 SCP-ATS awards claiming reimbursement for indirect costs and/or fringe benefits cost must have the current rates approved in the Negotiated Indirect Cost Rate Agreement (NICRA) with its federal cognizant agency. In absence of the NICRA, recipients may elect the applicable de minimis indirect cost rate that is applicable at the time of award and must annually complete a certification form provided by the SCAG Project Manager to confirm the eligibility and compliance with Title 2 Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, And Audit Requirements For Federal Awards. The eligibility of the indirect cost and/or fringe benefits cost is subject to review and applicable funding guidelines and requirements. For the ATP funding, Caltrans prior approval is required for the fringe benefits and indirect cost rates; see "Local Government Agency Indirect Cost Review" on the [Caltrans Internal Audits Office webpage](#). For SS4A, please see the [2 CFR 200](#).

## D) MATCH REQUIREMENTS

There are no match requirements for projects proposed through the SCP-ATS. Applicants, especially those with projects that exceed the respective project type funding caps, are encouraged to provide matching funds.

## V. Application Process

As noted above, applicants may apply for more than one project type and may submit multiple applications, which are available on the [SCAG SCP-ATS website](#). Applicants do not need a board resolution in order to apply, but applicants will be required to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Please contact SCAG staff (see section VI) if the project includes multiple components or if any other support is needed in identifying the proper application to use for a project application.

### A) APPLICATIONS

Applications will be accepted via an online form. Application workshops will be scheduled for summer 2024, to review project types, the application process, and address any questions. For more information and registration/details for the workshops, please see the [SCAG SCP-ATS website](#). **Applications must be submitted online by September 27, 2024.**

### AUTOMATIC CONSIDERATION OF NON-SELECTED STATEWIDE ATP APPLICATIONS

Community/Area-wide Plans and Quick-Build projects from the SCAG region submitted to the statewide ATP Call for Applications but not selected for funding will also be considered in the 2024 SCP-ATS selection process. These applications will be automatically considered, and applicants do not need to indicate they want to be considered for the SCP-ATS. These applications will not be re-scored and the initial score given in the statewide ATP competition will be used to rank against projects submitted through the SCP-ATS Call for Applications. Please see the [state ATP website](#) for more information about the application process and deadlines. Interested applicants are welcome to contact SCAG staff (see section VI) to discuss statewide ATP applications as well.

### B) SCORING RUBRIC & CRITERIA

Each project type is evaluated by six scoring criteria: Mobility, Safety Benefit, Public Health, Disadvantaged Communities, Public Participation, and Cost Effectiveness. Application questions vary by project type. The potential points to be awarded for responses to each question, by project type, are noted in each application.

Scoring Criteria	Points
Mobility	25
Safety Benefit	35
Public Health	10
Disadvantaged Communities	10
Public Participation	15
Cost Effectiveness	5
<b>Total</b>	<b>100 Points</b>

### C) EVALUATION PROCESS

A minimum of six evaluation teams, one per county, will be established to review, score and rank applications submitted to the 2024 SCP-ATS; counties receiving a large volume of applications may require multiple evaluation teams. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, geographic distribution across the region, and funding eligibility. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles. Quick-build applications not selected for award may be placed on a contingency list in the event that additional funding is made available.

### D) RISK ASSESSMENT

Prior to entering into an MOU to receive funding from SCAG, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206 in accordance with SCAG’s Subrecipient Monitoring Policies and Procedures. SCAG may evaluate the risks to the program imposed by each applicant to assess the applicant’s ability to manage award funds pursuant to the requirements prescribed in the applicable funding guidelines. In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each applicant may be required to provide documentation to SCAG for this evaluation.

### E) IN-KIND CONTRIBUTIONS

Prior to entering into an MOU to receive funding from SCAG, each selected applicant may be required to specify the amount of staff time to be spent on the project. The enacted state budget in June 2024 significantly reduced ATP Cycle 7 funding, which resulted in a significant reduction to SCAG’s ATP regional funds that were leveraged as local match for SCAG’s SS4A grant. To maintain the SS4A funding, quick-build project awardees may be required to document project staff time that is being leveraged, such as attending project check-in meetings, coordinating with agency departments, and other project tasks. This awardee staff time, which is already taking place to support project management and delivery, may be leveraged as an in-kind contribution to help fulfill the local match requirements of SCAG’s SS4A grant. Awardees will receive templates from SCAG to comply with SS4A requirements.

## VI. Schedule

The following schedule outlines key dates for the 2024 SCP-ATS. These dates are subject to change; the [Sustainable Communities Program webpage](#) will have the latest dates.

### 2024 SCP-ATS Key Dates

2024 SCP-ATS Milestone	Date
SCP-ATS Call for Applications Opens	July 8, 2024
SCP-ATS Application Workshops	July 25, 2024 August 7, 2024
SCP-ATS Call for Applications Deadline	September 27, 2024
SCAG Regional Council Approval of the 2024 SCP-ATS Application Projects*	December 5, 2024
Final 2024 SCP-ATS Award Announcements*	June 26-27, 2025

\*Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission (CTC) as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the CTC. SCAG Regional Council consideration for 2024 SCP-ATS projects is anticipated on December 5, 2024 followed by CTC action in June 2025.

### A) TIMELY USE OF FUNDS/TIME EXTENSIONS

A project initiation schedule and expectations regarding the period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. In certain cases, projects may receive a notice to proceed two to three years after the project award announcements, such as if ATP funds are allocated in the latter part of the Cycle 7 ATP funding cycle (FY25/26 to FY28/29). Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

## VII. Contact Information

Questions regarding the SCP-ATS project types, applications, or application process should be directed to:

Rachel Om  
Senior Regional Planner  
Telephone: (213) 630-1550  
Email: [om@scag.ca.gov](mailto:om@scag.ca.gov)

# Attachment A: ATP Cycle 7 Guidelines

Please see: [2025 Active Transportation Program Cycle 7 Guidelines](#).

# Attachment B: ATP Quick-Build Supplemental Guidance

Please see: [Active Transportation Program Quick-Build Supplemental Guidance](#)

## Attachment C: Allowable Direct Costs

SCAG uses cost principles outlined in [2 CFR Part 200 Subpart E](#) and the ATP Cycle 7 Guidelines (Attachment A) to determine reasonable, allocable, and allowable costs. The procurement of goods and services are subject to 2 CFR Part 200 and applicable funding guidelines.

- **Advertisement costs.** Including the purchase of advertising media to support program outreach.
- **Compensation—personnel services.** Including wages and salaries.
- **Compensation—fringe benefits.** Including, but not limited to, costs of leave, employee insurance, pensions, and unemployment benefit plans.
- **Professional service costs.** Including costs of professional and consultant services.
- **Publication and printing costs.** Including costs for distribution and general handling of electronic and print media.
- **Transportation costs.** Including costs for delivery of items and/or equipment
- **Contractual Services.** Including professional services necessary to complete the proposed project.
- **Travel.** Including transportation, food and lodging that meet the [Travel Reimbursement policies established by CalHR](#).
- **Supplies or services.** Including printed material, translation and interpretation, supplies or services cost, excluding equipment

Please note: allowable indirect costs include an approved negotiated rate by a federal cognizant agency or a de minimis rate in accordance with 2 CFR Part 200.

These costs and others not listed here are subject to review and approval by SCAG staff.

## Attachment D: OCTA Exception to Implement Plan

### Background

The Orange County Transportation Authority (OCTA) submitted a 2024 SCP Active Transportation and Safety application to develop a plan, *OC Move: A Vibrant Path to Active Transportation*, with a funding request of \$500,000 for a total project budget of \$1 million. Due to funding limitations for plans under the Cycle 7 Active Transportation Program (ATP), OCTA received a partial award of \$400,000 as part of the 2024 SCP Active Transportation and Safety awards approved by the Regional Council on December 5, 2024. Subsequently, OCTA was awarded \$600,000 to fund the remaining balance of the project budget as part of the FY25-26 Caltrans Sustainable Transportation Planning Grant program awards, which were announced on July 1, 2025. Given this additional grant funding, OCTA requested to directly implement their 2024 SCP Active Transportation and Safety award, which was programmed as part of SCAG's ATP Cycle 7 MPO Component.

### Amendment 1

OCTA is permitted to directly implement their 2024 SCP Active Transportation and Safety award, which is funded and programmed under SCAG's ATP Cycle 7 MPO Component. This one-time exception will enable OCTA to merge their 2024 SCP Active Transportation and Safety award with their FY25-26 Caltrans Sustainable Transportation Planning Grant award and manage a single contract. OCTA will coordinate with SCAG to ensure SCAG staff is involved with the project in a manner that aligns with the goals of the Sustainable Communities Program. Involvement may include participation in procurement, project management, and engagement throughout the project life cycle.



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
November 6, 2025

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Alina Borja, Senior Regional Planner  
(213) 630-1449, borja@scag.ca.gov  
**Subject:** Resolution No. 25-676-2 Acceptance of Office of Traffic Safety Grant  
Funds to Support the Active Transportation Safety and Encouragement  
Campaign

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION EAC:**

That the Executive Administration Committee recommend that the Regional Council approve Resolution No. 25-676-2 authorizing SCAG to accept, if awarded, California Office of Traffic Safety grant funds in the amount of \$700,000 to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**RECOMMENDED ACTION TC:**

Recommend that the Regional Council approve Resolution No. 25-676-2 authorizing SCAG to accept, if awarded, California Office of Traffic Safety grant funds in the amount of \$700,000 to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**RECOMMENDED ACTION RC:**

Approve Resolution No. 25-676-2 authorizing SCAG to accept California Office of Traffic Safety grant funds in the amount of \$700,000 to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go*



***Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety to conduct a tenth round of Go Human safety programming and engagement across the region. On June 4, SCAG was informed that the grant award was being tentatively offered in the amount of \$700,000. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.***

**BACKGROUND:**

In the six-county SCAG region, walking or bicycling accounts for 10.3 percent of all trips, but more than 34 percent of all roadway fatalities, according to UC Berkeley Safe Transportation Research & Education Center (SAFETREC). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled “Regional Effort to Promote Pedestrian and Bicycle Safety Initiative” to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million through California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program (ATP) call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as eight additional grant opportunities through the Office of Traffic Safety to implement safety strategies. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide. Since the start of the campaign, SCAG has extended other components of the initial grant scope of work which include implementing more than 140 *Go Human* traffic safety projects and events with local partners, awarding more than \$1.7 million in grants to community-based organizations for community engagement, and other programming to create active transportation champions and improve safety across the region.

To continue the *Go Human* Campaign’s momentum, SCAG applied for additional funding in January 2025 in the amount of \$1,239,395.06 from the Office of Traffic Safety to extend the campaign through FFY26. On June 4, 2025, SCAG received notice that an award in the amount of \$700,000 was being tentatively offered, given final approval from National Highway Traffic Safety Administration, in October 2025. The total grant request was not awarded given the competitiveness of the grant year and the total application requests exceeded the available funding.

The awarded funding will be used to conduct traffic safety engagement strategies and programming. Funded activities will include the development, design, and testing of new

messaging content to more effectively reach communities and facilitate greater support for infrastructure improvements and cultural shifts around traffic safety. Additionally, funds will expand existing *Go Human* programs and processes to improve accessibility and ensure utilization and distribution. Funding will support traffic safety educational events open to the public, the distribution of safety materials, and opportunities for local community experts to facilitate traffic safety trainings and share best practices. SCAG is seeking Regional Council approval to accept the funds.

**FISCAL IMPACT:**

SCAG will receive \$700,000 in grant funds from the Office of Traffic Safety for the Southern California Active Transportation Safety and Encouragement Campaign. This project is programmed through OWP 225.3564.21, FY26 OTS – Pedestrian and Bicycle Safety Program.

**ATTACHMENT(S):**

1. Resolution No. 25-676-2 Acceptance of FFY26 OTS Funds to Support the Active Transportation Safety and Encouragement Campaign



RESOLUTION NO. 25-676-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$700,000 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

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

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, on average, 1,800 people are killed and 120,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has been tentatively awarded \$700,000 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds ("Grant Funds"), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Safety and Encouragement Campaign and support the development, design, and testing of new messaging content and the expansion of Go Human resources and processes to improve accessibility and reach on traffic safety.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

- 1. The Regional Council hereby authorizes SCAG to accept the Grant Funds in the amount of \$700,000.00 from the Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

Attachment: Resolution No. 25-676-2 Acceptance of FFY26 OTS Funds to Support the Active Transportation Safety and Encouragement

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6 day of November, 2025.

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Cindy Allen  
President, SCAG  
City of Long Beach

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel



**AGENDA ITEM 4**

**REPORT**

Southern California Association of Governments  
November 6, 2025

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Courtney Aguirre, Department Manager  
(213) 236-1990, aguirre@scag.ca.gov  
**Subject:** Resolution No. 25-676-3 Acceptance of FFY26 Office of Traffic Safety  
Grant Funds to Support the SoCal Transportation Safety Predictive  
Modeling and Analysis Platform

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee recommend the Regional Council approve Resolution No. 25-676-3 authorizing SCAG to accept FFY26 Office of Traffic Safety grant funds in the amount of \$900,000 to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, to execute all necessary agreements and other documents as they relate to supporting this project.

**RECOMMENDED ACTION FOR TC:**

Recommend the Regional Council approve Resolution No. 25-676-3 authorizing SCAG to accept FFY26 Office of Traffic Safety grant funds in the amount of \$900,000 to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, to execute all necessary agreements and other documents as they relate to supporting this project.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 25-676-3 authorizing SCAG to accept FFY26 Office of Traffic Safety grant funds in the amount of \$900,000 to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, to execute all necessary agreements and other documents as they relate to supporting this project.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*On January 31, 2025, SCAG submitted a grant application to the State of California Office of Traffic Safety (OTS) in the amount of \$900,000 to fund the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform. On July 12, 2025, SCAG was informed by OTS that the grant was tentatively awarded, pending final approval. SCAG is now seeking Regional Council (RC) approval to receive the anticipated grant funding and authorization for the Executive Director, or his designee, to execute all necessary agreements and other documents as they relate to supporting the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.*

**BACKGROUND:**

The SCAG region continues to experience unacceptably high rates of fatalities and injuries from collisions across its multimodal transportation system. A coordinated regional approach is essential to address this enduring safety crisis. By aligning local and regional planning and investment strategies—and leveraging standardized data resources and analytical tools—the region can focus on the most effective treatments to improve safety outcomes. Transportation safety remains one of the highest planning priorities in Connect SoCal 2024.

To advance this work, SCAG applied for a \$900,000 grant from the California Office of Traffic Safety (OTS) in January 2025 to continue development of the SoCal Transportation Safety Predictive Modeling and Analysis Platform. This effort builds on prior OTS grants awarded in 2023 and 2024, totaling \$922,456. On July 12, 2025, SCAG received notification that the FFY 2026 grant was tentatively awarded, pending final approval from the National Highway Traffic Safety Administration (NHTSA).

The OTS grant will support continued enhancement of the platform, which enables SCAG and local agencies to model, predict, and analyze safety risks across the regional transportation system. By leveraging innovative technologies—such as in-vehicle information systems and advanced modeling tools—the platform promotes data-driven decision-making and helps reduce the number and severity of collisions through improved monitoring and forecasting of safety conditions.

**FISCAL IMPACT:**

If awarded, SCAG will receive \$900,000 in grant funding from the State of California Office of Traffic Safety to be utilized for the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

**ATTACHMENT(S):**

1. Resolution No. 25-676-3 Acceptance of OTS Traffic Safety Grant Funding to Support the SoCal Transportation Safety Predictive Modeling and Analysis Platform



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

**RESOLUTION NO. 25-676-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG)  
APPROVING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC  
SAFETY GRANT FUNDS IN THE AMOUNT OF \$900,000 FOR THE CONTINUED  
DEVELOPMENT OF THE SOCAL TRANSPORTATION SAFETY PREDICTIVE  
MODELING AND ANALYSIS PLATFORM**

**WHEREAS**, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

**WHEREAS**, on average, 1,800 people are killed and 120,000 are injured in traffic collisions throughout the SCAG region every year;

**WHEREAS**, SCAG has applied for an award of \$900,000 in State of California Office of Traffic Safety (OTS) Transportation Safety Funds (“Grant Funds”), to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform;

**WHEREAS**, the mission of the California Office of Traffic Safety is to “Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways”; and

**WHEREAS**, the Grant Funds will be used for the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform, which will involve consulting services to secure the use of a traffic data platform, and to develop the requisite analytical and predictive modeling capabilities to support efforts to reduce roadway fatalities and serious injuries throughout the SCAG region;

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council, that SCAG is authorized to accept and administer the Office of Traffic Safety Grant Funds to continue development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

**BE IT FURTHER RESOLVED THAT:**

1. That the Regional Council hereby authorizes SCAG to accept the tentative State of California Office of Traffic Safety Grant Award in the amount of \$900,000 to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

**REGIONAL COUNCIL OFFICERS**

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

**COMMITTEE CHAIRS**

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

Attachment: Resolution No. 25-676-3 Acceptance of OTS Traffic Safety Grant Funding to Support the SoCal Transportation Safety Predictive

2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of November, 2025.

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Cindy Allen  
President, SCAG  
City of Long Beach

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel



# AGENDA ITEM 5

## REPORT

Southern California Association of Governments  
November 6, 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

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PRIORITIES:**

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

**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, 2024<sup>1</sup>.

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

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**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\_Oct 2025 TC Meeting

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

\*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	<b>No Meetings</b>		
Feb	<ul style="list-style-type: none"> <li>• 2028 Games: Transportation Demand Management Plan and Implementation Strategy *</li> <li>• 2028 Games: Quick Build Projects &amp; Open Streets *</li> </ul>	<ul style="list-style-type: none"> <li>• Smart Cities Strategic Plan Initiation &amp; Updates *</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic Innovation in Revenue Collection (SIRC) Project Initiation &amp; Updates</li> <li>• Airport Passenger Surface Transportation Study Update</li> </ul>
Mar	<b>Joint Policy Committee Meeting: Connect SoCal Policy Framework</b>		
April	<ul style="list-style-type: none"> <li>• Big Data Technical Assistance Program Update</li> </ul>	<ul style="list-style-type: none"> <li>• Innovative Clean Transit Study Update *</li> </ul>	
May	<b>General Assembly</b>		
June	<ul style="list-style-type: none"> <li>• Comprehensive Sustainable Regional Freight Study *</li> </ul>	<ul style="list-style-type: none"> <li>• Zero-Emissions Alternative Technology Conveyance System for Freight Study *</li> </ul>	<ul style="list-style-type: none"> <li>• Broadband Local Agency Technical Assistance Wrap Up</li> </ul>

\*Presidential Priorities :  
 •Clean Transportation  
 •Regional planning in support of the 2028 Olympic & Paralympic Games

Attachment: TC Outlook for FY26\_Oct 2025 TC Meeting (Transportation Committee Outlook and Future Agenda Items)



**AGENDA ITEM 6**

**REPORT**

Southern California Association of Governments  
November 6, 2025

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

**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 FOR RC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR TC:**

Receive and File

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*Senate Bill 125 (SB 125, Chapter 54, Statutes of 2023) was enacted as part of the state's transportation budget to address urgent transit funding needs and help agencies avoid near-term service cuts. In addition to providing emergency financial support, SB 125 established the Transit Transformation Task Force (Task Force), led by the California State Transportation Agency (CalSTA), to develop statewide recommendations to grow transit ridership, improve the transit customer experience, and address long-term operational needs. The Task Force included 25 members, including representatives from the California Department of Transportation (Caltrans), local agencies, academic institutions, nongovernmental organizations, and other stakeholders. Southern California representation on the Task Force included SCAG, the Los Angeles County Metropolitan Transportation Authority (Metro), Move LA, the Riverside County Transportation Commission (RCTC), and the University of California, Los Angeles Institute of Transportation Studies (UCLA ITS). The work culminated in a report of findings and policy recommendations to the Legislature at the end of October. This staff report provides a final update on the work of the Task Force, which held its final meeting on September 30, 2025. CalSTA Secretary, Toks Omishakin, will attend the Regional Council meeting and share updates on the work of the Task Force.*

**BACKGROUND:**

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

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. Per the most 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 support ridership recovery as part of implementing Connect SoCal. Examples of recent efforts are detailed below.

- In March, SCAG published and started promoting the Mobility Hub Design and Implementation Guide, which provides details on how communities can create mobility hubs in all types of contexts. The guide's appendices also detail existing conditions, implementation schedules, and funding options, and examples of conceptual designs for four potential mobility hub locations in Downtown Burbank, Downtown Fontana, the Moorpark Metrolink Station, and Downtown Perris. SCAG staff are currently working to partner with locals to support implementation.
- In June, SCAG 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.
- SCAG is currently working with Metrolink to implement an open-loop payment system on the San Bernardino line, which will allow riders to pay fares by tapping a contactless credit, debit, or digital wallet card instead of buying a ticket. The goal is for Metrolink to integrate seamlessly with other Southern California transit networks, especially ahead of the 2028 Olympic and Paralympic Games. This open loop work, along with the aforementioned Mobility Hub Design and Implementation Guide, are an outgrowth of SCAG's Mobility as a Service Feasibility White Paper, which included recommendations on how to advance the region towards a truly integrated transportation system.

### Transit Transformation Task Force

Senate Bill 125 ([SB 125](#), Chapter 54, Statutes of 2023) was enacted as part of the state's transportation budget to address urgent transit funding needs and help agencies avoid near-term service cuts. In addition to providing emergency financial support, SB 125 established the Transit Transformation Task Force, 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, served on the Task Force, along with other Southern California representatives from Metro, Move LA, RCTC, and UCLA ITS. CalSTA, in consultation with the Task Force, was 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.

As shared in previous meetings, the Transit Transformation Task Force was established in December 2023 and has convened regularly since then to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. CalSTA held its 13<sup>th</sup> and final Task Force meeting on September 30. The meeting was focused on finalizing updates to the draft reports for Tranche 1 (transit operations and funding) and Tranche 2 (rider experience and service quality), and reviewing new recommendations from the August meetings under Tranche 3 (governance, innovation, and long-term transformation). Public comments highlighted the need to secure reliable capital and operating funding for transit systems across California, as well as enhancing schedule coordination to facilitate more seamless travel.

The Task Force reviewed and approved a new recommendation related to strategy AA: coordinate with and incentivize manufacturers to collaborate on zero-emission bus and paratransit vehicle fleet. The recommendation supported statewide coordination to address challenges with zero-emission vehicles (ZEVs) that are out of service due to limited manufacturer support, and ensure proper maintenance and operational readiness of these technologies.

In alignment with the principle of ensuring operational and financial sustainability, the Task Force considered and voted on a range of recommendations focused on identifying new revenue sources. The recommendations were outlined in [this staff report](#). Among them, Task Force members proposed and voted on revisions to:

- X.1. Consider additional flexibility in the ability for transit agencies, regions, or voters to place measures on the ballot by allowing transit agencies and regional to have authority to place measures on the ballot for portions of their service areas or entire service area, similar to how cities can place taxes on the ballot without enabling legislation, and
- X.2. Encourage future local option sales tax to be assigned programmatically.

The Task Force did not reach consensus on a proposal to increase the Bradley-Burns Uniform Local Sales Tax by 0.25%, effectively doubling the Local Transportation Fund (LTF). The proposed increment was intended to be exclusively allocated to LTF.

### **Final Report Overview**

The final report of the Task Force outlines a comprehensive framework for strengthening California's transit systems. The Executive Summary highlights the Task Force's overarching goals, guiding principles, and key recommendations, framing public transit as essential to California's climate, equity, and mobility future. The Background section explains the legislative origins of the Task Force and underscores the urgency of reversing declining ridership trends while advancing long-term sustainability objectives. It situates the Task Force's work within the broader context of statewide efforts to modernize and stabilize transit systems. The report also examines recent transit trends and challenges across California, including persistent ridership declines, funding shortfalls, and fragmented service delivery. It identifies critical barriers to access and reliability, factors that must be addressed to restore and grow transit usage.

To guide its work, the Task Force established a set of core principles that shaped all strategies and recommendations. These include a commitment to equity, sustainability, customer experience, and regional coordination. These values serve as the foundation for a transformative approach to transit planning and investment. As part of the final report, the Task Force adopted five guiding principles to inform future strategies:

1. Transit should be operationally and financially sustainable.
2. Safety is fundamental.
3. Transit services should be fast, reliable, connected, and convenient.
4. Transit should be accessible and easy to use for all.
5. Public transit systems should support the development of complete communities.

These principles are intended to drive coordinated action across agencies and jurisdictions, ensuring that California's transit systems are resilient, inclusive, and responsive to the needs of all users. The final report is available on CalSTA's [webpage](#).

### **FISCAL IMPACT:**

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



# AGENDA ITEM 7

## REPORT

Southern California Association of Governments  
November 6, 2025

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Elizabeth Carvajal, Deputy Director  
(213) 236-1801, carvajal@scag.ca.gov  
**Subject:** REAP 2.0 Program Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC AND RC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, EEC, AND TC:**

Receive and File

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*SCAG's REAP 2.0 program invests in innovative finance, land use, and transportation strategies to realize the vision of Connect SoCal. SCAG has been working with grantees to make steady progress in delivering the \$231.5M REAP 2.0 program, including refining the final project list with grantees. The development of the final project list resulted in some grantees reducing budget and scope which made additional funding available for reprogramming. SCAG has developed a reprogramming approach shifting funds within the RC approved program and secured approval from the California Housing and Community Development Department (HCD). This report summarizes the program status and path forward to ensure that SCAG successfully deploys resources across the region in line with the goals and objectives of the REAP 2.0 Program.*

**BACKGROUND:**

The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of Regional Early Action Planning Grant Program of 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability. The program tackles key barriers

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to meeting regional housing needs and state policy goals—such as limited land availability, financing gaps, and insufficient infrastructure—through targeted funding and technical assistance.

Last year, SCAG faced an unexpected budget challenge when the Governor’s proposed budget called for a 50% statewide cut to REAP 2.0 funding. In response, SCAG paused the REAP 2.0 program to assess the impact and ensure responsible fiscal planning. Following months of regional advocacy, SCAG secured a final allocation of \$231.5M—slightly reduced from the original \$246M but enough to fully fund all previously approved grants.

SCAG staff has worked with grantees to make steady progress and has provided regular updates to the board. In April 2025, staff indicated that they would issue letters to grantees who had not executed Memorandums of Understanding (MOUs) with notice that funding would be at risk if projects did not progress. In addition, as part of the approval of FY25 Budget Amendment 2, the Regional Council granted the Executive Director authority to make administrative amendments to the FY 2024-25 OWP’s Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). The authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner. Staff have continued to work with grantees to make steady progress, including adjusting scopes and budgets to align with what can be reasonably completed.

#### Expenditure Deadline

Given the loss of 7 months during the 2024 budget cycle, SCAG actively advocated for a time extension to ensure that the most complex projects in SCAG’s portfolio had sufficient time to complete their work. With the signing of the 2025–2026 state budget, trailer bill AB 130 included a six-month extension for REAP program expenditures—helping to recover time lost during the pause prompted by proposed cuts in the 2024 budget process and bringing the final expenditure date to December 2026. Securing the extension was extremely challenging and came with the condition that most SCAG grantees complete their work by the original expenditure date of June 30, 2026—a commitment SCAG must uphold. Staff will continue to evaluate time extension requests on a case-by-case basis.

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## REAP 2.0 Program Progress Updates

### Adjustments and Reprogramming

At the time of this report, all but four MOUs are executed with the remainder expected to be executed before the end of the year. Currently, the REAP 2.0 Program includes over 90 projects totaling approximately \$166.1M in suballocations, a reduction of 14% from the original suballocation amount of \$192.7M-see the attachment for the final project list. The majority of the reductions are the result of scope changes to ensure the awardee can complete the project by the final expenditure deadline. Except for one project, all project scope and budget reductions and withdrawals were initiated by grantees. Approximately \$26.6M is available for reprogramming at this time.

SCAG has developed a reprogramming approach that has been approved by HCD and aligns with the REAP 2.0 Guidelines and policy direction approved by the Regional Council in the REAP 2.0 Framework, various Calls for Projects, and administrative amendments authorized in FY25 Budget Amendment, as described above. The primary component of the reprogramming approach is to issue a second Notice of Funding Availability for Lasting Affordability in the Programs Accelerating Transformative Housing (PATH) Program (NOFA 2) Call for Projects to fund existing catalyst and housing trust funds with an emphasis on grantees new to the Lasting Affordability Program who are ready to receive funds. Staff is recommending a minimum of \$20M be awarded through the Call for Projects. The Regional Council would be asked to approve a contingency list of projects that could be funded if additional funds are made available. In order to move forward with this approach, staff has prepared an action item, under a separate cover, for consideration by the CEHD and RC in November 2025.

Consistent with RC policy, the remaining \$6.6M balance along with \$1.37M in administrative savings has been shifted to increase funding levels in support of REAP 2.0 projects previously approved by the Board. This includes restoring \$4M allocation to the Regional Pilot Initiatives Program, which was reduced from SCAG's REAP 2.0 award during the 2024 budget cycle and increasing allocation in the Subregional Partnerships Program for Los Angeles County by \$3.8M for an ADU rebate program to support wildfire impacted communities and unincorporated Los Angeles County. This will be a model that will be shared with other communities while addressing immediate housing shortage in the most impacted communities. Finally, staff has shifted \$170K to procure professional services in support construction management for SCAG to manage the RUSH Capital program to ensure final deliverables meet grant requirements and reduce SCAG's financial risk.

### Status of Current Programs

The REAP 2.0 program currently includes over 90 projects totaling approximately \$166.1M. MOUs have largely been executed across the program with 3 in execution process and 1 in development. A status update by program area is provided below.



Sustainable Communities Program – Civic Engagement, Equity and Environmental Justice (SCP CEEEJ)

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) grant prioritizes housing planning that aims to close the racial equity gap and include partnerships with community-based organizations. The CEEEJ program currently includes five REAP 2.0 funded Housing and Land Use Strategies projects totaling approximately \$2M. All grantees have executed MOUs with SCAG and work is underway.

In the last quarter, several SCP Call 4 project teams made progress on technical analyses and held public workshops / advisory committee meetings to engage public on technical findings and inform development of final deliverables.

Sub-Regional Partnership Program 2.0

The Sub-Regional Partnership Program 2.0 (SRP 2.0) Program includes approximately \$20.7M in funding to sub-regional partners for eligible activities supporting member jurisdictions with implementing housing element work plans and strategies for increasing affordable housing. This program is anticipated to include 28 projects with SCAG’s subregional partners. As noted above, SCAG will be increasing Los Angeles County’s suballocation by \$3.8M for the ADU rebate program and will enter into an MOU with the county to advance this work-making the total allocation for this program \$23.8M. All other grantees have executed MOUs with SCAG and work is underway with a few COGs finalizing remaining member jurisdiction technical assistance projects.

Transportation Partnership Programs

The County Transportation Commission (CTC) Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region.

SCAG has executed Memorandums of Understanding (MOUs) with all the CTCs. After the recession of the stop work order in January 2025, 30 of the projects were determined able to move forward. Staff worked closely with individual project managers across all six CTCs to develop project scopes, budgets and timelines. Staff also continue to work collaboratively with the CTCs to revise project scopes, timelines, and budgets based on the new expenditure timeline of December 31, 2026. All projects are in progress.

A project highlight from the last quarter is the alpha testing of SBCTA’s VMT Mitigation Bank application. The app is a key component of Money Miles (the Commuter Program) and will be used by participants to log when they commute via an alternative mode or telework and earn incentives for reducing their VMT. By reducing their VMT, participants generate credits that will be purchased

by developers and local agencies that require VMT mitigation for their projects. Money Miles is expected to launch next spring.

#### Programs to Accelerate Transformative Housing (PATH)

The PATH Program includes three separate calls for projects; each is described in greater detail below.

#### Housing Infill on Public and Private Lands

The Housing Infill on Public and Private Lands (HIPP) Pilot Program includes \$6.6M to 9 projects to scale up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. All MOUs, but one, are executed with work underway. In the last quarter, HIPP project teams made progress on technical analyses and held workshops to engage public on technical findings and inform development of final deliverables.

#### Notice of Funding Available for Lasting Affordability

The Notice of Funds Available for Lasting Affordability (NOFA) includes approximately \$41.2M to 13 projects in support of innovative housing finance, trust funds, catalyst funds, and new permanent funding sources. All but one MOU are executed with the outstanding MOU in the execution stage. As noted above, SCAG is proposing a second Notice of Funding Availability for Lasting Affordability with up to \$20M available and the ability to award additional funding-making the total allocation for this program \$62.2M. The call will prioritize new grantees and focus on existing catalyst and housing trust funds that are ready to receive funding. In addition, staff recommend creating a contingency list of projects that can receive funding, should additional REAP 2.0 funding become available. This item is going before the CEHD and the Regional Council for consideration in November.

To date, \$13.9M has been deployed by three regional housing trusts into local affordable housing lending programs and progress has been made to establish three new regional housing trusts.

#### Regional Utilities Supporting Housing

The Regional Utilities Supporting Housing (RUSH) program includes approximately \$25M for 11 projects that focus on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing: water, wastewater, stormwater management and electricity. All but two MOUs are executed for this program, with one in the execution stage.

Most grantees have brought on consultants or are in the process of doing so and work has begun. This includes LADWP that is advancing work on Project Powerhouse. Project Powerhouse is focused on removing one of the major obstacles that affordable housing developers face, the cost of utility infrastructure. Using REAP 2.0 funding LADWP to build out public right-of-way utility infrastructure

for 100% affordable housing developments. This will reduce developer costs and shorten development timeframes.

Additional RUSH projects will move forward with planning and construction activities in the coming months. This includes the San Bernardino County Bloomington Sewer Extension Project that will construct around 7,500 linear feet of sewer main lines and associated infrastructure to support future housing development in the community.

### **Milestones for upcoming quarter**

The County Transportation Commission (CTC) Partnership Program anticipates several milestones in the next quarter. LA Metro is expected to award a contract for the Bike Share Infill Expansion project. This project will increase multi-modal opportunities for communities located along metro rail and bike trail corridors. The project will deliver 60 new Metro Bike Share stations and 720 bikes with 85% of them being electric bikes. This project will be transformative for expanding multi-modal access in infill communities in Los Angeles County.

In Ventura County, VCTC is nearing completion on the Santa Paula Branch Line Trail Master Plan and Environmental Impact Report Update. The Paratransit Assessment project final report is expected in early 2026. In Orange County, OCTA is nearing completion of the Fullerton Park and Ride Master Plan, bringing planning for transit oriented development to an underutilized park and ride lot.

In the coming quarter, the Lasting Affordability Program expects additional regional housing trusts to deploy an additional \$8.6M to local affordable housing lending programs.

### **NEXT STEPS**

Staff will take the second NOFA for the Lasting Affordability Program before the CEHD and Regional Council for consideration, move forward with reprogramming activities, and provide regular updates to the Regional Council and Policy Committees on the REAP 2.0 program, with an anticipated next update in Spring 2026.

### **FISCAL IMPACT:**

Work associated with this item is included in the FY 25-26 Overall Work Program No. 305 – Regional Early Action Planning (REAP) Grants Program – REAP 2.0.

### **ATTACHMENT(S):**

1. Attachment REAP 2 Project List\_final\_complete

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
County Transportation Commission (CTC) Partnership Program	VCTC	Ventura	Countywide Paratransit Integration Study	\$242,578
County Transportation Commission (CTC) Partnership Program	VCTC	Ventura	Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program	\$3,100,000
County Transportation Commission (CTC) Partnership Program	VCTC	Ventura	Community Traffic Calming & Pedestrian and Bicycle Safety Program	\$300,000
County Transportation Commission (CTC) Partnership Program	VCTC	Ventura	Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections to Serve New Housing and Reduce VMT	\$134,422
County Transportation Commission (CTC) Partnership Program	SBCTA	San Bernardino	San Bernardino County VMT Mitigation Bank	\$3,045,000
County Transportation Commission (CTC) Partnership Program	SBCTA	San Bernardino	Countywide Multi-Modal Complete Streets Program	\$6,519,868
County Transportation Commission (CTC) Partnership Program	RCTC	Riverside	Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network	\$2,005,000
County Transportation Commission (CTC) Partnership Program	RCTC	Riverside	RCTC Core Capacity Innovative Transit Study	\$3,000,000

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
County Transportation Commission (CTC) Partnership Program	RCTC	Riverside	Vehicle Miles Traveled Study	\$2,005,000
County Transportation Commission (CTC) Partnership Program	RCTC	Riverside	RTA (Riverside Transit Agency) GoMicro Microtransit Pilot Program Extension	\$2,378,635
County Transportation Commission (CTC) Partnership Program	RCTC	Riverside	CV Link Community Connectors Analysis	\$1,700,000
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	Fullerton Park and Ride Transit Oriented Development Site Design Concepts	\$474,575
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	Active Transportation Outreach and Engagement Support	\$399,058
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	Bikeways Connectivity Study	\$499,622
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	First Street Multimodal Boulevard Design	\$4,300,000
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	Orange County Mobility Hubs Pilot Concept of Operations	\$291,501
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	McFadden Avenue Transit Signal Priority Pilot	\$3,698,499

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	Next Safe Travels Education Program (STEP) 2.0	\$1,250,000
County Transportation Commission (CTC) Partnership Program	OCTA	Orange	Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	\$2,376,745
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	\$404,250
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Countywide Signal Priority Cloud Based Solution	\$4,004,028
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Connecting Communities with Stress Free Connections	\$2,250,000
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	First Last Mile Revolution: Transforming Metro Connections to Housing	\$1,050,000
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Traffic Reduction Study	\$1,000,000
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Enhanced GoSGV E-Bike Share Program	\$2,625,469
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	North Hollywood Transit Center	\$8,500,000

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Mobility Wallets Pilot 2.0: Challenge and Low-Income	\$4,023,750
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Urban Wilderness Access Feasibility Plan	\$372,000
County Transportation Commission (CTC) Partnership Program	LACMTA	Los Angeles	Metro Bike Share In-fill Expansion	\$7,550,000
County Transportation Commission (CTC) Partnership Program	ICTC	Imperial	Calexico Intermodal Transportation Center	\$1,000,000
<b>Total</b>				<b>\$70,500,000</b>

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Sustainable Communities Program	County of Ventura	Ventura	Ventura County Farmworkers Housing Study and Action Plan	\$ 481,499
Sustainable Communities Program	City of La Puente	Los Angeles	Mixed Use Development for Underutilized Commercial Zones	\$ 409,323
Sustainable Communities Program	City of Laguna Beach	Orange	Environmental Impact Report for Laguna Beach Downtown Specific Plan Phase II	\$ 200,000
Sustainable Communities Program	City of Jurupa Valley	Riverside	Town Center Implementation	\$ 467,743
Subregional Partnership Program (SRP) 2.0/Sustainable Communities Program	City of Lancaster	Los Angeles	Transit Oriented Development (TOD) Zones Update	\$ 469,978
<b>Total</b>				<b>\$ 2,028,543</b>

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## REAP 2.0 PROGRAM UPDATE

Program	Applicant	County	Project Name	Award Amount
Housing Infill on Public and Private Lands (HIPP)	City of Riverside	Riverside	Missing Middle Prototype Plans for Infill Housing Sites	\$500,000
Housing Infill on Public and Private Lands (HIPP)	City of Los Angeles	Los Angeles	Scaling up Housing Development on City-Owned Land	\$2,250,000
Housing Infill on Public and Private Lands (HIPP)	County of Ventura	Ventura	Unlocking Land for Housing	\$444,774
Housing Infill on Public and Private Lands (HIPP)	City of Moorpark	Ventura	Downtown Specific Plan	\$250,000
Housing Infill on Public and Private Lands (HIPP)	City of Oxnard	Ventura	TOD/HQTC Program	\$645,270
Housing Infill on Public and Private Lands (HIPP)	City of Culver City	Los Angeles	Fox Hills Specific Plan	\$505,000
Housing Infill on Public and Private Lands (HIPP)	SBCTA/SBCOG	San Bernardino	Public Land-to-Residential Project--Inventory, Analysis & Toolkit for Workforce and Teacher Housing	\$720,000
Housing Infill on Public and Private Lands (HIPP)	City of Long Beach	Los Angeles	Inclusionary Housing Program	\$250,000
HIPP/Subregional Partnership Program (SRP) 2.0	San Fernando Valley COG	Los Angeles	City of San Fernando (Zoning Code and San Fernando Corridors Specific Plan Update)	\$1,125,000
<b>Total</b>				<b>\$6,690,044</b>

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Lasting Affordability Program	Gateway Cities Affordable Housing Trust	Los Angeles	Predevelopment Loan Program	\$5,215,000
Lasting Affordability Program	Century Affordable Development, Inc.	Los Angeles	Catalytic Development Fund	\$5,000,000
Lasting Affordability Program	Los Angeles County Metropolitan Transportation Authority (Metro)	Los Angeles	Environmental Remediation Housing Acceleration Fund	\$5,000,000
Lasting Affordability Program	Housing On Merit	Los Angeles	HOM's Affordable Housing Catalyst Fund	\$700,000
Lasting Affordability Program	City of West Hollywood	Los Angeles	Feasibility Study for Community Land Trust Creation within the City of West Hollywood	\$150,000
Lasting Affordability Program	San Gabriel Valley Regional Housing Trust	Los Angeles	San Gabriel Valley Regional Housing Trust Revolving Loan Fund	\$5,000,000
Lasting Affordability Program	LACAHS (Los Angeles County Affordable Housing Solutions Agency)	Los Angeles	LACAHS Regional Coordination Strategic Plan	\$660,000
Lasting Affordability Program	City of Murrieta	Riverside	Murrieta Housing Authority Revolving Loan Program	\$4,100,000
Lasting Affordability Program	Lift to Rise	Riverside	We Lift: the Coachella Valley Housing Catalyst Fund	\$5,000,000
Lasting Affordability Program	City of Desert Hot Springs	Riverside	Downtown Infill Tax Incentive Financing Program for Housing Supportive Infrastructure	\$200,000

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Lasting Affordability Program	SBCTA/SBCOG	San Bernardino	San Bernardino Regional Housing Trust	\$5,000,000
Lasting Affordability Program	Housing Trust Fund Ventura County/Housing Land Trust Ventura County	Ventura	Housing Trust Fund Ventura County Revolving Long-Term Loan Program for Infill Affordable Housing Developments Project	\$5,000,000
Lasting Affordability Program	City of Montebello	Los Angeles	Montebello Transformative Corridors Project	\$190,000
<b>Total</b>				<b>\$41,215,000</b>

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Regional Utilities Supporting Housing (RUSH)	City of Upland	San Bernardino	City of Upland Affordable Housing Utilities Planning	\$303,500
Regional Utilities Supporting Housing (RUSH)	City of Desert Hot Springs	Riverside	Downtown and Palm Dr. Corridor Infill Development Sewer Area Study	\$500,000
Regional Utilities Supporting Housing (RUSH)	County of Riverside	Riverside	Cabazon Infrastructure Plan	\$997,500
Regional Utilities Supporting Housing (RUSH)	City of Torrance	Los Angeles	Torrance Housing Corridor Utility Infrastructure Study	\$100,000
Regional Utilities Supporting Housing (RUSH)	Housing Authority of the City of Los Angeles	Los Angeles	One San Pedro Redevelopment Infrastructure	\$400,000
Regional Utilities Supporting Housing (RUSH)	San Bernardino County (Bloomington)	San Bernardino	Bloomington Sewer Extension	\$6,508,000
Regional Utilities Supporting Housing (RUSH)	City of Calipatria	Imperial	City of Calipatria Delta Street Pump Station	\$1,500,000
Regional Utilities Supporting Housing (RUSH)	City of Rialto	San Bernardino	Water Supply Well City 3A for Regional Housing Project	\$1,100,000
Regional Utilities Supporting Housing (RUSH)	Soboba Band of Luiseño Indians	Riverside	Stormwater Drainage Project	\$6,108,797
Regional Utilities Supporting Housing (RUSH)	City of Palm Desert	Riverside	Flood Control Infrastructure for Housing Need	\$3,780,500
Regional Utilities Supporting Housing (RUSH)	Los Angeles Department of Water and Power (LADWP)	Los Angeles	Project Powerhouse – Supporting Affordable Housing Development in the City of Los Angeles	\$3,682,203
<b>Total</b>				<b>\$24,980,500</b>

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Subregional Partnership Program (SRP) 2.0	Gateway Cities COG	Los Angeles	Gateway Cities Affordable Housing Trust Seed Funding ("Trust Admin Costs")	\$33,250
Subregional Partnership Program (SRP) 2.0	Gateway Cities COG	Los Angeles	COG Technical Assistance Team	\$948,619
Subregional Partnership Program (SRP) 2.0	Gateway Cities COG	Los Angeles	5% Grant Administration	\$23,750
Subregional Partnership Program (SRP) 2.0	City of Los Angeles	Los Angeles	Housing Element Implementation	\$1,696,212
Subregional Partnership Program (SRP) 2.0	City of Los Angeles	Los Angeles	ADU Home Ownership Ordinance/Accelerating Low-Rise Missing Middle Housing Resource	\$2,360,133
Subregional Partnership Program (SRP) 2.0	City of Los Angeles	Los Angeles	Planning for Housing and Mobility	\$2,407,266
Subregional Partnership Program (SRP) 2.0	City of Los Angeles	Los Angeles	5% Grant Administration	\$340,188
Subregional Partnership Program (SRP) 2.0	County of Los Angeles	Los Angeles	Regional Sewer Model	\$1,466,434
Subregional Partnership Program (SRP) 2.0	County of Los Angeles	Los Angeles	5% Grant Administration	\$77,130
Subregional Partnership Program (SRP) 2.0	Imperial County Transportation Commission	Imperial	City of Westmorland Zoning Map Update, Downtown Overlay Zone and Objective Design Standards	\$175,000
Subregional Partnership Program (SRP) 2.0	Imperial County Transportation Commission	Imperial	City of Calexico: Program Environmental Impact Report for the 6th Cycle Housing Element Rezones Program to meet State Housing Element Requirements	\$250,000
Subregional Partnership Program (SRP) 2.0	Imperial County Transportation Commission	Imperial	City of Imperial Community Development Permit Streamlining	\$40,000

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Subregional Partnership Program (SRP) 2.0	Orange County COG	Orange County	OCS Bench and Housing-related Technical Assistance	\$3,061,843
Subregional Partnership Program (SRP) 2.0	Orange County COG	Orange County	5% Grant Administration	\$63,707
Subregional Partnership Program (SRP) 2.0	Riverside County	Riverside	Riverside County Revolving Loan Fund	\$696,722
Subregional Partnership Program (SRP) 2.0	San Fernando Valley COG	Los Angeles	City of Santa Clarita (Development of Objective Design and Development Standards)	\$250,000
Subregional Partnership Program (SRP) 2.0	San Gabriel Valley COG	Los Angeles	Housing Incubator	\$1,474,700
Subregional Partnership Program (SRP) 2.0	San Gabriel Valley COG	Los Angeles	5% Grant Administration	\$61,391
Subregional Partnership Program (SRP) 2.0	San Bernardino County Transportation Authority/COG	San Bernardino	Accelerating Housing Element Implementation	\$2,248,952
Subregional Partnership Program (SRP) 2.0	San Bernardino County Transportation Authority/COG	San Bernardino	5% Grant Administration	\$118,365
Subregional Partnership Program (SRP) 2.0	South Bay Cities COG	Los Angeles	South Bay Regional Housing Trust	\$232,863
Subregional Partnership Program (SRP) 2.0	South Bay Cities COG	Los Angeles	Commercial Redevelopment into Housing: Extension and Expansion	\$314,731
Subregional Partnership Program (SRP) 2.0	South Bay Cities COG	Los Angeles	5% Grant Administration	\$22,678
Subregional Partnership Program (SRP) 2.0	Ventura County COG	Ventura	AFFH Technical Assistance	\$401,756

Attachment: Attachment REAP 2 Project List\_final\_complete (REAP 2.0 Program Update)

## SCAG REAP 2.0 PROJECT LIST

Program	Applicant	County	Project Name	Award Amount
Subregional Partnership Program (SRP) 2.0	Ventura County COG	Ventura	5% Grant Administration	\$10,000
Subregional Partnership Program (SRP) 2.0	Western Riverside COG	Riverside	Jurisdictional Technical Assistance	\$1,548,343
Subregional Partnership Program (SRP) 2.0	Western Riverside COG	Riverside	5% Grant Administration	\$81,491
Subregional Partnership Program (SRP) 2.0	Westside Cities COG	Los Angeles	WSSCOG Regional Housing Trust Implementation Plan	\$330,176
<b>Total</b>				<b>\$20,735,700</b>



# AGENDA ITEM 8

## REPORT

Southern California Association of Governments  
November 6, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Award Recommendations

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council: (1) approve the FFY 2026-27 and 2027-28 STBG/CMAQ Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary.

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*The Southern California Association of Governments (SCAG), in its role as the designated metropolitan planning organization (MPO), is responsible for the selection of Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ)-funded projects in the SCAG region, which is accomplished through the call for project nomination process outlined in the Federal Fiscal Year (FFY) 2026-27 and FFY 2027-28 STBG/CMAQ Program Guidelines (Program Guidelines). This call for project nomination process aligns with the Compliance Action Plan that was approved by the Regional Council (RC) on February 2, 2023, and subsequently approved by the California Department of Transportation (Caltrans) in coordination with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).*

*Consistent with the Program Guidelines approved by the RC on March 6, 2025, SCAG staff is seeking approval of the FFY 2026-27 and FFY 2027-28 STBG/CMAQ project award and contingency lists. The project award list consists of 130 projects totaling \$1.25 billion. Upon approval of the recommendation, SCAG staff will work with project sponsors to program these funds in the Federal Transportation Improvement Program (FTIP), allowing project sponsors to begin the project obligation process.*

**BACKGROUND:**

The CMAQ program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The STBG program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. Roughly \$300 million in CMAQ and \$300 million in STBG funds for a combined amount of \$600 million annually is apportioned to the SCAG region.

Historically, the six county transportation commissions in the SCAG region selected projects to be funded with STBG and CMAQ dollars. Due to a federal corrective action during SCAG's 2022 federal certification review, this responsibility was shifted to SCAG as the MPO for the region. The federal corrective action was intended to ensure that all eligible entities within the region have opportunities to access these federal funds and to implement the regional transportation plan, including advancement of federal performance measures. As of July 1, 2023, SCAG is responsible for the selection of projects funded by STBG and CMAQ within the SCAG region. SCAG's project selection process aligns with the Compliance Action Plan that was approved by the RC in February 2023 and subsequently approved by Caltrans in coordination with FHWA and FTA. In March 2025, the RC approved the Program Guidelines and authorized the Executive Director to initiate the related call for project nominations.

Overall, the Program Guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding.
- SCAG initiates a regional call for project nominations.
- The county transportation commissions participate in the process by informing and engaging with eligible project applicants, developing county-level prioritization frameworks, and reviewing project nominations in each county against county priorities.
- SCAG evaluates project nominations against program criteria and develops a project recommendation list for RC approval.

This project selection process is the region's principal demonstration of a regionwide, data-driven, and performance-based project selection process fulfilling federal requirements of SCAG in its role as the region's MPO. In accordance with the Program Guidelines, project nominations were evaluated on effectiveness in advancing federal performance measures, alignment with transportation investment priorities outlined in Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Community Strategy), and SCAG Presidential Priorities and Objectives. As such, this process is a critical Connect SoCal implementation tool.

In collaboration with the county transportation commissions, SCAG is currently developing programming procedures that will guide post-award activity for the SCAG-selected projects. These procedures will provide more flexibility for county transportation commissions and project sponsors to facilitate project delivery. Topics will include FTIP programming, obligation deadlines and management, post-award changes, and regional coordination efforts. SCAG staff will return to the RC for approval of these programming procedures at a future date.

**OUTREACH:**

Following approval of the Program Guidelines, SCAG hosted two general program workshops for interested applicants to learn about program and application requirements. These workshops were recorded, and along with the presentation materials, were subsequently published on SCAG's [STBG/CMAQ Program webpage](#). Additionally, in partnership with the region's six county transportation commissions, SCAG hosted county-specific workshops upon request, which allowed interested applicants to learn about the county transportation commissions' roles and requirements. An additional Los Angeles County workshop was requested and hosted for applicants interested in applying for projects that would support the 2028 Summer Olympic and Paralympic Games.

During the month of April, SCAG offered office hours for potential applicants, which resulted in over 30 office hours appointments.

Additionally, SCAG published responses to 20 Frequently Asked Questions on the program webpage, as well as the Application Guidebook for STBG/CMAQ Grant Program Funding to support applicants in navigating the online application system.

SCAG conducted outreach supporting the solicitation for project nominations through RC meeting announcements, newsletter blurbs, and postings on the SCAG website.

Additionally, several county transportation commissions conducted county-specific outreach activities as required through the Program Guidelines. County-specific outreach included collecting solicitations of interest from eligible applicants, conducting consultations with interested applicants, and soliciting feedback to inform their project prioritization frameworks. All county transportation commissions were required to inform and distribute their project prioritization frameworks to eligible applicants in their jurisdiction, and to publish the approved project prioritization frameworks on their webpage for ease of access by eligible applicants.

A summary of the outreach activities by each county transportation commission is provided below.

CTC	Outreach Activities
Imperial County Transportation Commission (ICTC)	<ul style="list-style-type: none"> <li>• ICTC informed eligible applicants in Imperial County about SCAG general program workshops.</li> <li>• In partnership with SCAG, ICTC cohosted a county-specific program workshop.</li> <li>• Program announcements, updates, and presentations took place at multiple meetings of the ICTC Technical Advisory Committee (TAC), Management Committee, and Commission.</li> <li>• Program information and materials were published on ICTC’s website.</li> </ul>
Los Angeles County Metropolitan Transportation Authority (LA Metro)	<ul style="list-style-type: none"> <li>• LA Metro informed eligible applicants in Los Angeles County about SCAG general program workshops.</li> <li>• In partnership with SCAG, LA Metro cohosted two county-specific program workshops.</li> <li>• LA Metro sent program announcements to Council of Government Executive Directors, regional partners, and local agencies.</li> <li>• During the application period, LA Metro offered office hours twice a week for two hours each day to interested applicants.</li> <li>• LA Metro established a dedicated email account for program communications.</li> </ul>
Orange County Transportation Authority (OCTA)	<ul style="list-style-type: none"> <li>• OCTA informed eligible applicants in Orange County about SCAG general program workshops.</li> <li>• In partnership with SCAG, OCTA cohosted a county-specific program workshop.</li> <li>• OCTA requested letters of interest from eligible applicants in Orange County.</li> <li>• OCTA responded to program comments/questions via phone call and email.</li> <li>• Program presentations took place at multiple meetings of the OCTA TAC.</li> </ul>

CTC	Outreach Activities
Riverside County Transportation Commission (RCTC)	<ul style="list-style-type: none"> <li>• RCTC informed eligible applicants in Riverside County about SCAG general program workshops.</li> <li>• In partnership with SCAG, RCTC cohosted a county-specific program workshop.</li> <li>• Coordinated with the Coachella Valley Association of Governments on the development of project prioritization framework.</li> <li>• Program presentations took place at multiple meetings of the RCTC TAC and RCTC’s bimonthly Transit Roundtable meeting.</li> <li>• RCTC sent notifications on program updates to eligible applicants, TAC members, and mailing lists.</li> <li>• RCTC conducted presentations to its TAC, bimonthly Transit Roundtable group, Budget and Implementation Committee, and full Board.</li> <li>• RCTC responded to program comments/questions via phone call and email.</li> </ul>
San Bernardino County Transportation Authority (SBCTA)	<ul style="list-style-type: none"> <li>• SBCTA informed eligible applicants in San Bernardino County about SCAG general program workshops.</li> <li>• SBCTA solicited feedback through a comment period as part of the development of their project prioritization framework.</li> <li>• Program presentations took place at the SBCTA TAC.</li> </ul>
Ventura County Transportation Commission (VCTC)	<ul style="list-style-type: none"> <li>• VCTC informed eligible applicants in Ventura County about SCAG general program workshops.</li> <li>• In partnership with SCAG, VCTC cohosted a county-specific program workshop.</li> <li>• VCTC discussed the prioritization approach with the Transit Operators Advisory Committee and the Transportation Technical Advisory Committee.</li> </ul>

**SUMMARY OF REVIEW PROCESS:**

On March 6, 2025, SCAG initiated the FFY 2026-27 and FFY 2027-28 STBG/CMAQ call for project nominations. The application period closed on May 16, 2025. In total, SCAG received 257 applications requesting over \$3 billion.

The county transportation commissions applied their approved project prioritization framework to project nominations submitted within their county and developed project prioritization packages for SCAG’s consideration during final project selection. These project prioritization packages were due to SCAG on August 1, 2025.

SCAG’s review process included:

- *Eligibility:* SCAG staff reviewed submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal, state, and regional policies. Project elements were reviewed to ensure eligibility for the fund source requested.
- *Evaluation of scored criteria:* Proposals were reviewed and scored by four-member panels according to the scoring rubric outlined in the Program Guidelines.
- *Program balancing:* To achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff adjusted project prioritization based on the following factors:
  - Performance-based county targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
  - Relative funding availability,
  - Overall program balancing for a variety of project types, equitable investments, and regional diversity, and
  - Assessment of project readiness and project schedule feasibility as it relates to the years in which funds are available and timely use of funds requirements.

The project applications recommended for CMAQ funding were sent to the local air districts within the region for review.

**SUMMARY OF AWARD RECOMMENDATIONS:**

SCAG recommends funding for 130 projects. A full project award list and contingency list are available in Attachment 1. These projects are well-aligned with the federal funding programs’ intent and SCAG goals. A summary of awards across counties is provided below.

County	Projects Requested	Funding Requested (\$000s)	Fully Funded	Partially Funded	Unfunded	Total Award (\$000s)
Imperial	15	\$23,753	11	1	3	\$11,444
Los Angeles	105	\$2,027,482	23	14	68	\$675,194
Orange	67	\$419,734	20	15	32	\$215,569
Riverside	17	\$327,755	4	2	11	\$152,861
San Bernardino	23	\$163,325	18	1	4	\$147,281
Ventura	30	\$92,123	20	3	7	\$47,944
<b>Total SCAG Region</b>	<b>257</b>	<b>\$3,054,172</b>	<b>95</b>	<b>35</b>	<b>127</b>	<b>\$1,250,293</b>

Project awards are split across the two funding programs:

- \$615.956 million of CMAQ funding awarded.
- \$634.337 million of STBG funding awarded.



With the FFY 2026-27 and FFY 2027-28 STBG/CMAQ project awards, SCAG will fund a diverse set of multimodal transportation projects throughout the region implementing the goals of Connect SoCal 2024. A summary of the awards by project type is provided below.

Project Type	Award Amount (\$000s)	Number of Projects
Transit and Multimodal Integration	\$465,527	22
Transportation System Management and Goods Movement	\$334,083	19
Clean Transportation	\$200,475	25
Complete Streets	\$180,279	39
System Preservation	\$51,435	23
Transportation Demand Management	\$14,143	3
Resilience of At-Risk Infrastructure	\$4,351	1

Please note that the contingency list projects will be awarded as funding becomes available (e.g., due to an awarded project’s inability to deliver within the obligation timeline or due to increased apportionment estimates). Available funding will be prioritized for partially awarded projects and projects on the contingency list with a Highly Recommended ranking.

Projects on the not recommended list may resubmit their application in the upcoming call cycle to be considered for funding awards. The next call for project nominations is anticipated to take place in calendar year 2027.

**NEXT STEPS:**

Upon approval by the RC, SCAG staff will work with project sponsors and the county transportation commissions to program these funds into the FTIP, which will allow the sponsors to begin the obligation process. SCAG staff will also return to RC with the programming procedures at a future date.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List
2. PowerPoint Presentation - FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Selection and Award Recommendations
3. Final STBG-CMAQ Compliance Action Plan for SCAG Region

**Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Funding Awards for SCAG Selected Projects  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested	STBG Funding Recommended	CMAQ Funding Recommended	Total Funding Recommended <sup>1</sup>
ICTC	Highly Recommended	City of El Centro	8th Street and Aurora Drive Intersection Improvements	\$ 1,063	\$ 1,063	\$ -	\$ 1,063
ICTC	Highly Recommended	City of Holtville	Melon Road Pedestrian Improvements Phase 3 between 7th Street and 6th Street	\$ 436	\$ -	\$ 436	\$ 436
ICTC	Highly Recommended	County of Imperial	Niland Community Sidewalk Improvements on Various Roads Project	\$ 1,309	\$ -	\$ 1,309	\$ 1,309
ICTC	Recommended	City of Calipatria	Railroad Avenue Pedestrian Improvements between Main Street/SR-115 and Date Street	\$ 519	\$ -	\$ 519	\$ 519
ICTC	Recommended	City of El Centro	La Brucherie Road Rehabilitation Project	\$ 3,391	\$ 3,391	\$ -	\$ 3,391
ICTC	Recommended	City of Holtville	Cedar Avenue Road Rehabilitation between 4th Street and 5th Street	\$ 401	\$ 401	\$ -	\$ 401
ICTC	Recommended	City of Holtville	Melon Road Pedestrian Improvements Phase 1 between 9th Street and 8th Street	\$ 375	\$ -	\$ 375	\$ 375
ICTC	Recommended	City of Holtville	Melon Road Pedestrian Improvements Phase 2 between 8th Street and 7th Street	\$ 406	\$ -	\$ 406	\$ 406
ICTC	Recommended	City of Imperial	Old SR-86 Bike Lane and Sidewalk between Aten Boulevard and 15th Street	\$ 3,443	\$ -	\$ 218	\$ 218
ICTC	Recommended	County of Imperial	Clark Road Rehabilitation From 0.5 Miles North of Heber Road to City of El Centro City Limits	\$ 1,119	\$ 1,119	\$ -	\$ 1,119
ICTC	Recommended	County of Imperial	Dogwood Road Pavement Rehabilitation Improvements Project	\$ 1,526	\$ 1,526	\$ -	\$ 1,526
ICTC	Contingency	City of Calexico	Cole Road between SR-98 and Bowker Road	\$ 681	\$ 681	\$ -	\$ 681
LAMTA	Highly Recommended	Access Services Inc.	ADA Complementary Paratransit Services and Southern Region (Avalon) facility rehabilitation	\$ 283,168	\$ 131,807	\$ -	\$ 131,807
LAMTA	Highly Recommended	City of Bell Gardens	Bell Gardens Pedestrian Bridge Over Interstate-710 & LA River	\$ 2,382	\$ 2,382	\$ -	\$ 2,382
LAMTA	Highly Recommended	City of Bell Gardens	Citywide Zero Emissions Master Plan	\$ 266	\$ 266	\$ -	\$ 266
LAMTA	Highly Recommended	City of Burbank	Olive Avenue Bridge Replacement	\$ 20,436	\$ 2,106	\$ -	\$ 2,106
LAMTA	Highly Recommended	City of Commerce	The City of Commerce Transit's Battery Electric Bus and Infrastructure Deployment Project	\$ 20,955	\$ -	\$ 20,955	\$ 20,955
LAMTA	Highly Recommended	City of Culver City	Culver City Transit Center Future Visioning Study	\$ 500	\$ 500	\$ -	\$ 500
LAMTA	Highly Recommended	City of Glendale	North Verdugo Multi-Modal Improvements Project	\$ 24,700	\$ 22,308	\$ 2,392	\$ 24,700
LAMTA	Highly Recommended	City of Lancaster	SR-14 (SR-138) Highway Equity Corridor Improvements Program - Avenue M Interchange Project	\$ 29,428	\$ 29,428	\$ -	\$ 29,428
LAMTA	Highly Recommended	City of Long Beach	Harbor Scenic Drive Enhancements	\$ 26,965	\$ 19,695	\$ 1,716	\$ 21,411
LAMTA	Highly Recommended	City of Long Beach	Pacific Avenue Cycle Track Project	\$ 15,000	\$ 15,000	\$ -	\$ 15,000
LAMTA	Highly Recommended	City of Los Angeles	Mission Mile Sepulveda: Visioning for a Safe and Active Community	\$ 32,000	\$ 25,139	\$ -	\$ 25,139
LAMTA	Highly Recommended	City of Los Angeles	Valley Boulevard Multi Modal Transportation Improvements	\$ 22,400	\$ -	\$ 22,400	\$ 22,400
LAMTA	Highly Recommended	City of Pasadena	Villa Street Complete Street Project	\$ 7,127	\$ 575	\$ -	\$ 575
LAMTA	Highly Recommended	City of Pasadena	Phase #2: Eight Fuel Cell Electric Buses for the Pasadena Transit System Legacy Project #MoreServiceLessEmissions	\$ 11,775	\$ -	\$ 11,775	\$ 11,775
LAMTA	Highly Recommended	City of Santa Clarita, Transit	Transit Maintenance Facility Solar Panel and Energy Storage Upgrades	\$ 4,604	\$ -	\$ 4,604	\$ 4,604
LAMTA	Highly Recommended	City of Torrance	Connect Torrance Microtransit	\$ 4,000	\$ -	\$ 4,000	\$ 4,000
LAMTA	Highly Recommended	County of Los Angeles	Altadena Integrated Smart Intersections	\$ 4,351	\$ -	\$ 4,351	\$ 4,351
LAMTA	Highly Recommended	County of Los Angeles	Atlantic Boulevard Traffic Corridor Improvement Project	\$ 1,026	\$ -	\$ 1,026	\$ 1,026
LAMTA	Highly Recommended	County of Los Angeles	Interstate-110 Congestion Mitigation Improvements	\$ 1,270	\$ -	\$ 1,270	\$ 1,270
LAMTA	Highly Recommended	County of Los Angeles	Norwalk Boulevard Vision Zero Pedestrian Safety Project	\$ 2,213	\$ 2,213	\$ -	\$ 2,213
LAMTA	Highly Recommended	County of Los Angeles	Vision Zero - City Terrace Complete Streets Project	\$ 4,669	\$ 2,779	\$ -	\$ 2,779
LAMTA	Highly Recommended	County of Los Angeles	Whittier Boulevard Mobility Enhancements	\$ 3,098	\$ 3,098	\$ -	\$ 3,098
LAMTA	Highly Recommended	Long Beach Transit	Long Beach Transit Clean Fleet and Service Expansion for LA28 and Beyond	\$ 15,103	\$ -	\$ 15,103	\$ 15,103
LAMTA	Highly Recommended	LAMTA	Los Angeles Metro Charging Infrastructure and Zero Emission Bus Project	\$ 104,623	\$ -	\$ 10,174	\$ 10,174
LAMTA	Highly Recommended	LAMTA	2028 Games A and E Lines Operational Improvements Project	\$ 87,183	\$ 19,617	\$ -	\$ 19,617
LAMTA	Highly Recommended	LAMTA	2028 Games Customer Experience Improvements at Downtown LA Stations Project	\$ 73,624	\$ 19,876	\$ -	\$ 19,876

Attachment: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List (FFY 2026-27 & FFY

**Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Funding Awards for SCAG Selected Projects  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested	STBG Funding Recommended	CMAQ Funding Recommended	Total Funding Recommended <sup>1</sup>
LAMTA	Highly Recommended	LAMTA	2028 Games Metro Mobility Hubs	\$ 55,000	\$ 6,861	\$ -	\$ 6,861
LAMTA	Highly Recommended	LAMTA	2028 Games Transportation Demand Management Implementation Project	\$ 10,000	\$ -	\$ 10,000	\$ 10,000
LAMTA	Highly Recommended	LAMTA	2028 Games Washington/Flower Multimodal Mobility Improvements	\$ 13,273	\$ -	\$ 13,273	\$ 13,273
LAMTA	Highly Recommended	LAMTA	Interstate -10 ExpressLanes Extension Project	\$ 68,000	\$ 34,000	\$ -	\$ 34,000
LAMTA	Highly Recommended	LAMTA	Metro Rail Operations – A Line Extension Glendora to Pomona	\$ 98,600	\$ -	\$ 48,800	\$ 48,800
LAMTA	Highly Recommended	LAMTA	Metro Rail Operations – D Line Subway Extension Project	\$ 37,700	\$ -	\$ 37,700	\$ 37,700
LAMTA	Highly Recommended	LAMTA	Transit Signal Priority and Automated Traffic Signal Performance Measures Project	\$ 23,017	\$ -	\$ 1,771	\$ 1,771
LAMTA	Highly Recommended	LAMTA	Vermont Transit Corridor	\$ 106,339	\$ -	\$ 106,339	\$ 106,339
LAMTA	Highly Recommended	San Gabriel Valley Council of Governments	Arrow Highway & Cambridge Avenue Improvements Project	\$ 1,000	\$ -	\$ 1,000	\$ 1,000
LAMTA	Highly Recommended	San Gabriel Valley Council of Governments	Glendora Avenue & Grand Avenue Complete Streets Project	\$ 710	\$ -	\$ 710	\$ 710
LAMTA	Highly Recommended	Southern California Regional Rail Authority	Metrolink Antelope Valley Line Capital and Service Improvements Phase 1	\$ 205,690	\$ -	\$ 18,185	\$ 18,185
OCTA	Highly Recommended	City of Anaheim	Anaheim Boulevard Rehabilitation: La Palma Avenue to East Simmonds Avenue	\$ 6,947	\$ 6,947	\$ -	\$ 6,947
OCTA	Highly Recommended	City of Anaheim	Santa Ana River Multimodal Bridge	\$ 7,000	\$ -	\$ 7,000	\$ 7,000
OCTA	Highly Recommended	City of Costa Mesa	Adams Avenue Active Transportation Improvements – Multipurpose Trails	\$ 2,777	\$ -	\$ 2,777	\$ 2,777
OCTA	Highly Recommended	City of Costa Mesa	Fair Drive For All Project	\$ 7,000	\$ -	\$ 679	\$ 679
OCTA	Highly Recommended	City of Fullerton	Euclid Street – Valencia Drive to SR-91 FWY Project	\$ 4,984	\$ 324	\$ -	\$ 324
OCTA	Highly Recommended	City of Santa Ana	Euclid Street Vision Zero Improvement Project Segment 1 - First Street to McFadden Avenue	\$ 5,699	\$ 2,849	\$ 2,850	\$ 5,699
OCTA	Highly Recommended	City of Santa Ana	Euclid Street Vision Zero Improvement Project Segment 2 - Hazard Avenue to First Street	\$ 5,092	\$ 2,546	\$ 2,546	\$ 5,092
OCTA	Highly Recommended	City of Tustin	Red Hill Avenue Rehabilitation Project (Sycamore Avenue to Bryan Avenue)	\$ 7,000	\$ 4,500	\$ 2,500	\$ 7,000
OCTA	Highly Recommended	OCTA	Alternate Fuel Replacement Buses (18)	\$ 30,000	\$ -	\$ 30,000	\$ 30,000
OCTA	Highly Recommended	OCTA	First Street Complete Streets and Transit Signal Priority	\$ 12,000	\$ -	\$ 2,000	\$ 2,000
OCTA	Highly Recommended	OCTA	Metrolink Rehabilitation (2 years)	\$ 30,000	\$ 22,000	\$ -	\$ 22,000
OCTA	Highly Recommended	OCTA	OC Connect	\$ 25,000	\$ 1,289	\$ 13,131	\$ 14,420
OCTA	Highly Recommended	Southern California Regional Rail Authority	PCH Bridge Replacement (SCRRA Orange Subdivision, MP 200.2)	\$ 5,544	\$ 4,990	\$ 554	\$ 5,544
OCTA	Recommended	City of Brea	Tracks at Brea Final Phase Gap Closure	\$ 1,771	\$ 1,771	\$ -	\$ 1,771
OCTA	Recommended	City of Buena Park	Commonwealth Avenue Complete Streets and Pavement Rehabilitation Project	\$ 2,921	\$ 2,921	\$ -	\$ 2,921
OCTA	Recommended	City of Fountain Valley	Rehabilitation and Resurfacing of Talbert Avenue, from East City Limit to Ward Street	\$ 2,640	\$ 2,640	\$ -	\$ 2,640
OCTA	Recommended	City of Fullerton	Yorba Linda Boulevard – State College Boulevard to Bradford Avenue Street Rehabilitation Project	\$ 6,383	\$ 290	\$ -	\$ 290
OCTA	Recommended	City of Huntington Beach	Garfield and Goldenwest Roadway Improvements	\$ 6,197	\$ 531	\$ -	\$ 531
OCTA	Recommended	City of Huntington Beach	Goldenwest Roadway Improvements	\$ 6,197	\$ 531	\$ -	\$ 531
OCTA	Recommended	City of Irvine	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	\$ 4,000	\$ 800	\$ 3,200	\$ 4,000
OCTA	Recommended	City of Laguna Beach	Laguna Canyon Road: Protect & Connect	\$ 7,000	\$ 3,500	\$ 3,500	\$ 7,000
OCTA	Recommended	City of Mission Viejo	Marguerite Parkway Roadway Rehabilitation	\$ 3,063	\$ 400	\$ -	\$ 400
OCTA	Recommended	City of Orange	Santiago Canyon Road Rehabilitation Project	\$ 3,388	\$ 238	\$ -	\$ 238
OCTA	Recommended	City of Placentia	Palm Drive	\$ 4,200	\$ 339	\$ -	\$ 339
OCTA	Recommended	City of Placentia	Rose Drive	\$ 2,651	\$ 189	\$ -	\$ 189
OCTA	Recommended	City of San Clemente	San Clemente North Beach Train Station Area Improvements and TDMP	\$ 4,250	\$ 850	\$ -	\$ 850
OCTA	Recommended	City of Santa Ana	Euclid Street Vision Zero Improvement Project Segment 3 - McFadden Avenue to Edinger Avenue	\$ 4,671	\$ 1,856	\$ 2,815	\$ 4,671
OCTA	Recommended	City of Stanton	Western Avenue Rehabilitation Project	\$ 2,000	\$ 2,000	\$ -	\$ 2,000
OCTA	Recommended	City of Seal Beach	Seal Beach Boulevard Pavement Rehabilitation	\$ 5,520	\$ 1,104	\$ -	\$ 1,104

Attachment: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List (FFY 2026-27 & FFY

**Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Funding Awards for SCAG Selected Projects  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested	STBG Funding Recommended	CMAQ Funding Recommended	Total Funding Recommended <sup>1</sup>
OCTA	Recommended	City of Tustin	Jamboree Road Rehabilitation Project (Interstate 5 to Portola Parkway)	\$ 7,000	\$ 7,000	\$ -	\$ 7,000
OCTA	Recommended	City of Tustin	Tustin Ranch Road Pedestrian Bridge	\$ 7,000	\$ 1,500	\$ 5,500	\$ 7,000
OCTA	Recommended	City of Westminster	Goldenwest Street Improvements	\$ 5,492	\$ 5,492	\$ -	\$ 5,492
OCTA	Recommended	City of Yorba Linda	Yorba Linda Boulevard/Savi Ranch Class I/IV Bikeway (Savi Ranch Parkway Widening and Connect Savi Ranch)	\$ 2,416	\$ 1,208	\$ 1,208	\$ 2,416
OCTA	Recommended	OCTA	Interstate 5 Improvements from San Diego County Line to Avenida Pico	\$ 40,000	\$ 28,404	\$ 11,596	\$ 40,000
OCTA	Recommended	OCTA	OC Streetcar Operations	\$ 14,676	\$ -	\$ 14,704	\$ 14,704
RCTC	Highly Recommended	City of Beaumont	Pennsylvania Avenue Grade Separation Project	\$ 14,450	\$ 7,225	\$ -	\$ 7,225
RCTC	Highly Recommended	City of Indio	Interstate 10 Monroe Interchange Improvements Project	\$ 30,000	\$ 30,000	\$ -	\$ 30,000
RCTC	Highly Recommended	City of Palm Desert	Traffic Management System Replacement	\$ 885	\$ -	\$ 885	\$ 885
RCTC	Highly Recommended	Coachella Valley Association of Governments	Coachella Valley Arts and Music Line	\$ 20,000	\$ -	\$ 20,000	\$ 20,000
RCTC	Highly Recommended	RCTC	Interstate 15 Express Lanes Project - Southern Extension	\$ 120,000	\$ 37,410	\$ 50,341	\$ 87,751
RCTC	Highly Recommended	Riverside Transit Agency	Purchase of 10 Replacement Zero-Emission Buses	\$ 7,000	\$ -	\$ 7,000	\$ 7,000
SBCTA	Highly Recommended	Morongo Basin Transit Authority	FFY27 Clean Fleet Expansion: Adding One CNG Transit Vehicle to Meet Growing Demand	\$ 186	\$ -	\$ 186	\$ 186
SBCTA	Highly Recommended	Morongo Basin Transit Authority	FFY27 Clean Fleet Renewal: Replacing Three Aging Transit Vehicles for Safer, Greener Mobility	\$ 667	\$ -	\$ 667	\$ 667
SBCTA	Highly Recommended	Morongo Basin Transit Authority	FFY28 Greener Mobility: Expanding Demand Response with Clean CNG Transit	\$ 362	\$ -	\$ 362	\$ 362
SBCTA	Highly Recommended	Morongo Basin Transit Authority	FFY28 Investing in Access: One Vehicle Replacement for Safer, Sustainable Transit	\$ 233	\$ -	\$ 233	\$ 233
SBCTA	Highly Recommended	Mountain Area Regional Transit Authority	Electric Cutaway Bus Replacements	\$ 3,572	\$ -	\$ 3,572	\$ 3,572
SBCTA	Highly Recommended	Omnitrans	Buses-Replacement-Alternative Fuel	\$ 20,260	\$ -	\$ 20,260	\$ 20,260
SBCTA	Highly Recommended	Omnitrans	Buses-Replacement-Alternative Fuel	\$ 24,957	\$ -	\$ 24,957	\$ 24,957
SBCTA	Highly Recommended	Omnitrans	Less-than-30-Foot Vehicles-Replacement	\$ 2,109	\$ -	\$ 2,109	\$ 2,109
SBCTA	Highly Recommended	Omnitrans	Less-than-30-Foot Vehicles-Replacement	\$ 2,185	\$ -	\$ 2,185	\$ 2,185
SBCTA	Highly Recommended	Omnitrans	Maintenance/Storage Facility-Upgrade	\$ 4,000	\$ -	\$ 4,000	\$ 4,000
SBCTA	Highly Recommended	San Bernardino County	US 95 Havasu Lake Road Intersection Improvements	\$ 788	\$ 788	\$ -	\$ 788
SBCTA	Highly Recommended	SBCTA	Interstate 10 Corridor Freight and Managed Lane Project (Contract 2B)	\$ 60,000	\$ 60,000	\$ -	\$ 60,000
SBCTA	Highly Recommended	SBCTA	Transportation Demand Management/Rideshare Program Implementation	\$ 3,700	\$ -	\$ 3,700	\$ 3,700
SBCTA	Highly Recommended	Victor Valley Transit Authority	Fuel Cell Electric Bus Purchase	\$ 6,616	\$ -	\$ 6,616	\$ 6,616
SBCTA	Recommended	City of Apple Valley	Yucca Loma Road Rehab and Widening Rincon Road to Navajo Road	\$ 5,841	\$ 5,841	\$ -	\$ 5,841
SBCTA	Recommended	City of Victorville	Mojave Drive Street Improvements	\$ 4,370	\$ 4,370	\$ -	\$ 4,370
SBCTA	Recommended	San Bernardino County	National Trails Highway Bridges Replacement Project Phase 3	\$ 3,150	\$ 3,150	\$ -	\$ 3,150
SBCTA	Recommended	SBCTA	State Route 62 Operational and Channelization Project	\$ 3,984	\$ 3,984	\$ -	\$ 3,984
SBCTA	Contingency	City of Needles	The River Road and River Street Rehabilitation Project	\$ 2,801	\$ 301	\$ -	\$ 301
VCTC	Highly Recommended	City of Camarillo	Mountain Fire Adaptive Signal Infrastructure Improvement Project	\$ 2,744	\$ -	\$ 2,744	\$ 2,744
VCTC	Highly Recommended	City of Oxnard	Accessible Pedestrian Enhancements	\$ 575	\$ 575	\$ -	\$ 575
VCTC	Highly Recommended	City of Oxnard	Oxnard Boulevard Bicycle and Pedestrian Facilities	\$ 1,700	\$ 1,700	\$ -	\$ 1,700
VCTC	Highly Recommended	City of Santa Paula	Santa Paula Trail Connectivity Project: Closing the Gap to Recreation, Safety, and Mobility	\$ 4,189	\$ -	\$ 4,189	\$ 4,189
VCTC	Highly Recommended	Gold Coast Transit District	GCTD Demand Response Alternative Fuel Vehicle Replacement	\$ 1,785	\$ 1,785	\$ -	\$ 1,785
VCTC	Highly Recommended	Gold Coast Transit District	GCTD Fixed Route Fleet Modernization Phase 1	\$ 5,786	\$ -	\$ 5,786	\$ 5,786
VCTC	Highly Recommended	Gold Coast Transit District	GCTD Fixed Route Fleet Modernization Phase 2	\$ 3,874	\$ -	\$ 331	\$ 331
VCTC	Highly Recommended	Oxnard Harbor District	Port of Hueneme North Terminal Shore Power Project	\$ 4,000	\$ -	\$ 4,000	\$ 4,000

Attachment: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List (FFY 2026-27 & FFY

**Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Funding Awards for SCAG Selected Projects  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested	STBG Funding Recommended	CMAQ Funding Recommended	Total Funding Recommended <sup>1</sup>
VCTC	Highly Recommended	VCTC	Regional Rideshare Program	\$ 443	\$ -	\$ 443	\$ 443
VCTC	Highly Recommended	VCTC	US 101 HOV LANES <sup>2</sup>	\$ -	\$ -	\$ -	\$ -
VCTC	Highly Recommended	VCTC	VCTC Intercity Service Expansion	\$ 500	\$ -	\$ 500	\$ 500
VCTC	Highly Recommended	VCTC	Ventura County Adaptive Ramp Metering Feasibility Study	\$ 531	\$ 531	\$ -	\$ 531
VCTC	Recommended	City of Camarillo	Pleasant Valley Road Bike Lanes	\$ 4,000	\$ 4,000	\$ -	\$ 4,000
VCTC	Recommended	City of Ojai	Pedestrian and Bike Safety Improvements; Ojai Avenue and Maricopa Highway	\$ 3,541	\$ 3,541	\$ -	\$ 3,541
VCTC	Recommended	City of Port Hueneme	Port Hueneme Road Corridor and Enhancement Reconstruction	\$ 3,983	\$ 221	\$ -	\$ 221
VCTC	Recommended	City of Thousand Oaks	Lynn Road Bike Lane and Pedestrian Improvements	\$ 2,000	\$ 2,000	\$ -	\$ 2,000
VCTC	Recommended	City of Thousand Oaks	Thousand Oaks Transportation Center Electric Vehicle Infrastructure	\$ 1,549	\$ 1,549	\$ -	\$ 1,549
VCTC	Recommended	City of Ventura	Eastside Neighborhood Greenway	\$ 6,425	\$ 230	\$ 425	\$ 655
VCTC	Recommended	City of Ventura	Residential Street Sidewalk and HAWK Signal	\$ 1,438	\$ 896	\$ 542	\$ 1,438
VCTC	Recommended	County of Ventura	Piru Pedestrian Improvements	\$ 4,700	\$ 4,700	\$ -	\$ 4,700
VCTC	Recommended	County of Ventura	Saticoy Pedestrian Improvements	\$ 4,700	\$ 4,700	\$ -	\$ 4,700
VCTC	Recommended	VCTC	Countywide Transit Outreach Activities	\$ 1,387		\$ 1,387	\$ 1,387
VCTC	Recommended	VCTC	Valley Express Service Expansion	\$ 1,169		\$ 1,169	\$ 1,169

1. Projects that are awarded partial funding will have their remaining unfunded balance placed on the contingency list.
2. Project will be designated a SCAG selected project. No new funding requested.

ADA - The Americans with Disabilities Act  
 CMAQ - Congestion Mitigation and Air Quality Improvement Program  
 CNG - Compressed Natural Gas  
 CTC - County Transportation Commission  
 FFY - Federal Fiscal Year  
 GCTD - Gold Coast Transit District  
 HAWK - High Intensity Activated Crosswalk  
 HOV - High-Occupancy Vehicle  
 ICTC - Imperial County Transportation Commission  
 LAMTA - Los Angeles County Metropolitan Transportation Authority  
 MP - Milepost  
 OCTA - Orange County Transportation Authority  
 RCTC - Riverside County Transportation Commission  
 SBCTA - San Bernardino County Transportation Authority  
 SCRRA - Southern California Regional Rail Authority  
 SR - State Route  
 STBG - Surface Transportation Block Grant Program  
 TDMP - Transportation Demand Management Plan  
 VCTC - Ventura County Transportation Commission

Attachment: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List (FFY 2026-27 & FFY

**STBG/CMAQ Contingency List - SCAG Selected Projects contingent on funding becoming available.  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
ICTC	Contingency	City of Calexico	Encinas Avenue between SR-98 and 2nd Street Rehabilitation Project	\$ 1,591
ICTC	Contingency	City of Calipatria	West Main Street Roadway Improvements between International Boulevard and Lyerly Road	\$ 1,445
ICTC	Contingency	City of Imperial	Old SR-86 Rehabilitation between Ralph Road and Treshill Road	\$ 6,048
LAMTA	Highly Recommended	City of Culver City	Better Overland and Safer Fox Hills	\$ 39,460
LAMTA	Highly Recommended	City of Culver City	Culver City Hydrogen Bus Project	\$ 4,232
LAMTA	Highly Recommended	City of Culver City	Culver City Bus Facility Partial Electrification Project	\$ 11,000
LAMTA	Highly Recommended	City of Inglewood	Olympic Games Route Network Implementation and I-Line Improvements	\$ 14,645
LAMTA	Highly Recommended	City of Pasadena	Hydrogen to Go: Fueling Olympic Transit Expansion Project (H2GO)	\$ 23,798
LAMTA	Highly Recommended	County of Los Angeles	Ford Boulevard Traffic Corridor Improvement Project	\$ 899
LAMTA	Highly Recommended	County of Los Angeles	Whittier Boulevard ITS Improvements Project	\$ 363
LAMTA	Highly Recommended	County of Los Angeles	Cesar Chavez Avenue TSSP and ITS Improvements Project	\$ 1,186
LAMTA	Highly Recommended	County of Los Angeles	Floral Drive Traffic Corridor Improvement Project	\$ 120
LAMTA	Highly Recommended	County of Los Angeles	Olympic Boulevard ITS Improvements Project	\$ 902
LAMTA	Highly Recommended	County of Los Angeles	Eastern Avenue Traffic Corridor Improvement Project	\$ 932
LAMTA	Highly Recommended	County of Los Angeles	1st Street TSSP and ITS Improvements Project	\$ 4,179
LAMTA	Highly Recommended	County of Los Angeles	East Los Angeles Intelligent Transportation Systems Enhancements Project	\$ 324
LAMTA	Highly Recommended	County of Los Angeles	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project	\$ 5,622
LAMTA	Highly Recommended	LAMTA	Mobility Wallet - Phase 4	\$ 20,000
LAMTA	Highly Recommended	San Gabriel Valley Council of Governments	Glendora People Movement Project	\$ 16,962
LAMTA	Highly Recommended	San Gabriel Valley Council of Governments	San Gabriel Valley Bus Corridor Transit Improvement Project	\$ 14,366
LAMTA	Recommended	City of El Monte	El Monte Traffic Mitigation Operations Center	\$ 5,625
LAMTA	Recommended	City of Hermosa Beach	Roadway System Pavement Rehabilitation	\$ 2,560
LAMTA	Recommended	City of La Puente	La Puente Plaza Park Project	\$ 2,391
LAMTA	Recommended	City of Los Angeles	Eastern Ave Multi Modal Transportation Improvements	\$ 12,500
LAMTA	Recommended	City of Los Angeles	Western Our Way: Walk and Wheel Improvement Project	\$ 15,500
LAMTA	Recommended	City of Los Angeles	SR 710 Huntington Drive Multi Modal Transportation Improvements	\$ 5,000
LAMTA	Recommended	City of Los Angeles	Osborne Street: Path to Park Access Project	\$ 12,000
LAMTA	Recommended	City of Los Angeles	Broadway-Manchester Active Transportation Equity Project	\$ 38,701
LAMTA	Recommended	City of Los Angeles	Connecting Canoga Park Through Safety and Urban Cooling Improvements	\$ 15,000
LAMTA	Recommended	City of Santa Clarita, Transit	Regional Mobility Hub Upgrades	\$ 1,033
LAMTA	Recommended	County of Los Angeles	East Rancho Dominguez Pedestrian Safety Enhancements	\$ 1,150

Attachment: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List (FFY 2026-27 & FFY

**STBG/CMAQ Contingency List - SCAG Selected Projects contingent on funding becoming available.  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
LAMTA	Recommended	County of Los Angeles	City Terrace Drive Traffic Corridor Improvement Project	\$ 811
LAMTA	Recommended	County of Los Angeles	Eastern Avenue Mobility Improvements	\$ 2,213
LAMTA	Recommended	County of Los Angeles	Cornell Road Bike Turnouts Project	\$ 2,213
LAMTA	Recommended	County of Los Angeles	Atlantic Boulevard Mobility Improvements	\$ 2,213
LAMTA	Recommended	County of Los Angeles	Cesar Chavez Avenue Mobility Improvements	\$ 2,213
LAMTA	Recommended	County of Los Angeles	Floral Drive Mobility Improvements	\$ 2,213
LAMTA	Recommended	County of Los Angeles	Los Angeles 28 Olympics	\$ 5,825
LAMTA	Recommended	County of Los Angeles	Santa Monica Mountains Integrated Smart Intersections	\$ 1,984
LAMTA	Contingency	City of Industry	City of Industry Valley Boulevard Mobility Enhancement Project	\$ 8,478
LAMTA	Contingency	City of Industry	Plan for Hydrogen Fueling Station	\$ 400
LAMTA	Contingency	City of Los Angeles	Rock the Boulevard	\$ 35,000
LAMTA	Contingency	City of Los Angeles	Metro Active Transport Sepulveda First Last Mile - G Line	\$ 7,000
LAMTA	Contingency	City of Palmdale	Rancho Vista Boulevard Grade Separation Project	\$ 10,000
LAMTA	Contingency	County of Los Angeles	The Mobility Hub @ Los Angeles General Medical Center	\$ 35,000
LAMTA	Contingency	County of Los Angeles	Olympic Boulevard Mobility Improvements	\$ 2,213
OCTA	Recommended	City of Anaheim	La Palma Avenue Rehabilitation Project: Euclid Street to Harbor Boulevard	\$ 2,658
OCTA	Recommended	City of Costa Mesa	Traffic Signal Resiliency Project	\$ 6,392
OCTA	Recommended	City of Fountain Valley	Four (4) School Area Mid-Block Crosswalks Improvements	\$ 3,825
OCTA	Recommended	City of Fountain Valley	Rehabilitation and Resurfacing of Newhope Street, Ward Street, Ellis Avenue, and Slater Avenue	\$ 3,360
OCTA	Recommended	City of Mission Viejo	Alicia Parkway Roadway Rehabilitation	\$ 4,314
OCTA	Recommended	City of Orange	Santiago Creek Bike Trail Gap Closure Phase 2	\$ 5,100
OCTA	Recommended	City of Orange	Tustin Street Rehabilitation Project	\$ 6,967
OCTA	Recommended	OCTA	SR-74 Ortega Highway Gap Closure & Multimodal Improvements	\$ 1,500
OCTA	Contingency	City of Dana Point	Golden Lantern (Stonehill Drive to Pacific Coast Highway) and Camino De Estrella (Calle Hermosa to Camino Capistrano) Arterial Roadway Resurfacing Project	\$ 3,147
OCTA	Contingency	City of Dana Point	Selva Road (Chula Vista Avenue to Stonehill Drive) Arterial Roadway Resurfacing Project	\$ 1,387
OCTA	Contingency	City of La Habra	OC Loop Gap Closure Project	\$ 6,197
OCTA	Contingency	City of La Palma	Valley View Street (SCE Right-of-Way to Priest Drive) Rehabilitation Project	\$ 5,132
OCTA	Contingency	City of La Palma	Valley View Street (183rd Street to Orangethorpe Avenue) Pavement Rehabilitation Project	\$ 4,497
OCTA	Contingency	City of Laguna Hills	Arterial Pavement Rehabilitation Project- Moulton Parkway	\$ 2,500
OCTA	Contingency	City of Laguna Niguel	Alicia Parkway Pavement Rehabilitation from Crown Valley Parkway to Highlands Avenue	\$ 5,944
OCTA	Contingency	City of Laguna Niguel	Golden Lantern Bicycle Safety Improvements	\$ 883
OCTA	Contingency	City of Mission Viejo	Muirlands Boulevard Roadway Rehabilitation	\$ 1,522
OCTA	Contingency	City of Yorba Linda	City of Yorba Linda NHS Preservation Project	\$ 7,000
OCTA	Contingency	City of Yorba Linda	City of Yorba Linda MPAH Preservation Project	\$ 7,000
RCTC	Recommended	City of Hemet	East Menlo Avenue Pedestrian Improvements and Bicycle Connectivity	\$ 6,195
RCTC	Recommended	City of Indian Wells	Indian Wells Complete Street Bicycle & Safety Improvements	\$ 9,600
RCTC	Recommended	City of Lake Elsinore	Interstate 15 SR-74 Interchange Improvement Project	\$ 25,000

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**STBG/CMAQ Contingency List - SCAG Selected Projects contingent on funding becoming available.  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
RCTC	Recommended	City of Menifee	McCall Boulevard/Interstate 215 Interchange	\$ 25,000
RCTC	Recommended	Coachella Valley Association of Governments	Regional Signal Sync Phase 4 in Rancho Mirage	\$ 10,366
RCTC	Recommended	Sunline Transit Agency	Solar Covered Parking and Electric Vehicle Charging Infrastructure	\$ 10,624
VCTC	Recommended	City of Camarillo	Bridge Replacement at Las Posas Road and Ventura Boulevard SD-5052	\$ 4,000
VCTC	Recommended	City of Simi Valley	Simi Valley Vehicle Replacement Project	\$ 443
VCTC	Recommended	City of Ventura	Mills Road Pavement Rehabilitation from Loma Vista to Main	\$ 3,408
VCTC	Recommended	City of Ventura	Victoria Avenue Pavement Rehabilitation from Ralston to Valentine	\$ 3,387

- CMAQ - Congestion Mitigation and Air Quality Improvement Program
- CTC - County Transportation Commission
- GCTD - Gold Coast Transit District
- ICTC - Imperial County Transportation Commission
- ITS - Intelligent Transportation Systems
- LAMTA - Los Angeles County Metropolitan Transportation Authority
- MPAH - Master Plan of Arterial Highways
- NHS - National Highway System
- OCTA - Orange County Transportation Authority
- RCTC - Riverside County Transportation Commission
- SBCTA - San Bernardino County Transportation Authority
- SCE - Southern California Edison
- SR - State Route
- STBG - Surface Transportation Block Grant Program
- TSSP - Traffic Signal Synchronization Program
- VCTC - Ventura County Transportation Commission

**Projects Not Recommended for Funding  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
LAMTA	Not Recommended	City of Alhambra	Alhambra Backbone Bicycle Network Project	\$ 32,533
LAMTA	Not Recommended	City of Calabasas	Calabasas Clean Transportation Project	\$ 443
LAMTA	Not Recommended	City of Carson	Dominguez Channel Active Transportation Corridor and Community Bikeway Access Improvement Project	\$ 11,524
LAMTA	Not Recommended	City of Carson	Victoria Street Enhancement Corridor and A Line/J Line Transit Oriented Development Project	\$ 8,818
LAMTA	Not Recommended	City of Hawthorne	Hawthorne Complete Stret Arterial Upgrade Project	\$ 7,000
LAMTA	Not Recommended	City of Los Angeles	Normandie Beautiful: Creating Neighborhood Connections in South LA	\$ 13,500
LAMTA	Not Recommended	City of Los Angeles	Parthenia Infrastructure Improvements	\$ 1,770
LAMTA	Not Recommended	City of Los Angeles	Microtransit for the LAX Workforce	\$ 3,600
LAMTA	Not Recommended	City of Los Angeles	SRTS Panorama City Elementary School Project	\$ 7,900
LAMTA	Not Recommended	City of Los Angeles	SRTS Carver Middle, Ascot Avenue and Harmony Elementary Schools Project	\$ 6,950
LAMTA	Not Recommended	City of Los Angeles	112th and Flournoy Elementary Schools Safety Improvements Project	\$ 5,600
LAMTA	Not Recommended	City of Los Angeles	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	\$ 13,900
LAMTA	Not Recommended	City of Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	\$ 2,500
LAMTA	Not Recommended	City of Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement	\$ 14,100
LAMTA	Not Recommended	City of Los Angeles	Los Angeles River Phase IV Bike Path	\$ 4,214
LAMTA	Not Recommended	City of Monterey Park	Floral Drive Pedestrian Safety Improvement Project	\$ 3,099
LAMTA	Not Recommended	City of Paramount	West Santa Ana Branch Bikeway Phase III	\$ 7,130
LAMTA	Not Recommended	City of San Dimas	San Dimas Avenue and Puddingstone Drive Bicycle and Pedestrian Improvement Project	\$ 7,619
LAMTA	Not Recommended	City of Santa Clarita	Sierra Highway Bridge Rehab	\$ 24,000
LAMTA	Not Recommended	City of Torrance	City of Torrance - Traffic Signal Safety Improvements (Phase 2)	\$ 5,126
LAMTA	Not Recommended	County of Los Angeles	The Old Road over Santa Clara River and Southern Pacific Transportation Company Bridge et al Phase 2	\$ 20,000
LAMTA	Not Recommended	County of Los Angeles	Westmont West Athens Pedestrian Improvements Phase 2	\$ 2,213
LAMTA	Not Recommended	Housing Authority of the City of Los Angeles	Wilmington Avenue Safety Improvement Project	\$ 5,797
LAMTA	Not Recommended	Housing Authority of the City of Los Angeles	Watts Cultural Trail Extension Project	\$ 3,000
LAMTA	Not Recommended	Pomona Valley Transportation Authority	Operations Assistance for Get About Service and Funding/Fare Subsidies for Microtransit Program	\$ 4,725
OCTA	Not Recommended	City of Aliso Viejo	City of Aliso Viejo Street Rehabilitation Project	\$ 4,436
OCTA	Not Recommended	City of Aliso Viejo	Arterial Slurry Seal and Bike Lane Improvement Project	\$ 2,438
OCTA	Not Recommended	City of Dana Point	Niguel Road (Camino Del Avion to Tennis Villas Drive North) and Niguel Road (Stonehill Drive to Pacific Coast Highway) Arterial Roadway Resurfacing Project	\$ 1,339
OCTA	Not Recommended	City of Fountain Valley	Rehabilitation and Resurfacing of Edinger Avenue from Euclid Street to Newhope Street	\$ 1,500

Attachment: FFY 2026-27 & FFY 2027-28 STBG/CMAQ Project Award List, Contingency List, and Not Recommended List (FFY 2026-27 & FFY

**Projects Not Recommended for Funding  
(\$000s)**

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
OCTA	Not Recommended	City of Huntington Beach	Huntington Beach Bluff Top Trail Stabilization Project	\$ 7,000
OCTA	Not Recommended	City of Irvine	South Yale Corridor Bicycle and Pedestrian Facilities Improvements	\$ 5,000
OCTA	Not Recommended	City of Laguna Niguel	Median Enhancements Project	\$ 2,231
OCTA	Not Recommended	City of Mission Viejo	La Paz Road Roadway Rehabilitation	\$ 985
OCTA	Not Recommended	City of San Clemente	Avenida Pico Bike Lane and Pedestrian Improvements	\$ 510
OCTA	Not Recommended	City of Santa Ana	Fairview Bridge Replacement and Street Improvements from 9th Street to 16th Street	\$ 3,098
OCTA	Not Recommended	City of Seal Beach	Citywide Safety Action Plan Implementation	\$ 4,848
OCTA	Not Recommended	City of Tustin	Tustin Citywide Active Transportation Plan	\$ 425
OCTA	N/A - Withdrawn	County of Orange	Crawford Canyon Road Sidewalk Extension Phase II	\$ -
RCTC	Not Recommended	City of Beaumont	California Ave Grade Separation Planning	\$ 4,500
RCTC	Not Recommended	City of Corona	Magnolia Avenue Widening Project	\$ 19,000
RCTC	Not Recommended	City of Moreno Valley	Moreno Master Drainage Plan Storm Drain Lines H-1and H-3 <sup>1</sup>	\$ 3,735
RCTC	Not Recommended	City of Murrieta	Keller Interchange	\$ 11,000
RCTC	Not Recommended	City of Wildomar	Bundy Canyon Road Improvement Project, Segment 3	\$ 10,400
SBCTA	Not Recommended	City of Chino Hills	Electric Vehicle Infrastructure and Fleet Replacement Project	\$ 7,274
SBCTA	Not Recommended	City of Highland	Greenspot Road Complete Streets Project	\$ 5,050
SBCTA	Not Recommended	San Bernardino County	Del Rosa Sidewalk Project	\$ 1,220
SBCTA	N/A - Withdrawn	San Bernardino County	Baker Blvd Bridge Replacement	\$ -
VCTC	Not Recommended	City of Oxnard	US 101/Del Norte Boulevard Interchange Improvement	\$ 3,099
VCTC	Not Recommended	City of Oxnard	Neighborhood Street Resurfacing	\$ 13,023
VCTC	Not Recommended	County of Ventura	Hueneme Road Widening: Edison Drive to Rice Avenue	\$ 3,744

1. Project scope was determined ineligible for STBG and CMAQ programs.

CMAQ - Congestion Mitigation and Air Quality Improvement Program

CTC - County Transportation Commission

ICTC - Imperial County Transportation Commission

LAMTA - Los Angeles County Metropolitan Transportation Authority

OCTA - Orange County Transportation Authority

RCTC - Riverside County Transportation Commission

SBCTA - San Bernardino County Transportation Authority

SR - State Route

SRTS - Safe Routes to School

STBG - Surface Transportation Block Grant Program

VCTC - Ventura County Transportation Commission



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

Transportation Committee  
November 6, 2025

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

## Funding Programs



**Congestion Mitigation and Air Quality (CMAQ) Improvement Program:** To fund transportation projects or programs that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for criteria air pollutants.

Available funding for this call is approximately **\$615.956 million**.



**Surface Transportation Block Grant (STBG) Program:** Funds may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects.

Available funding for this call is approximately **\$634.337 million**.

## Background

- In its role as the metropolitan planning organization, SCAG is responsible for selecting STBG and CMAQ funded projects in the SCAG region.
- The Program Guidelines and the call for project nominations process were developed consistent with SCAG’s Compliance Action Plan (CAP) approved by the Regional Council in February 2023 and subsequently approved by the California Department of Transportation in coordination with the Federal Highway Administration and the Federal Transit Administration.
- This is the second call for project nominations that SCAG has conducted since CAP approval.
- Program Guidelines for the current call for project nominations were presented to and approved by the SCAG Regional Council in March 2025.

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## Schedule

MILESTONE	DATE
STBG/CMAQ Program Guidelines Adoption	March 6, 2025
SCAG-Hosted Workshops	March 12, 2025 March 18, 2025
Online Application Opened	March 31, 2025
Application Deadline	May 16, 2025 at 5pm
CTC Prioritization Packages Due to SCAG	August 1, 2025
Award Recommendations to Transportation Committee	November 6, 2025
Award Recommendations to Regional Council	December 4, 2025
FTIP Programming	Begins December 2025

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## Evaluation Criteria & Rubric

SCORING CRITERIA	POSSIBLE POINTS
<b>CTC Prioritization:</b> CTC project prioritization (Highly Recommended, Recommended, Contingency, Not Recommended)	50 Points
<b>Regional Priorities:</b> Based on primary program category (Tier 1 or Tier 2).	20 Points
<b>Federal Performance Management Areas:</b> Assessment of the degree that the proposed project demonstrates support for FHWA/FTA Federal Performance Management Areas.	20 Points
<b>Community Economic Development Benefits:</b> Assessment of the degree that the proposed projects advances community economic development benefits.	10 Points
<b>Air Quality Improvements and Cost-Effectiveness:</b> For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. Particulate Matter (PM) 2.5 reducing projects will receive additional points.	10 Points

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## Funding Requests Received (\$000s)

County	STBG	CMAQ	Total	Project Nomination Count
Imperial	\$16,202	\$7,551	\$23,753	15
Los Angeles	\$1,050,429	\$977,053	\$2,027,482	105
Orange	\$291,367	\$125,071	\$419,734	67
Riverside	\$195,860	\$131,895	\$327,755	17
San Bernardino	\$87,204	\$76,121	\$163,325	23
Ventura	\$59,725	\$32,398	\$92,123	30
<b>TOTAL</b>	<b>\$1,704,083</b>	<b>\$1,350,089</b>	<b>\$3,054,172</b>	<b>257</b>

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## Funding Awards (\$000s)

County	STBG	CMAQ	Total	Projects Recommended for Award
Imperial	\$8,181	\$3,263	\$11,444	12
Los Angeles	\$337,650	\$337,544	\$675,194	37
Orange	\$109,009	\$106,560	\$215,569	35
Riverside	\$74,623	\$78,226	\$152,861	6
San Bernardino	\$78,434	\$68,847	\$147,281	19
Ventura	\$26,428	\$21,516	\$47,944	23
<b>TOTAL</b>	<b>\$634,337</b>	<b>\$615,956</b>	<b>\$1,250,293</b>	<b>130</b>

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## Imperial (\$000s)

Program	Total Funding Requested	Awarded	Contingency List*	Not Recommended
STBG	\$16,202	\$8,181	\$8,021	\$0
CMAQ	\$7,551	\$3,263	\$4,288	\$0
<b>TOTAL</b>	<b>\$23,753</b>	<b>\$11,444</b>	<b>\$12,309</b>	<b>\$0</b>

\*Includes remaining funding need for partially funded projects.

SCAG Ranking	# of Projects	# of Fully Funded Projects	# of Partially Funded Projects	# Unfunded Projects	Total Awarded
Highly Recommended	3	3			\$2,808
Recommended	8	7	1		\$7,955
Contingency	4	1		3	\$681
Not Recommended	0				\$0
<b>TOTAL</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>\$11,444</b>

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## Los Angeles (\$000s)

Program	Total Funding Requested	Awarded	Contingency List*	Not Recommended
STBG	\$1,050,429	\$337,650	\$548,714	\$164,065
CMAQ	\$977,053	\$337,544	\$586,513	\$52,996
<b>TOTAL</b>	<b>\$2,027,482</b>	<b>\$675,194</b>	<b>\$1,135,227</b>	<b>\$217,061</b>

\*Includes remaining funding need for partially funded projects.

SCAG Ranking	# of Projects	# of Fully Funded Projects	# of Partially Funded Projects	# Unfunded Projects	Total Awarded
Highly Recommended	54	23	14	17	\$675,194
Recommended	19			19	\$0
Contingency	7			7	\$0
Not Recommended	25			25	\$0
<b>TOTAL</b>	<b>105</b>	<b>23</b>	<b>14</b>	<b>68</b>	<b>\$675,194</b>

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## Orange (\$000s)

Program	Total Funding Requested	Awarded	Contingency List*	Not Recommended
STBG	\$291,367	\$109,009	\$152,803	\$29,555
CMAQ	\$125,071	\$106,560	\$14,256	\$4,255
<b>TOTAL</b>	<b>\$416,438</b>	<b>\$215,569</b>	<b>\$167,059</b>	<b>\$33,810</b>

\*Includes remaining funding need for partially funded projects.

SCAG Ranking	# of Projects	# of Fully Funded Projects	# of Partially Funded Projects	# Unfunded Projects	Total Awarded
Highly Recommended	13	8	5		\$109,482
Recommended	30	12	10	8	\$106,087
Contingency	11			11	
Not Recommended	13			13	
<b>TOTAL</b>	<b>67</b>	<b>20</b>	<b>15</b>	<b>32</b>	<b>\$215,569</b>

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## Riverside (\$000s)

Program	Total Funding Requested	Awarded	Contingency List*	Not Recommended
STBG	\$195,860	\$74,635	\$72,590	\$48,635
CMAQ	\$131,895	\$78,226	\$53,669	\$0
<b>TOTAL</b>	<b>\$327,755</b>	<b>\$152,861</b>	<b>\$126,259</b>	<b>\$48,635</b>

\*Includes remaining funding need for partially funded projects.

SCAG Ranking	# of Projects	# of Fully Funded Projects	# of Partially Funded Projects	# Unfunded Projects	Total Awarded
Highly Recommended	6	4	2		\$152,861
Recommended	6			6	\$0
Contingency	0				\$0
Not Recommended	5			5	\$0
<b>TOTAL</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>\$152,861</b>

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## San Bernardino (\$000s)

Program	Total Funding Requested	Awarded	Contingency List*	Not Recommended
STBG	\$87,204	\$78,434	\$2,500	\$6,270
CMAQ	\$76,121	\$68,847	\$0	\$7,274
<b>TOTAL</b>	<b>\$163,325</b>	<b>\$147,281</b>	<b>\$2,500</b>	<b>\$13,544</b>

\*Includes remaining funding need for partially funded projects.

SCAG Ranking	# of Projects	# of Fully Funded Projects	# of Partially Funded Projects	# Unfunded Projects	Total Awarded
Highly Recommended	14	14			\$129,635
Recommended	4	4			\$17,345
Contingency	1		1		\$301
Not Recommended	4			4	\$0
<b>TOTAL</b>	<b>23</b>	<b>18</b>	<b>1</b>	<b>4</b>	<b>\$147,281</b>

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## Ventura (\$000s)

Program	Total Funding Requested	Awarded	Contingency List*	Not Recommended
STBG	\$59,725	\$26,428	\$13,431	\$19,866
CMAQ	\$32,398	\$21,516	\$10,882	\$0
<b>TOTAL</b>	<b>\$92,123</b>	<b>\$47,944</b>	<b>\$24,313</b>	<b>\$19,866</b>

\*Includes remaining funding need for partially funded projects.

SCAG Ranking	# of Projects	# of Fully Funded Projects	# of Partially Funded Projects	# Unfunded Projects	Total Awarded
Highly Recommended	12	11	1		\$22,584
Recommended	15	9	2	4	\$25,360
Contingency	0				\$0
Not Recommended	3			3	\$0
<b>TOTAL</b>	<b>30</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>\$47,944</b>

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## Next Steps

- With TC approval, staff will take these award recommendations to Regional Council for approval on December 4, 2025.
- Upon RC approval, staff will work with the project sponsors and county transportation commissions to program these funds into the Federal Transportation Improvement Program (FTIP).
- Once funds have been approved in the FTIP, project sponsors can begin the obligation process with Caltrans Local Assistance.
- Return to Transportation Committee and Regional Council with programming procedures and policies.

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# THANK YOU!

For more information, please visit:

[scag.ca.gov/stbg-cmaq-program](https://scag.ca.gov/stbg-cmaq-program)

**Southern California Association of Governments  
STBG/CMAQ Compliance Action Plan**

**Background**

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a corrective action to the California Department of Transportation (Caltrans) on the administration of the Surface Transportation Block Grant (STBG) and Congestions Mitigation and Air Quality (CMAQ) Improvement Programs. The findings require Caltrans to ensure sub-recipients of STBG and CMAQ funds throughout the state are administering these programs in compliance with federal program guidance and regulations. Subsequently in August 2022, FHWA and FTA jointly issued a corrective action to the Southern California Association of Governments (SCAG), requiring review of Caltrans’ CMAQ and STBG administrative policies and development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs.

**SCAG Compliance Plan**

SCAG will develop and adopt program guidelines for the selection of STBG and CMAQ projects consistent with the corrective action. This new project selection process will be fully implemented for the 2025 Federal Transportation Improvement Program (FTIP). Any amendments after June 30, 2023, for all new and currently programmed<sup>1</sup> CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to cities and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the MPO.

**Performance Based Targets**

SCAG is developing a project selection process for federally (e.g., STBG, CMAQ) funded projects that builds and improves on our performance-based planning and programming processes. SCAG staff aims to improve connectivity to our Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal) and clarify how STBG/CMAQ projects in our region help to meet performance target goals.

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<sup>1</sup> The Compliance Action Plan will be effective as of June 30, 2023. Projects phases (ENG, ROW, CON) programmed in the first four years of the 2023 FTIP prior to June 30, 2023, will be carried over to the 2025 FTIP. New projects or new phases to be programmed with STBG/CMAQ after June 30, 2023, will be subject to the SCAG selection process. Any increases in STBG/CMAQ funding to an existing programmed phase after June 30, 2023, will need to be reviewed by SCAG to ensure funding is available. These changes will be reflected in the 2025 FTIP and 2025 FTIP Guidelines.

For STBG, our approach is to use the performance output from the uniformly weighted combination of regional travel demand model output and pavement conditions for developing performance-based targets. Specifically, the performance-based target for STBG funds is based on:

- County share of Connect SoCal 2020 modeled benefits in 2045:
  - Reduction in daily vehicle miles traveled (VMT),
  - Reduction in vehicle hours traveled (VHT), and
  - Reduction in daily delay.
- County share of non-Interstate National Highway System pavement in good and fair condition.

For CMAQ, targets will be based on ozone (O3) and carbon monoxide (CO) weighted attainment status.

**Nomination Targets**

County	CMAQ Target Percentage	STBG Target Percentage
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

These performance-based nomination targets will only guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, nor a nomination ceiling.

**Project Evaluation and Selection**

SCAG’s programming framework for STBG/CMAQ funds will be modified to address the project evaluation and selection process. This includes the specific project selection criteria. For CMAQ, the project evaluation procedures will comply with the latest federal guidance, including emission reduction benefits and cost effectiveness.

SCAG will initiate a regional call for nominations. The six County Transportation Commissions (CTCs) in the SCAG region will assist in the process by providing initial project screening against the SCAG developed selection criteria. SCAG staff will evaluate all nominations against program criteria and recommend a list of projects for final SCAG Regional Council approval of the selected projects.

**Tentative Schedule**

The tentative schedule for implementation of the Compliance Action Plan is below.

<b>TENTATIVE DATE</b>	<b>ACTIVITY</b>
<b>November 2022 – January 2023</b>	Submit draft Compliance Action Plan to Caltrans for review Finalize Compliance Action Plan and initiate STBG/CMAQ Program Guidelines
<b>January 2023</b>	SCAG initiates 2025 FTIP Guidelines update CTCs, in coordination with SCAG, develop local nomination engagement process
<b>February 2023</b>	SCAG Regional Council (RC) approval of Compliance Action Plan Submit Compliance Action Plan to Caltrans/FHWA/FTA for approval
<b>February 2023 – April 2023</b>	Develop and approve MOUs with CTCs
<b>March 2023</b>	SCAG completes draft STBG/CMAQ Program Guidelines Caltrans reviews STBG/CMAQ Program Guidelines
<b>April 2023</b>	SCAG RC approval of STBG/CMAQ Program Guidelines
<b>May 2023 – January 2024</b>	CTCs conduct countywide outreach and engagement to develop county-level prioritized nomination lists
<b>June 2023</b>	CTCs review draft 2025 FTIP Guidelines
<b>July 2023</b>	Compliance Action Plan effective SCAG releases Regional Call
<b>October 2023</b>	SCAG RC approval of 2025 FTIP Guidelines
<b>October 2023 – January 2024</b>	Programming of projects into 2025 FTIP
<b>January 2024</b>	County-level TIP submittals due from CTCs CTCs submit prioritized nomination lists for inclusion into the 2025 FTIP and 2023 FTIP Amendments
<b>January – June 2024</b>	SCAG analysis of 2025 FTIP projects and develop Draft 2025 FTIP
<b>February 2024 – April 2024</b>	SCAG staff conducts regional evaluation and prioritization SCAG staff complete emissions benefits calculations, evaluate nominations SCAG STBG/CMAQ project selection
<b>May 2024</b>	SCAG RC approval of STBG/CMAQ Project Selection
<b>July – August 2024</b>	Draft 2025 FTIP Public Review Period AB 1246 Consultation Process Meeting(s)
<b>September 2024</b>	SCAG RC approval of 2025 FTIP
<b>October – December 2024</b>	Caltrans and Federal approval of 2025 FTIP



# AGENDA ITEM 9

## REPORT

Southern California Association of Governments  
November 6, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Krystal Ayala, Planning Supervisor  
(213) 236 - 1868, Ayala@scag.ca.gov

Subject: Regional Pilot Initiatives (RPI) Program Update

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*The Regional Pilots Initiative (RPI) Program Framework, approved by the Regional Council in July 2023, identified key program areas and partnership models to spur innovation and achieve transformative impact throughout the Southern California region. The intent of RPI is to develop and deploy projects of regional significance in partnership with public and private sector entities. Staff will provide an update on RPI pilot projects, partnership models, and next steps.*

**BACKGROUND:**

The RPI program is designed to accelerate the region’s ability to bring key strategies from Connect SoCal 2024 to life. In July 2023, the Regional Council approved the RPI Program Development Framework, which identified six program areas that yielded unique opportunities to test innovative technologies and partnership models: Accelerating Active Transportation, Big Data Research, Curb Space Management, Mobility Hubs, TDM Technology, and Mobility Wallets/Universal Basic Mobility.

Since the adoption of the RPI Framework, staff has advanced pilot development for four of the RPI program areas. These pilot projects rely on public and private sector partnerships for success.

RPI Program Area	Project	Partners
Accelerative Active Transportation	E-Bike Lending Library	Housing Authority of the City of Los Angeles

Big Data Research	Transportation Data Analysis Technical Assistance (TA) Program	StreetLight Insight, Fehr & Peers; Several public agencies
Mobility Wallets/Universal Basic Mobility	Open Loop Fare Payment Demonstration	Metrolink, Cal-ITP
Mobility Hubs	Under Development	Local jurisdictions, transit agencies, county transportation commissions, universities

**RPI Project Overview**

*Accelerating Active Transportation: E-Bike Lending Library*

SCAG is partnering with the Housing Authority of the City of Los Angeles (HACLA) to implement and operate an e-bike library program at the Nickerson Gardens housing development in the Watts neighborhood in the City of Los Angeles. The 2-year pilot project will install an e-bike storage and maintenance hub and operate a fleet of up to 100 e-bikes for use by Watts residents and neighboring communities. The project will procure e-bikes and equipment, fund design and construction, develop program operations guidelines, and conduct bicycle education and training in partnership with the Eastside Riders Bike Club. This pilot will advance equitable access to active transportation options and support the larger Watts Rising initiative, which is constructing affordable housing, implementing pedestrian and bike improvements, and expanding transportation options such as electric carsharing services and DASH transit service.

SCAG is in the process of executing a Memorandum of Understanding (MOU) with HACLA to fund the \$680,000 pilot project. Design and construction of the e-bike hub is intended to be completed by Summer 2026, with the program publicly launching by the Fall of 2026. Lessons learned from this pilot will provide key insights for establishing a sustainable operating model to expand shared mobility programs in the SCAG region.

*Big Data Research: Transportation Data Analysis Technical Assistance (TA) Program*

Advancements in data and technology have rapidly transformed the transportation landscape while public agencies face growing demands to make data-informed decisions. Big data, an aggregation of a variety of data sources including navigation GPS and location-based services data, can be useful in understanding localized travel patterns, assessing travel demand across different modes, and offering actionable insights from large volumes of travel behavior data. However, available big data analytics platforms are often costly and require in-house expertise and knowledge to navigate.

To reduce these barriers for public agencies in the region, SCAG procured the StreetLight Insight Big Data Platform in February 2023 and recently launched the Transportation Data Analysis TA Program. The TA Program is intended to support public agencies with utilizing big data tools, building technical capacity, and supporting data-driven decision-making throughout the region. As part of the TA program, SCAG procured a technical consultant, Fehr and Peers, to provide no-cost, technical assistance to public agencies utilizing the Streetlight platform. To date, SCAG has conducted targeted outreach to local jurisdictions, transit agencies, and County Transportation Commissions (CTCs) to participate in the program. Public agencies can access on-call support from the consultant team by submitting a [Technical Assistance Request](#) through June 2026. Following the conclusion of this on-call assistance phase, SCAG will develop a best practices report to evaluate the TA program and provide recommendations for expanding and supporting big data readiness and adoption in the SCAG region.

#### *Mobility Wallets/Universal Basic Mobility: Open Loop Fare Payment Demonstration*

Open loop payments leverage worldwide best practices and standards to ensure a seamless, modern, and consistent rider experience. SCAG is partnering with the Southern California Regional Railroad Authority (Metrolink) and the California Integrated Travel Project (Cal-ITP)/Caltrans to deploy an open loop demonstration project on the San Bernardino and Arrow Lines. In August 2025, SCAG entered into an MOU with Metrolink to provide up to \$2.8 million for the pilot project, which will install fare payment validators along Metrolink stations and conduct robust outreach and education to ensure an easy “tap on and tap off” experience for Metrolink riders. Procurement and site planning is currently underway with project implementation anticipated in early 2026.

This pilot project follows a global and national trend to modernize and streamline transportation fare payment systems. In the SCAG region, agencies such as the Orange County Transportation Authority (COTA), Anaheim Regional Transportation (ART), and Ventura County Transportation Commission (VCTC) have launched open payment systems with a future deployment planned by LA Metro. This pilot advances SCAG’s contributions via the California State Transportation Agency (CalSTA) Transit Transformation Task Force and will yield critical insights to support Metrolink with systemwide expansion in advance of the 2028 Games.

#### *Mobility Hubs*

In February 2025, SCAG published the [Mobility Hub Design and Implementation Guide](#) (Guide) to highlight best practices and to provide a step-by-step guide for implementing mobility hubs in the SCAG region. Mobility Hubs centralize access to transportation amenities and services such as bikeshare, bus, train, and carshare to provide a more seamless experience for travelers during their

journeys. Mobility hubs also feature amenities such as device charging ports, Wi-Fi access, and real-time travel information to create a comfortable experience for travelers.

Following the release of the Guide, SCAG has conducted outreach and market sounding calls with public agencies and private sector companies to inform regional partnership opportunities. SCAG staff is in the process of developing pilot projects that will advance the design and implementation of diverse suite of mobility hub improvements across a variety of land uses. Pilot projects will provide lessons learned and strategies for scaling and expanding mobility hubs across the Southern California region.

**NEXT STEPS:**

Staff will continue to advance the development of pilot projects and finalize partnership agreements with public agency partners, as necessary. As pilot projects advance, SCAG staff will provide the RPI partners with procurement, planning, and design support. Later this fiscal year, SCAG staff will conclude the funding obligation process for the mobility hub pilot projects and anticipates initiating a procurement in Summer 2026 to support pilot planning and design.

As projects launch in 2026, staff will return to the Transportation Committee to provide a more in-depth update on the pilot projects and insights from implementation. Additionally, SCAG staff will return to the Transportation Committee on an annual basis with an update on the RPI program.

**FISCAL IMPACT:**

Pilot projects are funded by state and federal funding including REAP 2.0 and the Carbon Reduction Program.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Regional Pilot Initiatives Program Update



# Regional Pilot Initiatives (RPI) Program Update

Transportation Committee  
November 6, 2025

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

## RPI Program Objectives



**Serve as incubator for  
scalable pilots and  
partnerships**



**Implement Connect  
SoCal 2024**

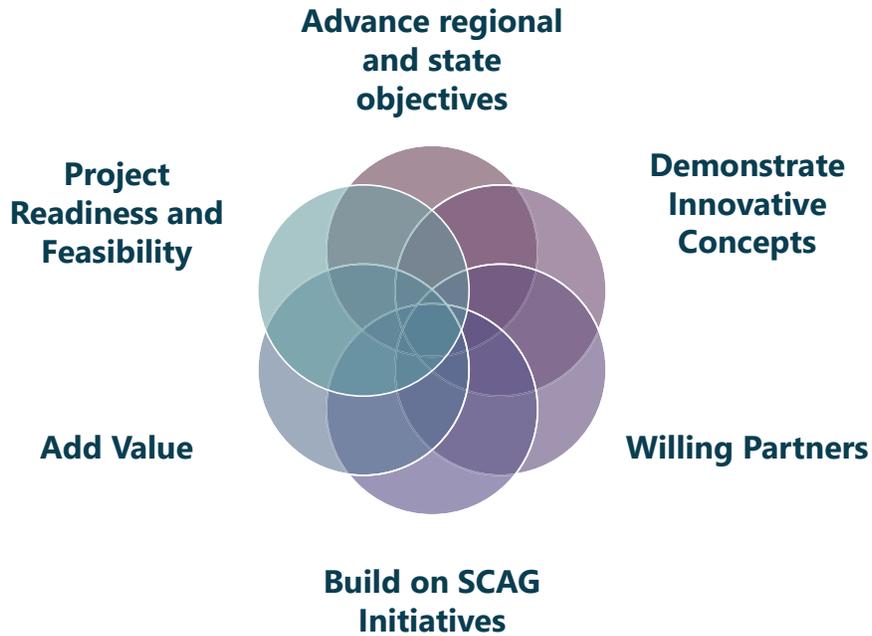


**Advance REAP 2.0  
and CRP goals**



**Inform future SCAG  
initiatives**

# Advancing Transformative Projects



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## RPI Pilot Projects

<p><b>Big Data Research</b></p>  <p><b>Transportation Data Analysis Technical Assistance Program</b></p>	<p><b>Accelerating Active Transportation</b></p>  <p><b>E-Bike Lending Library</b></p>	<p><b>Mobility Wallets and Universal Basic Mobility (UBM)</b></p>  <p><b>Open Loop Fare Payment Demonstration</b></p>	<p><b>Mobility Hubs</b></p>  <p><b>Mobility Hub Pilots</b></p>
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# Transportation Data Analysis Technical Assistance Program



Provide no-cost, on-call support for public agencies

- **Partner(s):** Local jurisdictions, CTCs, transit agencies
- **Project Cost:** \$400,000
- **Status:** Implementation underway
- **Timeline:** Concludes 2026

# Open Loop Fare Payment Demonstration



Install station-based validators for a seamless and easy rider experience ahead of the 2028 Games

- **Partner:** Metrolink and Cal-ITP/Caltrans
- **Project Cost:** \$2.8 million
- **Status:** Procurement and site planning underway
- **Timeline:** Launching in early 2026



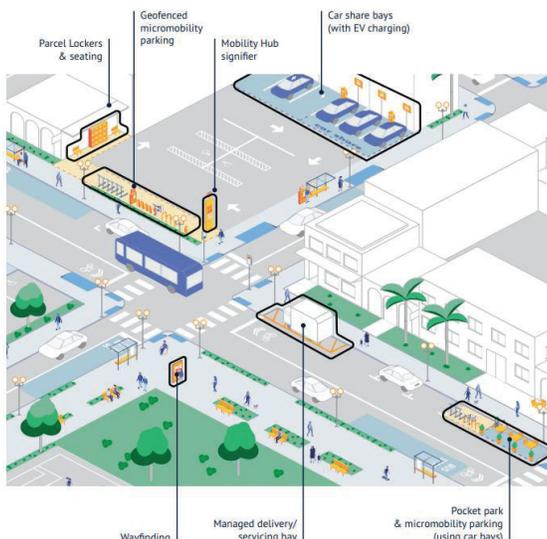
## E-Bike Lending Library



Implement and operate e-bike lending library in Watts neighborhood

- **Partner:** HACLA
- **Project Cost:** \$680,000
- **Status:** Partnership agreement in progress
- **Timeline:** Launching in late 2026

## Mobility Hubs

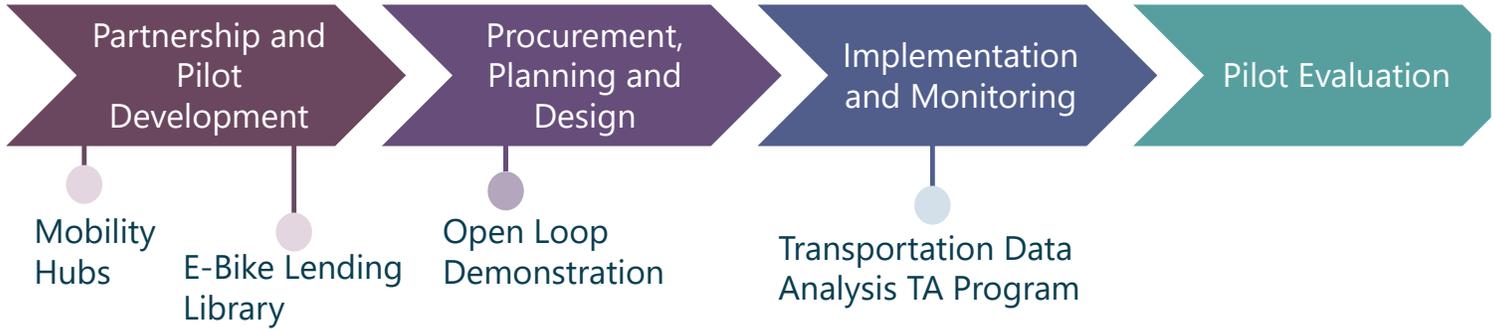


Advance conceptual designs to support implementation of mobility amenities and services.

- **Partner:** Partnership selection underway
- **Project Cost:** TBD
- **Status:** Partnership development underway
- **Timeline:** Begin procurement in 2026



# Project Phasing



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## Next Steps

- Continue pursuing partnerships and developing MOUs for pilot projects, as necessary
- Initiate mobility hub design procurement
- Ongoing evaluation of pilot progress and explore funding opportunities to scale regionwide
- Report back to TC as implementation proceeds



# THANK YOU!

For more information, please visit:  
<https://scag.ca.gov/regional-pilot-initiatives>



# AGENDA ITEM 10

## REPORT

Southern California Association of Governments  
November 6, 2025

**To:** Community Economic & Human Development Committee (CEHD)  
Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

Energy and Environment Committee (EEC)

**From:** Leslie Cayton, Associate Regional Planner  
(213) 630-1453, cayton@scag.ca.gov

**Subject:** Connect SoCal 2024: Implementation Strategies Update

**RECOMMENDED ACTION FOR CEHD, EEC, AND TC:**

Information Only – No Action Required

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*In April 2024, the Regional Council adopted Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal 2024 included Implementation Strategies which identify ways SCAG will Lead, Partner, or Support other responsible parties. This report summarizes the progress to date of these implementation activities for which methods vary from collaborative policy leadership, research, or resource roles.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. The Regional Council adopted the latest RTP/SCS, Connect SoCal 2024, in April 2024. SCAG led an extensive planning and visioning process in developing Connect SoCal 2024, including meetings with 164 jurisdictions in the region to review their growth forecasts, an extensive public outreach process, and policy discussions with elected leaders from around the region. The plan identifies a series of outcomes including increased transit ridership; an emphasis on Priority Development Areas that bring housing, jobs, and mobility options closer together; safe and efficient goods movement; and streets that prioritize people and safety. Staff provided the first and second Implementation Strategies Update to the Policy Committees in November 2024 and June 2025.

## CONNECT SOCAL 2024 IMPLEMENTATION

Direct implementation of Connect SoCal 2024 primarily relies on the actions and decisions of other transportation agencies, local jurisdictions, and actors in the private sector to operate transit service, install new bike paths, approve new land uses, or build new housing. SCAG has an increasingly significant role in implementing the plan which rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their efforts or implementation.

*Regional Planning Policies:* Connect SoCal 2024 includes Regional Planning Policies which provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multimodal transportation investments and local development that align with the regional growth vision. The policies also incorporate recent direction from SCAG’s Regional Council, Policy Committees, and special subcommittees.

*Implementation Strategies:* The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the related Regional Planning Policies. These strategies represent near term efforts where SCAG will lead, partner, or support other responsible parties and are further specified as part of SCAG’s Overall Work Program development process.

Chapter 3.4 of Connect SoCal 2024 provides the complete list of Implementation Strategies. The Implementation Strategies are organized by Regional Planning Policy categories within the four Connect SoCal goal areas of Mobility, Communities, Environment, and Economy.

Since adoption of Connect SoCal 2024, SCAG has made progress on 80 of the 93 Implementation Strategies. The attached report details the actions and milestones that have occurred since the last semi-annual update in June 2025. Several additional strategies have made internal progress with initial research or drafting of Scopes of Work. As those projects progress, they will be included in future Connect SoCal Implementation Strategy Progress Reports. However, it is critical to note that successful implementation of Connect SoCal 2024 relies on many actors and decision makers beyond SCAG, including local jurisdictions and state, regional, and federal partners.

*Regional Leadership:* SCAG’s role in implementing Connect SoCal 2024, detailed in many of the Implementation Strategies, is in four primary ways: collaboration and policy leadership, funding administration, research, and resources. The following highlight some of the recent significant activities and milestones completed since Connect SoCal 2024 adoption:

### Collaboration and Policy Leadership

- To prepare the region for the impacts to the transportation system, while identifying opportunities to imagine a new legacy for Southern California that accelerates progress toward

Connect SoCal implementation, SCAG staff prepared a Program Development Framework to coalesce and confirm SCAG's planning priorities and activities. The Framework was adopted by the Regional Council in September, and several major milestones were achieved in the associated work program including the launch of regional transportation demand management (TDM) implementation plans, an essential mobility strategy in the success of past Games.

- SCAG continued collaborating with other metropolitan planning organizations (MPO) on various policy and legislative efforts:
  - SCAG is working with other MPOs on reforming SB 375, the legislation that guides our Sustainable Communities Strategies requirements for regional planning. SCAG is advocating for enhanced resources to support SCS implementation, greater clarity and alignment across conflicting state policies, and transparency and process integrity in greenhouse gas target setting.
  - SCAG hosted three Joint MPO Coordination Meetings to discuss resiliency, SB 375 reform, shared legislative priorities, preparation for the 2028 Olympics, and opportunities for future partnership. One meeting each was held with Santa Barbara County Association of Governments (Sep. 26, 2025), Kern Council of Governments (Oct. 3, 2025), and San Diego Association of Governments (Oct. 20, 2025).
- SCAG continued to participate in the Transit Transformation Task Force, convened by the California State Transportation Agency (CalSTA) under SB 125 to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services. SCAG advocated for additional funding, tied to performance measures that strengthen accountability and drive measurable improvements across the region's transit systems, to provide long-term financial stability.
- SCAG advocated that a large proportion of Cap & Trade revenues, a flexible funding source for projects supporting infill housing, essential infrastructure, and transit/active transportation, be used to accelerate implementation of SCSs.
- SCAG collaborated with member and partner agencies through a variety of different forums, including hosting the Legislative Roundtable in-person at SCAG's Downtown Headquarters, hosting the Sub-Regional Executive Directors, presenting to the Tribal Alliance for Sovereign Indian Nations (TASIN) with the Brookings Institute on a Tribal Data Study.
- In partnership with the Western Riverside Council of Governments (WRCOG), SCAG co-hosted the Inland Empire Zero Emissions Vehicle Event to accelerate zero-emission vehicle and infrastructure deployment in Inland Southern California.

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### State and Federal Funding Administration

- SCAG completed the funding obligation processes for two projects in the region:
  - SCAG executed a memorandum of understanding (MOU) with Metrolink to fund and implement a \$2.8 million contactless open-loop fare payment pilot along the Metrolink San Bernardino and Arrow lines.
  - SCAG authorized up to \$680,000 in state and federal funding for a partnership project with the Housing Authority of the City of Los Angeles (HACLA) to launch an e-bike lending library at Nickerson Gardens in the Watts neighborhood.
- SCAG, on behalf of Metrolink, received \$52.6 million through the Solutions for Congested Corridors Program to replace 12 Tier 2 diesel locomotives with Tier 4 locomotives which are the cleanest diesel technology to date with the option to transition to hybrid operations.

### Data Collection, Analysis, and Research

- As part of “Walktober,” a month dedicated to celebrating walking; raising awareness about pedestrian safety; and encouraging communities to create safer, more accessible streets, SCAG released two data and best practices resources:
    - SCAG released the “2025 Transportation Safety Regional Existing Conditions Report” in October 2025. The report includes baseline information and trends on disproportionate impacts on vulnerable users. The information provided in the report will inform the development of a Regional Safety Action Plan, which is anticipated to start soon.
    - SCAG also released the SoCal Community Transportation Safety Modeling Tool, which staff presented at the Transportation Research Board (TRB) ‘Tools of the Trade’ conference in Albuquerque in June.
  - SCAG published the Southern California Goods Movement Communities Opportunities Assessment Toolkit. The toolkit provides guidance on effective practices, strategies to strengthen workforce pathways, approaches to public health concerns, and resources to enhance communication and identify funding opportunities for community-driven solutions.
  - SCAG released two reports, “Addressing Barriers to Economic Opportunities” and “Apprenticeships: Expanding Economic Opportunities in Southern California.” Together, both reports offer data-driven insights and actionable recommendations for building a more inclusive regional economy, furthering SCAG’s Inclusive Economic Recovery Strategy.
  - In partnership with Brookings Metro, SCAG published the “Good Data, Stronger Tribes: Overcoming Native American Data Challenges in Southern California” report. The report aims to identify the role that regional organizations can play in addressing the data challenges that Native American Tribes and Native American people face.
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**Local Technical Assistance Resources**

- SCAG launched the Last Mile Freight Program (LMFP) Rebate Opportunity this fall which supports the conversion to Class 4 and Class 5 battery-electric vehicles. This program provides fleet operators engaged in last-mile delivery the opportunity to modernize fleets with zero-emission vehicles.
- SCAG supported the County of Los Angeles's effort to develop the Resilient Rebuild Resource Guide, a resource for homeowners and homebuilders rebuilding after the January wildfires in a manner that enhances wildfire resilience.
- SCAG continued to make strides in providing local resources under the Programs to Accelerate Transformative Housing (PATH):
  - Of the \$41.2 million REAP 2.0 funds awarded in the Lasting Affordability Program, over \$13.8 million has been disbursed so far to housing trust funds and catalysts programs that are collectively providing new local revolving lending programs for affordable housing.
  - SCAG staff executed nine MOUs under the Regional Utilities Supporting Housing (RUSH) program, with one project kicked off and multiple projects in procurement.
  - SCAG staff executed 38 MOUs collectively under the following programs: Notice of Funds Available (NOFA) for Lasting Affordability, Housing Infill on Public and Private Lands (HIPP) Subregional Partnership Program 2.0, and Sustainability Communities Program (SCP) Call 4, with multiple projects kicked off while others are in procurement.

**NEXT STEPS:**

Many strategies have ongoing or upcoming work that staff will continue to report on in future updates. While generally SCAG collects a comprehensive summary of progress as part of the next RTP/SCS development cycle, SCAG staff will provide highlights of progress by external agencies and performance measures on a semiannual basis.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 25-26 Overall Work Program (Connect SoCal 2024 Implementation Strategies, 310.4874.02).

**ATTACHMENT(S):**

1. Connect SoCal 2024 Implementation Report (November 2025)
2. PowerPoint Presentation - Connect SoCal 2024 Implementation Update (November 2025)

# Connect SoCal 2024: Implementation Strategies Update, November 2025 (80 of 93 strategies)

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SCAG’s role in implementing Connect SoCal 2024 rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their planning efforts. In total, 80 of the 93 strategies have progressed since the adoption of Connect SoCal 2024. Since the update on implementation strategies in June 2025, 56 strategies continued to make significant progress. Below are key actions and milestones from June to October 2025 under those four categories:

- **Collaboration and Policy Leadership**
  - SCAG is working with other metropolitan planning organizations (MPO) on reforming SB 375, the legislation that guides Sustainable Communities Strategies (SCS) requirements for regional planning. SCAG is advocating for enhanced resources to support SCS implementation, greater clarity and alignment across conflicting state policies, and transparency and process integrity in greenhouse gas target setting.
  - SCAG continued to participate in the state’s Transit Transformation Task Force, convened by the California State Transportation Agency (CalSTA) under SB 125 to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services.
  - SCAG collaborated with member and partner agencies through a variety of different forums, including hosting the Legislative Roundtable, hosting the Sub-Regional Executive Directors, presenting to the Tribal Alliance for Sovereign Indian Nations with the Brookings Institute on a Tribal Data Study.
- **State and Federal Funding Administration**
  - SCAG completed the funding obligation processes for two projects: a memorandum of understanding with Metrolink to fund and implement a \$2.8 million contactless open loop fare payment pilot along the Metrolink San Bernardino and Arrow lines; and a partnership project with the Housing Authority of the City of Los Angeles to launch an e-bike lending library.
- **Data Collection, Analysis and Research**
  - SCAG released two data and best practices resources as part of “Walktober”: the “[2025 Transportation Safety Regional Existing Conditions Report](#)” and the [SoCal Community Transportation Safety Modeling Tool](#).
- **Local Technical Assistance Resources**
  - SCAG launched the [Last Mile Freight Program \(LMFP\)](#) Rebate Opportunity this fall, supporting the conversion to Class 4 and Class 5 battery-electric vehicles.

- SCAG kicked off several projects supported by the [Regional Utilities Supporting Housing \(RUSH\) program](#), focused on investments in utility infrastructure planning and capital improvements.

The tables on the following pages provide additional progress details for the Implementation Strategies that have progressed between June and October 2025, organized by each of the four Connect SoCal 2024 goal pillars: Mobility, Communities, Environment, and Economy.

## MOBILITY

Category	Strategy	Status	Action or Milestone
Complete Streets	Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	In Progress	The California Transportation Commission allocated funding for three projects (two quick-build projects and one plan) on June 26, 2025.
Complete Streets	Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	In Progress	The California Transportation Commission allocated funding for three projects (two quick-build projects and one plan) on June 26, 2025.
Complete Streets	Encourage data-driven approaches to inform Complete Streets policies	In Progress	SCAG staff continued to share bicycle and pedestrian counts to the California Active Transportation Data Portal which was released August 2025.
Complete Streets	Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	In Progress; Ongoing	SCAG staff convened quarterly meetings of the Safe and Active Streets Working Group in June and September 2025.
Complete Streets	Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	In Progress; Ongoing	SCAG staff participated in several statewide meetings: State Active Transportation Program Technical Advisory Committee (July and September 2025), California Walk and Bike Technical Advisory Committee (May and August 2025), and Strategic Highway Safety Plan Bicyclist & Pedestrian Challenge Areas (April and July 2025).
Funding the System/User Pricing	*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Ongoing	SCAG staff finalized the scope of work and is working with the Federal Highway Administration (FHWA) to process the funding agreement for the Strategic Innovation Revenue Collection (SIRC) grant, which FHWA awarded to SCAG earlier this year.
Funding the System/User Pricing	*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination	Ongoing	SCAG staff finalized the scope of work and is working with FHWA to process the funding agreement for the SIRC grant, which FHWA awarded to SCAG earlier this year.

Category	Strategy	Status	Action or Milestone
Funding the System/User Pricing	*Continue development and support for job-center parking pricing, including through Smart Cities and the Mobility Innovations Sustainable Communities Program (SCP) grant program	In Progress	SCAG staff reviewed and scored project nominations received through the Surface Transportation Block Grants (STBG)/Congestion Mitigation and Air Quality (CMAQ) Call for Projects, including parking pricing projects.
Funding the System/User Pricing	*Continue to coordinate with regional partners to support build-out of regional express lanes network	Ongoing	SCAG staff finalized the scope of work for the SIRC Grant and developed the funding agreement with FHWA. SCAG staff also finalized the scope of work for the SB 743 study on regional vehicle miles traveled (VMT) reduction strategies from the regional express lanes network and other mitigation strategies.
Funding the System/User Pricing	Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility	Upcoming	SCAG staff finalized the scope of work for the SIRC Grant and developed the funding agreement with FHWA.
Funding the System/User Pricing	Conduct education and outreach work to support the public acceptance of user fees	Ongoing	SCAG staff collaborated with the California Association of Councils of Governments (CalCOG) and the California Department of Transportation (Caltrans) on the Regional Infrastructure Accelerator grant implementation, including outreach and engagement on public support of user fees.
Safety	Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts in disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults, and young people.	In Progress	SCAG released <a href="#">the 2025 Transportation Safety Existing Conditions report</a> in October as part of SCAG's wider "Walktober" communications. The report includes baseline information and trends on disproportionate impacts on vulnerable users. The information provided in the report will inform the development of a Regional Safety Action Plan, which is anticipated to start soon.
Safety	Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools.	In Progress	SCAG received an FFY26 Office of Traffic Safety (OTS) grant to continue the development and enhancement of the SoCal Transportation Safety Predictive Modeling Platform. Staff presented the <a href="#">SoCal Community Transportation Safety Modeling Tool</a> at the Transportation Research Board (TRB) 'Tools of the Trade' conference in Albuquerque in June 2025.

Category	Strategy	Status	Action or Milestone
Safety	Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee.	Ongoing	SCAG staff continued to provide a regional perspective at meetings of the Strategic Highway Safety Plan (SHSP) Executive Leadership Steering Committee, and the Bike and Pedestrian Challenge Area Working Groups. Staff provided support for the September 2025 SHSP Executive Leadership committee meeting.
Safety	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region.	Ongoing	SCAG staff reviewed and scored project nominations received through the STBG/CMAQ Call for Projects, including for projects that will significantly improve safety.
Safety	Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHG.	Ongoing	The California Transportation Commission allocated funding for three projects (two quick-build projects and one plan) on June 26, 2025. SCAG staff attended several statewide meetings: State Active Transportation Program Technical Advisory Committee (July and September 2025), California Walk and Bike Technical Advisory Committee (May and August 2025), and Strategic Highway Safety Plan Bicyclist & Pedestrian Challenge Areas (April and July 2025). In June 2025, staff presented the <a href="#">SoCal Community Transportation Safety Modeling Tool</a> at the TRB 'Tools of the Trade' conference in Albuquerque.
System Preservation and Resilience	Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Ongoing	SCAG staff submitted the 2026 Transportation Asset Management Plan to Caltrans, establishing pavement and bridge condition targets for the SCAG region. Staff continued to participate in the SB 1121 State and Local Transportation System Needs Assessment process. SCAG continues to participate in the Federal Transit Agency's (FTA) Transit Asset Management Peer Working Group to share ideas on how to successfully plan and develop transit asset management (TAM) targets. SCAG supports transit agencies with resources and training on TAM target development and National Transit Database reporting. SCAG also maintains a TAM database to support 'state of good report' reporting.
System Preservation and Resilience	Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Ongoing	SCAG staff reviewed and scored project nominations received through the STBG/CMAQ Call for Projects, including for projects that will significantly improve asset condition of the transportation network.

Category	Strategy	Status	Action or Milestone
System Preservation and Resilience	Collaborate to work toward a regional asset management approach	Ongoing	SCAG continues to participate in the FTA's Transit Asset Management Peer Working Group to share ideas on how to successfully plan and develop TAM targets. SCAG also maintains a TAM database to support 'state of good report' reporting. SCAG intends to procure a consultant to support the TAM database portal and target setting efforts for Connect SoCal 2050.
System Preservation and Resilience	Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system performance targets	Ongoing	SCAG continued to upgrade both the Federal Transportation Improvement Program (FTIP) and the Connect SoCal transportation project list to better track contributions to the federal performance measures, including system preservation. SCAG staff reviewed and scored project nominations received through the STBG/CMAQ Call for Projects. The STBG/CMAQ Call for Projects selection criteria emphasized Federal performance measures, including National Highway System performance.
Technology Integration	Implement Intelligent Transportation Systems (ITS) priorities to improve the safety and efficiency of the current transportation system	Ongoing	SCAG launched a quarterly newsletter to promote SCAG's Regional ITS Architecture and initiated a needs assessment for SCAG counties.
Technology Integration	Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Ongoing	SCAG launched a quarterly newsletter to promote SCAG's Regional ITS Architecture and initiated a needs assessment for SCAG counties.
Transit and Multimodal Integration	* All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP's support, initiate open-loop payment demonstrations, and test shared product systems and post-payment solutions.	In Progress	SCAG executed a partnership agreement with Metrolink to implement an open-loop pilot along the San Bernardino and Arrow lines. SCAG completed the funding obligation process and will provide up to \$2.8 million in state and federal funding to support the project.
Transit and Multimodal Integration	* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects.	In Progress	SCAG completed the funding obligation process to authorize up to \$680,000 in state and federal funding for a partnership project with the Housing Authority of the City of Los Angeles (HACLA) to launch an e-bike lending library at Nickerson Gardens in the Watts neighborhood.

Category	Strategy	Status	Action or Milestone
Transit and Multimodal Integration	*Transit/Rail. Expand the region’s dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region’s urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators.	In Progress	SCAG Executive Director Kome Ajise continued to serve as a member of the CalSTA Transit Transformation Task Force and shared key principles, strategies, and recommendations from Task Force discussions with County Transportation Commission Planning Directors and the Regional Transit Technical Advisory Committee. SCAG staff continue to monitor bus lane implementation efforts across the region, including those led by LA Metro and LADOT in preparation for the LA28 Olympics.
Transit and Multimodal Integration	* Transit/Rail. Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	In Progress	With the passage of AB 2097, AB 2553, and SB 79, SCAG staff are developing and updating digital maps for local jurisdictions' reference in support of transit oriented development.
Transit and Multimodal Integration	* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools). Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's Go Human initiative	In Progress	The California Transportation Commission allocated funding for three projects (two quick-build projects and one plan) on June 26, 2025.
Transit and Multimodal Integration	* Active Transportation. Expand the region’s networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	In Progress	The California Transportation Commission allocated funding for three projects (two quick-build projects and one plan) on June 26, 2025.
Transportation System Management	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region	Ongoing	SCAG staff reviewed and scored project nominations received through the STBG/CMAQ Call for Projects, including projects that contribute to travel-time reliability.

Category	Strategy	Status	Action or Milestone
Transportation Demand Management	Incentivize and promote the development of more Transportation Management Agencies/Organizations (TMAs/TMOs)	Upcoming	SCAG completed the procurement process and selected a consultant for the 2028 Games Regional Transportation Demand Management (TDM) Strategy, which will include efforts to strengthen the role of TMAs/TMOs as local implementation partners.
Transportation Demand Management	Facilitate partnerships and provide a forum between public and private sector Transportation Demand Management (TDM) practitioners and stakeholders to develop and implement policies, plans and programs that encourage use of transportation alternatives.	Ongoing	SCAG continues to convene monthly Games Mobility Executives TDM Subcommittee meetings and, in May 2025, hosted the first quarterly Regional TDM Forum to promote regional collaboration. SCAG staff also held targeted meetings with key stakeholders (e.g., venue cities, venue adjacent cities, airports, universities, councils of government, etc.) to better understand their unique needs and priorities.
Transportation Demand Management	Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies.	In Progress	SCAG completed the procurement process and selected a consultant for the 2028 Games Regional TDM Strategy, which includes evaluating both pilot and permanent projects. SCAG staff also researched TDM ordinances and best practices from other mega-events, which the consultant team will use to inform updates to the TDM Toolbox.
Transportation Demand Management	Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school.	In Progress	SCAG completed the procurement process and selected a consultant for the 2028 Games Regional TDM Strategy, which includes communications support. SCAG staff also developed an initial inventory of Games Mobility Executives' communications channels, which the consultant team will expand into a more comprehensive resource.

## COMMUNITIES

Category	Strategy	Status	Action or Milestone
Equitable Engagement and Decision-Making	Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery, and develop a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery.	In Progress	Staff is reviewing federal policy and working to align the strategy and actions with change to develop a tool to help inform project development.
Equitable Engagement and Decision-Making	Develop an agency-wide Community Partnering Strategy that outlines tools and resources for partnering with CBOs, tribal entities and other partners to increase inclusive and equitable engagement opportunities.	Upcoming	Staff has reviewed federal policy to align the strategy and actions with change. SCAG staff initiated the process to procure a consultant to develop the Community Partnership Strategy.
Equitable Engagement and Decision-Making	Develop a resource guide and training for equitable and culturally relevant stakeholder engagement for public agencies, including SCAG, that recognizes community contexts and histories, existing community resources and engagement opportunities.	In Progress	Staff has reviewed federal policy to align the strategy and actions with change. SCAG staff initiated the process to procure a consultant to develop the Community Partnership Strategy.
Equitable Engagement and Decision-Making	Align with appropriate state and federal partners to identify and utilize equity centered measures to track outcomes, progress and lessons learned from Connect SoCal implementation.	In Progress	Staff is reviewing federal policy and working to align the strategy and actions with change. SCAG staff began development of the 2026 State of the Region report and will incorporate equity-centered measures where applicable.
Housing the Region	Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	In Progress	SCAG staff executed 38 Memorandums of Understanding (MOU) under Notice of Funds Available (NOFA) for Lasting Affordability, Housing Infill on Public and Private Lands (HIPP) Subregional Partnership Program 2.0, and Sustainability Communities Program Call 4, with multiple projects kicked off while others are in procurement. Staff are currently working with grantees to ensure timely kick-off to meet the June 2026 expenditure deadline.
Housing the Region	Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	In Progress	SCAG staff executed nine MOUs under the Regional Utilities Supporting Housing program, with one project kicked off and multiple projects in procurement.

Category	Strategy	Status	Action or Milestone
Housing the Region	Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners	Upcoming	Of the \$41.2 million REAP 2.0 funds awarded in the Lasting Affordability Program, over \$13.8 million has been disbursed so far to housing trust funds and catalysts programs that are collectively providing new local revolving lending programs for affordable housing. In September 2025, SCAG hosted a panel at the Community, Economic and Human Development Policy Committee, which explored affordable homeownership models including shared equity programs supporting housing cooperatives and rent-to-own homeownership.

## ENVIRONMENT

Category	Strategy	Status	Action or Milestone
Air Quality	Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Ongoing	SCAG staff hosted monthly Transportation Conformity Working Group meetings and processed 13 project-level conformity review requests. SCAG staff prepared the conformity and modeling portions of the proposed final 2027 FTIP Guidelines, which is a key step for the 2027 federal transportation programming of projects. SCAG staff provided updates to and actively coordinated with all involved agencies and partners to address new transportation conformity challenges triggered by the revocation of the State's Clean Air Act waivers. SCAG also pledged and promoted the 8th Annual Clean Air Day which fell on October 1, 2025.
Air Quality	Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available	Ongoing	SCAG, on behalf of Metrolink, applied and received \$52.6 million from the California Transportation Commission administered Solutions for Congested Corridors Program. The funding will replace 12 Tier 2 diesel locomotives with Tier 4 locomotives which are the cleanest diesel technology to date with the option to transition to hybrid operations SCAG also launched the Last Mile Freight Program (LMFP) Rebate Opportunity this fall, supporting conversion to Class 4 and Class 5 battery-electric vehicles, providing fleet operators engaged in last-mile delivery the opportunity to modernize their fleets with zero-emission vehicles. This initiative is funded through the U.S. Environmental Protection Agency as part of the South Coast Air Quality Management District's Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN) program.
Clean Transportation	Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology rule	In Progress	SCAG selected and awarded a contract to the consultant to conduct the Clean Transit Regional Assessment Study, which will support regional efforts to transition to zero-emission buses (ZEB) by 2040. The study will assess the region's transit operators' efforts to develop and implement ZEB Rollout Plans, evaluating readiness of the region to transition to zero-emission transit fleets.

Category	Strategy	Status	Action or Milestone
Climate Resilience	Research existing and potential options to fund the climate resilience efforts of implementation agencies.	In Progress	SCAG staff are working to develop an upcoming Resilience Toolkit, which will include funding and financing strategies for resilience projects and post-disaster recovery. SCAG staff also continued work on the Natural and Agricultural Economic and Resilience Benefits Study, funded by the Sustainable Agriculture Lands Conservation Grant from the California Department of Conservation.
Climate Resilience	Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems.	In Progress	SCAG completed the Water White Paper and shared an overview to the <a href="#">Energy and Environment Committee in June</a> . During the meeting, the Moulton Niguel Water District demonstrated their budget-based water management system which has been shown to reduce water demand in local communities.
Climate Resilience	Provide local and regional partners with resources, education and trainings to identify and protect areas vulnerable to climate effects and other resilience shocks and stressors, particularly for low-income communities and communities of color.	In Progress	SCAG hosted a special workshop on cool surfaces, “The Reflect Effect,” in July, bringing together practitioners and experts from local jurisdictions, the private sector, universities, and non-profit organizations to examine strategies for reducing extreme heat impacts on local communities by adopting cool surfaces and nature-based solutions.
Climate Resilience	Support implementing agencies' efforts to include climate-ready home-hardening strategies in new construction as well as the retrofitting of existing structures to minimize the potential loss of housing units stemming from climate-related hazards.	In Progress	SCAG supported LA County efforts to develop the <a href="#">Resilient Rebuild Resource Guide</a> , a resource for homeowners and homebuilders rebuilding after the January wildfires in a manner that enhances wildfire resilience.
Natural and Agricultural Lands Preservation	Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands.	In Progress	SCAG staff kicked off work with the selected consultant for the Natural and Agricultural Lands Economic and Resilience Benefits Study. Initial work included developing an outreach plan, identifying stakeholders for listening sessions, and initiating research for baseline analysis. Listening sessions occurred in October 2025.

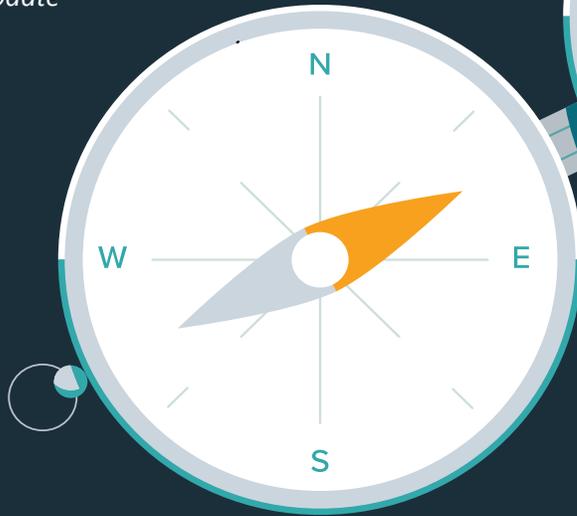
Category	Strategy	Status	Action or Milestone
Natural and Agricultural Lands Preservation	Explore opportunities to increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands—and pursue funding for implementation and demonstration projects.	In Progress	SCAG staff kicked off work with the selected consultant for the Natural and Agricultural Lands Economic and Resilience Benefits Study. Initial work included developing an outreach plan, identifying stakeholders for listening sessions, and initiating research for baseline analysis. Listening sessions occurred in October 2025.
Natural and Agricultural Lands Preservation	Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts.	In Progress	SCAG staff kicked off work with the selected consultant for the Natural and Agricultural Lands Economic and Resilience Benefits Study. Initial work included developing an outreach plan, identifying stakeholders for listening sessions, and initiating research for baseline analysis. Listening sessions occurred in October 2025.

## ECONOMY

Category	Strategy	Status	Action or Milestone
Goods Movement	Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure.	In Progress	SCAG staff presented the final <a href="#">Southern California Zero Emissions Truck Infrastructure Study</a> to the Transportation Committee in June 2025. SCAG also launched the LMFP Rebate Opportunity this fall, supporting conversion to Class 4 and Class 5 battery-electric vehicles. As of September 2025, four LMFP Phase 1 participants are still in implementation and 18 projects received award reimbursements since completion.
Goods Movement	Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities.	In Progress	SCAG launched the LMFP Rebate Opportunity this fall, supporting conversion to Class 4 and Class 5 battery-electric vehicles. This program provides fleet operators engaged in last-mile delivery the opportunity to modernize their fleets with zero-emission vehicles. As of September 2025, 18 LMFP Phase 1 projects received award reimbursements since completion.
Goods Movement	Engage communities throughout the SCAG region on environmental justice concerns, economic needs and workforce development priorities	In Progress	SCAG published the <a href="#">Southern California Goods Movement Communities Opportunities Assessment Toolkit</a> . The toolkit provides guidance on effective practices, strategies to strengthen workforce pathways, approaches to public health concerns, and resources to enhance communication and identify funding opportunities for community-driven solutions.
Goods Movement	Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program, to position the SCAG region for further funding opportunities	In Progress	SCAG hosted quarterly coordination meetings in July with key partners through the Goods Movement Regional Partner Agency Meetings with local seaports, County Transportation Commissions, and Caltrans Headquarters and Districts.
Workforce Development	Encourage the growth of, and equitable access to, living-wage jobs throughout the region	In Progress	SCAG published two reports: <a href="#">Addressing Barriers to Economic Opportunities</a> ; and <a href="#">"Apprenticeships: Expanding Economic Opportunities in Southern California."</a> The <a href="#">Inclusive Economic Recovery Strategy</a> grant has been closed out.
Workforce Development	Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	In Progress	SCAG published the <a href="#">"Good Data, Stronger Tribes: Overcoming Native American Data Challenges in Southern California"</a> report in partnership with Brookings Metro.

# Connect SoCal 2024

Implementation Strategies Update



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

November 6, 2025

## Our Role in the Region



### Vision and Goals

SCAG leads the region by defining where we want to go and outlining strategies to get us there.

#### Leadership

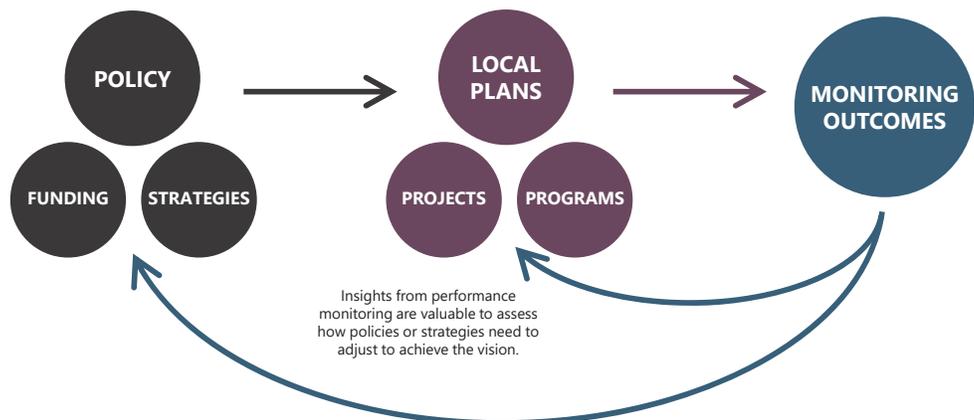
SCAG works with local jurisdictions, transportation commissions, state and federal agencies and various stakeholder groups to identify how we will work together to achieve the regional vision.

#### Implementation

Jurisdictions take action at the local level to implement work that moves toward achieving this regional vision. SCAG can support implementation by providing policy leadership, research or targeted resources.

#### Evaluation

Measurement of implementation work and outcomes acts as a benchmark on progress toward achieving the vision.



# Plan Impact: Implementation



## Regional Leadership

Collaboration and Policy Leadership

Federal Funding Administration

Data Collection, Analysis and Research

Local Technical Assistance Resources

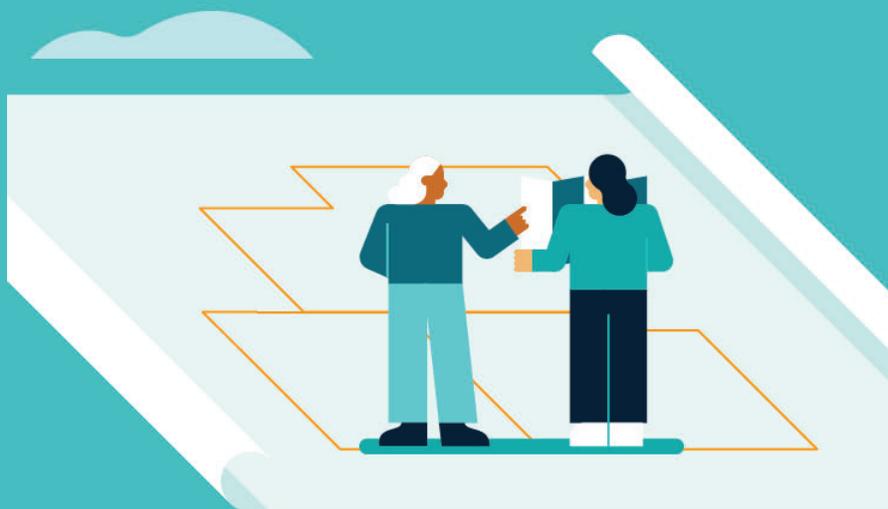
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# Connect SoCal 2024 Implementation Progress



## November 2025 Update

- Second semi-annual progress update since adoption of Connect SoCal 2024 in April 2024
- Milestone updates for **56** Implementation Strategies. In total, SCAG progressed on **80 of 93** strategies since April 2024.



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# Vision and Goals



**“A Healthy, Prosperous, Accessible and Connected Region for a More Resilient and Equitable Future”**



## MOBILITY

**Build and maintain** an integrated multimodal transportation network



## ENVIRONMENT

Create a **healthy** region for the people of today and tomorrow



## COMMUNITIES

Develop, connect and sustain **livable and thriving** communities



## ECONOMY

Support a sustainable, efficient and productive regional environment that provides **opportunities for all** people in the region

# Connect SoCal 2024 Implementation Progress



## Mobility

## Communities

## Environment

## Economy

### Complete Streets and Safety

- The California Transportation Commission allocated funding for three projects (two quick-builds and one plan) in the SCAG region.

### Funding the System, System Preservation and Resilience, etc.

- Reviewed and nominated projects received through the STBG/CMAQ Call for Projects.

### Transit and Multimodal Integration

- Executed partnership agreement with Metrolink for \$2.8 million contactless open-loop fare payment pilot project.

### Transportation Demand Management

- Selected a consultant for the 2028 Games Regional TDM Strategy.

# Connect SoCal 2024 Implementation Progress



Mobility

**Communities**

Environment

Economy

## Housing the Region

- Executed over 40 MOUs under Programs to Accelerate Transformative Housing (PATH), Subregional Partnerships Program 2.0, and Sustainable Communities Program Call 4.
- Of the \$41.2 million awarded in the Lasting Affordability Program, over \$13.8 million has been disbursed so far to housing trust funds and catalysts programs that are collectively providing new local revolving lending programs for affordable housing.

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# Connect SoCal 2024 Implementation Progress



Mobility

**Communities**

**Environment**

Economy

## Climate Resilience

- Completed the Water White Paper which was presented to the Energy and Environment Committee in June.
- Supported the County of Los Angeles in developing the Resilient Rebuild Resource Guide.

## Natural and Agricultural Lands Preservation

- Kicked off work for the Natural & Agricultural Lands Economic and Resilience Benefits Study and held listening sessions in October.

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# Connect SoCal 2024 Implementation Progress



Mobility

Communities

Environment

**Economy**

## Goods Movement

- Launched the Last Mile Freight Program (LMFP) Rebate Opportunity this fall.
- Published the Southern California Goods Movement Communities Assessment Opportunities Assessment Toolkit.

## Workforce Development

- Published two reports: "Addressing Barriers to Economic Opportunities" and "Apprenticeships: Expanding Economic Opportunities in Southern California."
- Published the "Good Data, Stronger Tribes: Overcoming Native American Data Challenges in Southern California."

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# THANK YOU!

For more information, please visit:

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



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

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