SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

900 Wilshire Blvd., Ste. 1700
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T: (213) 236-1800
www.scag.ca.gov

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MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely
Thursday, March 5, 2026
9:30 a.m. – 11:15 a.m.

To Attend In-Person:
SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Watch or View Only:
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Meeting ID: 822 2773 7082

PUBLIC ADVISORY

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

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

Instructions for Attending the Meeting

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

To Attend by Computer: Click the following link: https://scag.zoom.us/j/82227737082. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 822 2773 7082, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

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

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

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

General Information for Public Comments

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

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

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

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Javier Amezcua City of Calipatria - City Hall City Council Chambers 125 N Park Avenue Calipatria, CA 92233	**Brian S. Berkson** City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509	**Austin Bishop** Print Boss 42215 12th Steet West Lancaster CA 93534
Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236	**Jason Gibbs** City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355	**Lauren Hughes-Leslie** City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534
Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832	**Linda Krupa** City of Hemet - City Hall Mayors Office 445 E Florida Avenue Hemet, CA 92543	**Bridgett Lewis** City of Torrance - City Hall 3031 Torrance Blvd, 3rd Floor Torrance, CA 90503
Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	**Carol Moore** City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Zizette Mullins** City of Burbank - City Hall 275 E. Olive Avenue, 2nd Floor Burbank, CA 91502
Juan Muñoz-Guevara LiUNA! Laborers Local 1309 3971 Pixie Avenue Lakewood, CA 90712	**Ara Najarian** 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203	**Frank J. Navarro** City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324
David Ready City of Palm Springs - City Hall 3200 E Tahquitz Canyon Way Small Conference Room Palm Springs, CA 92264	**Ed Reece** City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711	**Crystal Ruiz** 674 Sunnyside Boulevard San Jacinto, CA 92582
Jeremy Smith City of Canyon Lake - City Hall 31526 Railroad Canyon Road Canyon Lake, CA 92584	**Ward Smith** City of Placentia Council Chambers 401 E. Chapman Avenue Placentia, CA 92870	**Wes Speake** City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882
Cynthia Sternquist 6131 Camellia Avenue Temple city CA 91780	**William "Bill" Uphoff** City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717	**Michael M. Vargas** City of Perris - City Hall 101 N. D Street Perris, CA 92570
Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302		

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

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   TC Chair, VCTC

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   TC Vice Chair, Monterey Park, RC District 34

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   Artesia, GCCOG

4. **Hon. Javier Amezcua**
   Calipatria, ICTC

5. **Hon. Adele Andrade-Stadler**
   Alhambra, SGVCOG

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   Santa Ana, Pres. Appt. (Member at Large)

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8. **Sup. Kathryn Barger**
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    San Clemente, OCCOG

TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, March 5, 2026
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Mike T. Judge, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEMS

1. Election of Chair and Vice Chair   10 Mins.
(Ruben Duran, Board Counsel)

2. 2027 (Cycle 8) Active Transportation Program: Regional Guidelines   10 Mins.   PG 11
(Rachel Om, Senior Regional Planner, SCAG)

RECOMMENDATION:
Recommend that the Regional Council adopt Resolution No. 26-679-1 approving the 2027 Active Transportation Program Regional Guidelines.

3. Recommendation and Approval of Recommended Applicants for the Last Mile Freight Program   PG 34
    (LMFP) Rebate Program   10 Mins.
(Ryan Laws, Senior Regional Planner, SCAG)

RECOMMENDATION:
Recommend that the Regional Council conditionally approve the award of $871,000 in rebate funding to three applicants (ESL Power Systems, Inc., Mailing Pros, Inc., and PacTrack Inc.) for the purchase of Class 4/5 battery-electric vehicles (BEVs) under the Last Mile Freight Program (LMFP) Rebate Program, pending concurrence from the South Coast Air Quality Management District.

CONSENT CALENDAR

Approval Items

Receive and File

INFORMATION ITEMS

CHAIR'S REPORT
(The Honorable Mike T. Judge, Chair)

METROLINK REPORT
(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT
(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
March 5, 2026

To:	TC – Transportation Committee	**EXECUTIVE DIRECTOR'S APPROVAL**
	RC - Regional Council	
From:	Rachel Om, Senior Regional Planner	*Kome Ajise*
	213-630-1550, om@scag.ca.gov	
Subject:	2027 (Cycle 8) Active Transportation Program: Regional Guidelines	

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council adopt Resolution No. 26-679-1 approving the 2027 Active Transportation Program Regional Guidelines.

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 26-679-1 approving the 2027 Active Transportation Program Regional Guidelines

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

EXECUTIVE SUMMARY:
On March 20, 2026, the California Transportation Commission (CTC) is anticipated to adopt the 2027 Active Transportation Program (ATP) Guidelines (Statewide Guidelines). Per the Statewide Guidelines, SCAG is responsible for adopting the 2027 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the 2027 ATP. Nearly $129 million is anticipated to be available in the SCAG region for programming through the 2027 ATP.

BACKGROUND:
On March 20, 2026, the CTC is anticipated to adopt the 2027 Statewide Guidelines and open the 2027 ATP call for projects. Statewide project applications are due June 22, 2026. The 2027 ATP budget is approximately $619 million and will cover fiscal years 2027/28 through 2030/31. Sixty percent of the total funding awards will be recommended by the CTC through the Statewide (50 percent) and Small Urban & Rural (ten percent) Components. Forty percent of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) with a population greater than 200,000 through the MPO Component, with funds distributed by population. SCAG's share of the MPO Component is nearly $129 million (52 percent).

The proposed 2027 ATP Regional Guidelines outline the process by which SCAG, in collaboration with the CTC and six county transportation commissions within the SCAG region, will recommend funding awards for the 2027 Regional ATP. The Regional ATP will award funding to two categories of projects: (1) Implementation & Capacity Building Projects and (2) Planning Projects, which are described below. Eligible applicants must submit an application through the statewide ATP call for projects in order to be considered for funding in the Regional ATP. Base scores (out of 100) are established through the statewide ATP evaluation process, and the Regional Guidelines allow county transportation commissions to add up to twenty points to the base score to prioritize projects within their respective county on a 120-point scale. As in previous cycles, the Board of each county transportation commission shall approve the methodology for assigning the additional points, as well as approve the final project scores. Total funding available in each county is based on population-based funding targets.

Implementation & Capacity Building Projects: No less than 98 percent of SCAG's funding will be recommended to fund projects in this category, which include Infrastructure, Non-infrastructure, and Infrastructure with Non-infrastructure components projects.

Implementation & Capacity Building Projects Category: Funding Targets
(98% of Regional Funds)

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$1,226
Los Angeles	52%	$65,784
Orange	17%	$21,375
Riverside	14%	$17,057
San Bernardino	12%	$14,929
Ventura	4%	$5,633
Total	**100%**	**$126,004**

Population estimates based on American Community Survey 2024 1-Year Estimates
**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

Planning Projects: Per Statewide Guidelines, no more than two percent of SCAG's funding will be recommended to fund projects in this category, which include Planning projects that benefit disadvantaged communities (DACs)/Priority Equity Communities (PECs).

Planning Projects Category: Funding Targets (2% of Regional Funds)

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$26
Los Angeles	52%	$1,342
Orange	17%	$436
Riverside	14%	$348
San Bernardino	12%	$304
Ventura	4%	$115
Total	**100%**	**$2,571**

Population estimates based on American Community Survey 2024 1-Year Estimates
**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

The county transportation commissions may also recommend projects to be included on the Regional ATP contingency list, which will be used to fund projects should there be an increase in funding, project failures, or savings in the Regional ATP. Available funding will aim to be awarded to projects within the county where the funded was initially awarded.

The final recommended Regional ATP will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional ATP recommendations to the Chief Executive Officers (CEOs) of the county transportation commissions and boards, SCAG's Regional Council, and CTC for approval.

Next Steps
SCAG staff will continue to work with the county transportation commissions in the SCAG region, the CTC, Caltrans and other partners to provide outreach to ensure eligible applicants are aware of the ATP funding opportunities and provide technical assistance, resources and support as requested to facilitate regional competitiveness through the application submission period ending on June 22, 2026. Upon RC approval, the 2027 ATP Regional Guidelines will be submitted to the CTC for consideration of approval at the June 25-26, 2026 CTC meeting. The 2027 Regional ATP will be submitted to the Regional Council for approval in April 2027 followed by submission to the CTC for approval in June 2027.

FISCAL IMPACT:
None

ATTACHMENT(S):

1. Draft 2027 ATP Regional Guidelines
2. Resolution No. 26-679-1 - Approving the 2027 ATP Regional Guidelines
3. PowerPoint Presentation – Draft 2027 ATP Regional Guidelines

2027 Active Transportation Program

Regional Guidelines

Draft

February 2026

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2027 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

Contents

Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) Component of the California Active Transportation Program (ATP). The following 2027 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities, and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2027 ATP. The Regional Guidelines also outline the requirements for programming, project delivery, and project reporting related to the 2027 Regional Active Transportation Program (Regional ATP). The Regional Guidelines may be revisited and modified in order to remain consistent with the latest ATP Statewide Guidelines (Statewide Guidelines) and to consider innovative concepts and best practices to improve the Regional ATP's efficiency and effectiveness.

Background

The 2027 ATP Guidelines (Statewide Guidelines), which will be adopted by the California Transportation Commission (CTC) on March 20, 2026, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP. Section VI (MPO Component) of the Statewide Guidelines describe the process for MPOs, including SCAG, to develop Regional Guidelines and select projects through a competitive process. Projects selected for funding in the MPO Component must abide by all policies and reporting requirements outlined in the Statewide Guidelines.

The SCAG Regional ATP will be developed through coordination of the ATP Subcommittee, which is comprised of SCAG staff and representatives from each of the six county transportation commissions. The ATP Subcommittee develops the Regional Guidelines and the Regional ATP and administers tasks associated with project delivery. The county transportation commissions approve the Regional ATP as it pertains to their respective counties. SCAG's Regional Council approves the Regional Guidelines and Regional ATP. The California Transportation Commission approves the Regional Guidelines and Regional ATP.

Fund Estimates for 2027 Regional ATP

The 2027 ATP total fund estimate is $619.32M (March 2026). Per the Statewide Guidelines, the MPO Component is 40 percent of the total budget with funding distributed by population. The SCAG region's share of the 2027 ATP is $128.575M (52 percent of MPO Component) and includes funding in Fiscal Years 2027/28, 2028/29, 2029/30, and 2030/2031 to be programmed as follows:

Year (Fiscal)	Funds ($1000s)
FY 27/28	$29,754
FY 28/29	$20,781
FY 29/30	$38,771
FY 30/31	$39,269
Total	**$128,575**

Eligibility

SCAG applies the eligibility requirements in the Statewide Guidelines to the Regional ATP.

Regional Disadvantaged Communities Definitions

Per Section III.12.A (Disadvantaged Communities) of the Statewide Guidelines, to qualify as a disadvantaged community, the community served by the project must meet the criteria for at least one of the disadvantaged community indicators, such as Median Household Income, CalEnviroScreen, and Healthy Places Index. In addition, a regional definition that was adopted as part of a four-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) may qualify a project as benefitting a disadvantaged community.

As part the 2024 RTP/SCS (Connect SoCal 2024), SCAG established "Priority Equity Communities" (PECs) as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. PECs are 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 following socioeconomic factors: 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, and people with limited English proficiency. 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.

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Regional ATP Project Selection

SCAG intends to award funding to projects in two categories: Implementation & Capacity Building projects and Planning projects.

Implementation & Capacity Building Projects

Implementation & Capacity Building projects include Infrastructure, Infrastructure projects with Non-infrastructure components, and Non-infrastructure projects as defined by the Statewide Guidelines. No less than 98 percent ($126.004M) of the total regional funds shall be dedicated to funding Implementation & Capacity Building projects in the 2027 Regional ATP. Implementation & Capacity Building funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2024 1-Year Estimates).

Implementation & Capacity Building Projects Category: Funding Targets (98% of Regional Funds)

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$1,226
Los Angeles	52%	$65,784
Orange	17%	$21,375
Riverside	14%	$17,057
San Bernardino	12%	$14,929
Ventura	4%	$5,633
Total	**100%**	**$126,004**

Population estimates based on American Community Survey 2024 1-Year Estimates
***Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

Planning Projects

Planning projects include Plans as defined by the Statewide Guidelines. Per Statewide Guidelines, no more than two percent ($2.571M) of the total 2027 Regional ATP funds shall be dedicated to funding Planning Projects that benefit DACs/PECs. The pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP call for projects using the state's Plan application. Planning funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2024 1-Year Estimates).

Planning Projects Category: Funding Targets (2% of regional funds)

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$26
Los Angeles	52%	$1,342
Orange	17%	$436
Riverside	14%	$348
San Bernardino	12%	$304
Ventura	4%	$115
Total	**100%**	**$2,571**
Population estimates based on American Community Survey 2024 1-Year Estimates		
***Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*		

If SCAG does not receive sufficient applications from a county to meet the Planning funding targets outlined above, the respective county transportation commission may choose to allocate those funds towards Implementation & Capacity Building Projects. If a county transportation commission recommends funding Planning projects with funding requests that exceed their respective county funding target, then: (a) the applicant must identify supplemental funds for their Plan, or (b) if the two percent of regional funds has not been met (i.e. another county transportation commission recommends less than their two percent funding target), the remaining funding may go towards the Plan that exceeds the county's funding target. The additional amount a county transportation commission recommends for their Planning projects will be reduced from their Implementation & Capacity Building funding target to ensure each county receives their overall population-based funding targets. If more than one county transportation commission recommends funding Planning projects with funding requests that exceed their respective county funding target, then the Plan applications will be ranked by their Statewide score and receive funding in that order. If two or more Plan applications receive the same Statewide score, then the Plan application with the highest score on the highest point value question will rank higher. If two or more Plan applications are still tied on the highest point value question, then the highest score on the second highest point value question will rank higher.

Project Selection Process

The selection process shall occur as follows:

- SCAG will develop the Regional ATP utilizing the CTC statewide applications, scoring, and ranking process. However, SCAG and its member county transportation commissions

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    reserve the option to establish an evaluation committee and issue a supplemental call for projects in future ATP cycles.

- Prior to scoring by the CTC, SCAG shall coordinate with each county transportation commission to ensure that all project applications submitted through the statewide call for proposals have been submitted to the respective county transportation commission and SCAG.

- The county transportation commissions shall review the statewide project applications and determine which projects are "consistent with plans adopted by local and regional governments within the county" per the requirements of SB 99.

- County transportation commissions may assign up to 20 points to each project application deemed consistent and meeting eligibility requirements. If a county transportation commission assigns additional points (up to 20) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project. The board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and staff will submit the methodology and scores to SCAG for inclusion in the preliminary ranking of regional projects by February 5, 2027.

- The county transportation commissions may also recommend projects to be included on the Regional ATP contingency list. Projects included on the Regional ATP contingency list shall be included in the program as detailed in the Fund Balance & Contingency List section below.

Recommended Regional ATP

SCAG shall develop a draft Regional ATP based on the county transportation commissions' submissions that programs no less than 98 percent of the total regional funds towards Implementation & Capacity Building Projects, no more than two percent of the total regional funds to Plans, and aims to allocate funding reflecting population-based funding targets to achieve geographic equity.

SCAG will analyze the draft Regional ATP to ensure it meets the DAC requirements by allocating at least 25 percent to projects benefiting DACs (as defined by the Statewide Guidelines) or Priority Equity Communities (PECs).

If the total is less than 25 percent, SCAG will modify the preliminary Regional ATP to ensure the 25 percent mark is achieved, as follows:

- The lowest scoring project on the preliminary Regional ATP may be replaced with the highest scoring, funding-eligible DAC/PEC project within the same county. If the county has no other eligible DAC/PEC projects, the lowest scoring project on the preliminary

Regional ATP shall be replaced with the highest scoring, funding-eligible DAC/PEC project(s) from the region.

- This process will be repeated until the 25 percent target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding but is necessary to ensure the DAC requirements for the Regional ATP are met.

The final recommended Regional ATP will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional ATP recommendations to the Chief Executive Officers (CEOs) of the county transportation commissions and boards, SCAG's Regional Council, and CTC for approval.

With consensus from the county transportation commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional ATP. The programming years for the 2027 ATP are State Fiscal Years 2027/28 to 2030/31. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a fiscally-constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:

  o Reduce administrative burden for Planning projects and projects requesting less than $3.5M.
  o Completion of California Environmental Quality Act (CEQA) prioritizes projects for state only funding.

- o Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

County transportation commissions will be responsible for recommending partial awards for eligible projects. SCAG and the county transportation commissions will consider partial awards if the project sponsor meets one of the following requirements:

- The applicant provides funds through additional sources to fully fund the project or phase of work requested.
- The applicant has made a full funding request, but the project is at the funding cut-off for the respective county's funding target and there are not enough available remaining funds in the overall MPO component to fund the full project. Uncommitted funding is allowed in subsequent project phases to the phase(s) receiving funding. All project phases receiving ATP funds must be fully funded. The applicant must submit a plan to secure the funding for the subsequent phase(s) so that the scope included in the project application will be delivered. See Section VII.24 (Committed / Uncommitted Funds) of the Statewide Guidelines for guidance on uncommitted funding.
- The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:

  - o An explanation of the proposed scope change.
  - o The reason for the proposed scope change.
  - o The impact which the proposed scope change would have on the overall cost of the project.
  - o An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).
  - o An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).
  - o An explanation of the methodology used to develop the aforementioned estimates.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG, in consultation with the county transportation commissions, to projects in the Regional ATP will be returned to the state and incorporated into

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the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional ATP submitted to the CTC will identify projects that program 100 percent of the region's share of ATP funds. If a balance exists after each county has exhausted its Implementation & Capacity Building and Planning projects funding targets or if additional funds are made available, SCAG, in consultation with the county transportation commissions, will recommend the fund balance be awarded to projects receiving partial awards and then to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's recommended list exceeds the county's ATP funding target, the county transportation commission may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient/infeasible, the county transportation commission may recommend fully or partially funding the subsequent highest scoring project(s) in the county.
- The recommended Regional ATP will include a contingency list of Implementation & Capacity Building and Planning projects that will be in place until the adoption of the next statewide program. Projects will be ranked in priority order based on the county transportation commission's evaluation scoring. SCAG intends to fund projects on the contingency list should there be an increase in available funding, project failures, or savings in the Regional ATP. Available funding will aim to be awarded to projects within the county where the funding was awarded initially with priority given to projects that received a partial award. If the available funding exceeds the amount needed for fully funding the partial award, the surplus will aim to be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee. In recommending replacement projects, SCAG and the county transportation commissions may consider both project ranking and project readiness. If contingency projects are not amended into the Regional ATP, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional ATP to remove and advance projects. An annual report, as necessary, will be provided to the Regional Council on program amendments. Amendments to the Regional ATP may occur under the following conditions and in the following manner:

- Program amendments may only take place after the adoption of the Regional ATP.

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- If a project is cancelled and removed from the Regional ATP, the respective county transportation commission may recommend replacing the cancelled project with a project in their county on the contingency list. If the respective county transportation commission does not identify a replacement project from the contingency list, then SCAG will collaborate with the ATP Subcommittee to identify a suitable replacement project from the contingency list and amend the project into the Regional ATP.

See Section VII.33 (Amendment Requests) in the Statewide Guidelines for guidance on amendments. All program amendments must be approved by the CTC following recommendations from SCAG and the respective county transportation commission.

FTIP Amendments

All projects funded by the 2027 Regional ATP must be amended into the Federal Transportation Improvement Program (FTIP). The county transportation commissions will be responsible for programming their respective Implementation & Capacity Building and Planning projects into the FTIP and shall aim to program all 2027 ATP projects, regardless of programming year, in the 2027 FTIP amendment cycle. See the 2027 Federal Transportation Improvement Program Guidelines (November 2025) for guidance on amending projects to the FTIP.

Project Delivery

See Section VIII (Project Delivery) in the Statewide Guidelines for full guidance on project delivery. The section below includes additional guidance for the Regional ATP.

Allocations and Time Extensions

The Statewide Guidelines require projects programmed in the MPO Component to include a recommendation by the MPO for allocations and time extensions. SCAG delegates this responsibility to the county transportation commissions for all projects in the Regional ATP and the responsibility of ensuring projects are consistent with FTIP programming. The county transportation commissions shall keep SCAG informed of allocation and time extension requests.

Project Reporting

See Section IX (Reporting) in the Statewide Guidelines for full guidance on project reporting. The CTC submits an annual report to the Legislature that includes a discussion on the effectiveness of the ATP. SCAG will review these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

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Schedule

Action	Date
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	March 5, 2026
CTC adopts ATP State Guidelines	March 20, 2026
Statewide call for projects opens	March 20, 2026
Draft ATP Regional Guidelines submitted to CTC	May 8, 2026
Statewide call for projects close	June 22, 2026
CTC approves or rejects Regional Guidelines	June 26, 2026
CTC shares recommendations for statewide and small urban and rural projects	November 2, 2026
CTC adopts statewide and small urban and rural projects	December 4, 2026
County transportation commissions submit 20-point scoring methodology to SCAG	February 5, 2027
County transportation commissions submit recommended project lists to SCAG	February 5, 2027
Project PPRs for partially funded projects due to SCAG	February 5, 2027
Draft Regional ATP submitted to CTC	February 19, 2027
SCAG RC adopts SCAG Regional ATP	April 1, 2027
Final Regional ATP submitted to CTC	April 23, 2027
CTC adopts Regional ATP	June 2027

Contact Information

Agency/County	Staff Name	Staff Email
SCAG	Rachel Om	Om@scag.ca.gov
Imperial	Marlene Flores	MarleneFlores@imperialctc.org
Los Angeles	Shelly Quan	QuanS@metro.net
Orange	Louis Zhao	LZhao@octa.net
Riverside	Edward Emery	EEmery@rctc.org
San Bernardino	Ginger Koblasz	GKoblasz@gosbcta.com
Ventura	Vanessa Schoenewald	VSchoenewald@goventura.org

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RESOLUTION NO. 26-679-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE 2027 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES**

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, the Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the 2027 ATP Guidelines require the Commission to adopt a metropolitan planning organization's use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines anticipated to be adopted by the Commission on March 20, 2026;

WHEREAS, SCAG developed the 2027 ATP Regional Guidelines with input from the ATP Subcommittee, comprised of staff from the six county transportation commissions, to govern award of projects funded through the SCAG Regional ATP;

WHEREAS, the 2027 ATP Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines to the Commission by May 8, 2026;

WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's 2027 Active Transportation Program Regional Guidelines; and

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2027 ATP Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council authorizes SCAG staff to submit the 2027 ATP Regional Guidelines to the Commission for approval.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of March, 2026.

_____

Cindy Allen
President, SCAG
City of Long Beach

Attested by:

_____

Kome Ajise
Executive Director

Approved as to Form:

_____

Jeffery Elder
Chief Counsel

2027 (Cycle 8) Active Transportation Program: Regional Guidelines

Transportation Committee

March 5, 2026

SCAG

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ATP Cycle 8: Funding Overview

- Funds four fiscal years: **FY28** to **FY31**

- Fund Estimate: **$619M**
  - 50% Statewide ($309M)
  - 10% to Small Urban & Rural ($62M)
  - 40% to MPOs with 200,000+ population ($248M)

- **SCAG's regional share: $129M**

ATP Cycle 8: Guideline Development

- Regional Guidelines developed by ATP subcommittee:
  - SCAG staff
  - Representatives from six county transportation commissions

- Shaped by ATP Statewide Guidelines and regional priorities

ATP Cycle 8: Regional Funding Distribution

- Per Statewide Guidelines, up to 2% for Plans:
  - Active transportation plans that benefit disadvantaged communities
  - Nearly $2.6M over four years

County	Percent	Planning
Imperial	1%	$26,000
Los Angeles	52%	$1,342,000
Orange	17%	$436,000
Riverside	14%	$348,000
San Bernardino	12%	$304,000
Ventura	4%	$115,000

ATP Cycle 8: Regional Funding Distribution

- Minimum 98% for Implementation & Capacity Building:
    - Infrastructure, Non-infrastructure, and Combination (I+NI)
    - Approximately $126M over four years

County	Percent	Implementation & Capacity Building
Imperial	1%	$1,226,000
Los Angeles	52%	$65,784,000
Orange	17%	$21,375,000
Riverside	14%	$17,057,000
San Bernardino	12%	$14,929,000
Ventura	4%	$5,633,000

ATP in Action

City of El Centro

- Cycle 5 Regional ATP: El Centro Pedestrian Improvement Project
- $1.8M total project cost
    - $882,000 ATP award
- Includes new signals, all-way stops, sidewalks, ADA-compliant curb ramps, and enhanced crosswalks

New signal (Jan 2026):
Imperial Ave & Pepper Dr.
From the City of El Centro

ATP in Action

County of Orange

- Cycle 6 Statewide ATP: OC Loop Segment P & Q
- $60.2M total project cost
  - $45.9M ATP award
- 1.6-mile ADA-compatible asphalt trail
  - Bridges last gap in the 15.6-mile San Gabriel River/Coyote Creek multi-purpose trail

From the CTC's Project Profile

ATP Cycle 8: Key Dates

2026

- March 5:
  - SCAG TC recommends approval of 2027 ATP Regional Guidelines
  - SCAG RC approves 2027 ATP Regional Guidelines
- March 20 – June 22: Statewide ATP call for projects
- June 26: CTC approves Regional Guidelines
- December 4: CTC adopts Statewide/Small Urban & Rural Components

ATP Cycle 8 Schedule: Key Dates

<u>2027</u>

- February 19: SCAG submits draft Regional ATP to CTC

- March 4: SCAG TC recommends approval of Regional ATP

- April 1: SCAG RC approves Regional ATP

- June: CTC adopts MPO Component

THANK YOU!

For more information, please visit:

https://scag.ca.gov/active-transportation

Southern California Association of Governments
March 5, 2026

To:	RC - Regional Council TC - Transportation Committee	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Ryan Laws, Senior Regional Planner 213-630-1470, laws@scag.ca.gov	*Kome Ajise*
Subject:	Recommendation and Approval of Recommended Applicants for the Last Mile Freight Program (LMFP) Rebate Program	

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council conditionally approve the award of $871,000 in rebate funding to three applicants (ESL Power Systems, Inc., Mailing Pros, Inc., and PacTrack Inc.) for the purchase of Class 4/5 battery-electric vehicles (BEVs) under the Last Mile Freight Program (LMFP) Rebate Program, pending concurrence from the South Coast Air Quality Management District.

RECOMMENDED ACTION FOR RC:
Conditionally approve the award of $871,000 in rebate funding to three applicants (ESL Power Systems, Inc., Mailing Pros, Inc., and PacTrack, Inc.) for the purchase of Class 4/5 battery-electric vehicles under the LMFP Rebate Program pending concurrence from the South Coast Air Quality Management District.

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:
SCAG partnered with the South Coast Air Quality Management District (SCAQMD) on its U.S. Environmental Protection Agency (EPA) INVEST CLEAN application, with SCAQMD serving as the lead applicant and SCAG contributing regional coordination, program design expertise, and an established deployment platform. The application proposed leveraging SCAG's Last Mile Freight Program (LMFP) to accelerate commercial deployment of zero-emission and near-zero-emission (ZE/NZE) medium and heavy-duty trucks and supporting infrastructure across the region. SCAG launched the LMFP Rebate Program on October 31, 2025, accepting applications through January 30, 2026. Applicants were required to demonstrate compliance with detailed eligibility requirements, including diesel vehicle documentation, proof of business location, California Air Resources Board (CARB) verified battery electric vehicle (BEV) specifications, operational use case verification, and vendor cost documentation. Eligible applications were evaluated using a tiered

ranking system designed to emphasize shovel ready projects, prioritize diesel replacement and emissions benefits, and support geographic balance across the region. By the application deadline, SCAG received 13 applications requesting rebates for 37 BEVs and proposing 27 diesel vehicle replacements, representing roughly five percent of available program funds. After eligibility review and assessment of the program's required 51 percent diesel to BEV replacement ratio, staff recommends awarding three (3) applicants a total of 13 eligible rebates totaling $871,000. Approval under this initial solicitation would be pending final concurrence from the South Coast Air Quality Management District. In response to the program's initial undersubscription, staff is collaborating with SCAQMD and the U.S. EPA on targeted modifications to improve accessibility and increase participation in the next solicitation.

BACKGROUND:

SCAG partnered on the South Coast Air Quality Management District's (SCAQMD) U.S. Environmental Protection Agency (EPA) INVEST CLEAN application, proposing to leverage SCAG's current Last Mile Freight Program (LMFP), focused on the commercial deployment of zero emission/near-zero emission (ZE/NZE) heavy and medium duty on-road trucks and supporting infrastructure. SCAG's partnership with SCAQMD on the INVEST CLEAN application was grounded in the SCAG's existing LMFP, which provided a ready-to-scale platform for ZE/NZE truck deployment. By incorporating LMFP into the application, SCAQMD and SCAG jointly demonstrated regional capacity, established program infrastructure, and alignment with statewide air quality and goods movement goals, strengthening the competitiveness of the proposal. The INVEST CLEAN application was submitted on April 1, 2024, and outlined a coordinated, large scale regional effort for ZE vehicles and fueling infrastructure improvements to support the regional goods movement network.

In July 2024, U.S. EPA awarded SCAQMD a Climate Pollution Reduction Grant of nearly $500 million for INVEST CLEAN. This grant includes $51,500,000 to expand SCAG's LMFP, specifically targeting Class 4/5 trucks through a rebate based program. Note: Class 4/5 trucks are medium duty delivery and work trucks commonly used in last mile freight operations, generally weighing between 14,000 and 19,500 pounds. The award was recognized by the SCAQMD Board in September 2024 and authorization to execute contracts related to the grant was approved by the SCAQMD Board on January 10, 2025. On April 3, 2025, the Regional Council approved Resolution No. 256722 to authorize acceptance of $51,500,000 from the U.S. EPA to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's LMFP. As part of this authorization, SCAG is tasked with implementing items listed under Measure 2.2, Battery Electric Freight Vehicle Deployment Incentive Program, including:

- Administration of a rebate program to fund Class 4/5 BEVs (issuing rebates with a maximum of $67,000 per vehicle);
- Development of an implementation plan, with SCAQMD and U.S. EPA involvement, to detail how the rebate program will be administered;

- Engagement with local communities regarding how project priorities will be incorporated in the implementation plan; and
- Inclusion of vehicle scrappage to achieve the emission reduction goals.

SCAG launched the LMFP Rebate Program on October 31, 2025, allowing rebate applications to be submitted online on the LMFP webpage. Online applications were accepted beginning October 31, 2025 through January 30, 2026.

Baseline eligibility was assessed using a range of criteria including diesel vehicle and BEV information, new technology/conversion documentation, geographic eligibility, and operational use case information. At a minimum, all applicants were required to provide proof of the following to be considered for the rebate program:

- General vehicle information for replacement aspects of the program,
- New vehicle or conversion documentation,
- Geographic eligibility, and
- Last-mile operating characteristics.

Applicants that met the minimum eligibility threshold were evaluated using a tiered ranking system that assessed vehicle replacement levels, readiness for deployment, projected emissions benefits, and geographic funding balance. The tiered system is designed to ensure transparency and consistency in award decisions while prioritizing projects that deliver the greatest air quality and community benefits.

SCAG received 13 applications requesting rebates for 37 BEVs and proposing to scrap or replace 27 diesel vehicles. In total, this represents demand for approximately five percent of available program funds (roughly $2.5 million. Following eligibility review, only three (3) applications fully met all program requirements and could proceed without substantial issues. Together, these applications request 17 BEVs and propose to scrap seven (7) diesel vehicles. While these projects align well with program priorities — including the vehicle tiering and diesel replacement framework — the number of diesel vehicles offered for scrappage is insufficient to support the full number of BEVs requested per the program's requirements,

Because the program requires a minimum 51 percent diesel to BEV replacement ratio, the seven (7) diesel vehicles identified across the three eligible applications allow SCAG to award no more than 13 rebates, totaling $871,000, under current program rules. To maintain compliance with this requirement, SCAG worked with one applicant (PacTrack, Inc.) to reduce the number of rebates requested. A list of recommended applicants is provided in **Figure 1**.

Figure 1 – Recommended Applicants

Applicant/Business Name	Domicile County	# of BEVs/Rebates	#of Diesel Vehicles for Replacement	Total Rebate $ Amount
ESL Power Systems, Inc.	Riverside	1	1	$67,000
Mailing Pros, Inc.	Orange	1	1	$67,000
PacTrack, Inc.	Los Angeles	11	5	$737,000
Total		**13**	**7**	**$871,000**

Collectively, the three (3) applicants comply with the program's evaluation threshold and are recommended for approval to receive LMFP rebates for BEV purchase and delivery as well as diesel vehicle scrappage/replacement.

ENGAGEMENT & OUTREACH

Prior to opening the INVEST CLEAN Measure 2.2 rebate program on October 31, 2025, SCAG conducted targeted outreach to ensure eligible fleets and industry stakeholders were aware of the opportunity and understood program requirements. Staff engaged directly with original equipment manufacturers (OEMs), vehicle dealerships, businesses and transportation companies operating last-mile delivery services, and public fleets, to promote the program and answer eligibility questions. Outreach included site visits, in-person and virtual meetings, and distribution of program materials through partner networks. Throughout these conversations, staff heard consistent feedback about potential barriers to participation including:

- Mandatory scrappage requirements,
- Challenges associated with transitioning from diesel to zero-emission as many companies had already transitioned to compressed natural gas (CNG),
- Being restricted to submitting for Class 4-5 vehicles (and not other classes) for both new zero-emission and replacement vehicles, and
- Regulatory uncertainty at the federal level especially, causing hesitancy to invest in zero-emission technologies.

LESSONS LEARNED

Despite staff's proactive outreach efforts, the program was significantly undersubscribed during its initial application window (October 31, 2025 through January 30, 2026). Recognizing important engagement and outreach with industry, staff has concurrently developed recommended adjustments to the program that are being coordinated with the SCAQMD and U.S. EPA to ensure that the next application opening for the program will be better subscribed. Key areas that will be discussed for modification include broadening new and replacement vehicle classifications and

scrappage components, as well as incorporating public and private fleet opportunities within last-mile delivery services, and permitting a rolling application process until all rebates are subscribed.

NEXT STEPS:
Upon Regional Council approval, SCAG will coordinate with SCAQMD to complete the INVEST CLEAN selection process and issue award notices to ESL Power Systems, Inc., Mailing Pros, Inc., and PacTrack, Inc. and SCAG will initiate the Memorandum of Understanding (MOU) negotiation processes. Rebate funds will be disbursed after confirmation of eligible vehicle purchase and delivery as well as diesel vehicle scrappage/replacement.

Per the Program Announcement and Solicitation, SCAG will reopen the program later this summer. As part of the reopening effort, SCAG staff is currently working with SCAQMD and the U.S. EPA to modify the program and make targeted adjustments that expand eligibility requirements, increase participation, and ensure full use of available funding. Current applicants that did not receive an initial award will be encouraged to reapply for the next opportunity.

FISCAL IMPACT:
Funding is included in the FY25/26 Overall Work Program under Task 315.4898.02.

ATTACHMENT(S):
1.   PowerPoint Presentation – LMFP Recommended Award List and Application Review Outcomes

Last Mile Freight Program (LMFP): Recommended Award List and Application Review Outcomes

March 5, 2026

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South Coast AQMD INVEST CLEAN

- SCAG partnered on the South Coast AQMD's U.S. EPA INVEST CLEAN application for Climate Pollution Reduction Grant (CPRG)

- U.S. EPA awarded South Coast AQMD nearly $500 million for INVEST CLEAN

- SCAG to administer incentives for LMFP as sub-recipient under INVEST CLEAN Measure 2.2

  - $51,500,000 ($50M for incentives) to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks

INVEST CLEAN – Measure 2.2
Class 4 & 5 Vehicle Replacement

Eligible Entities:

- Private and Public Fleet Owners

Operating Location:

- Vehicles must be domiciled in one of the two MSAs

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

Existing Equipment Requirements:

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

Replacement Equipment Requirements:

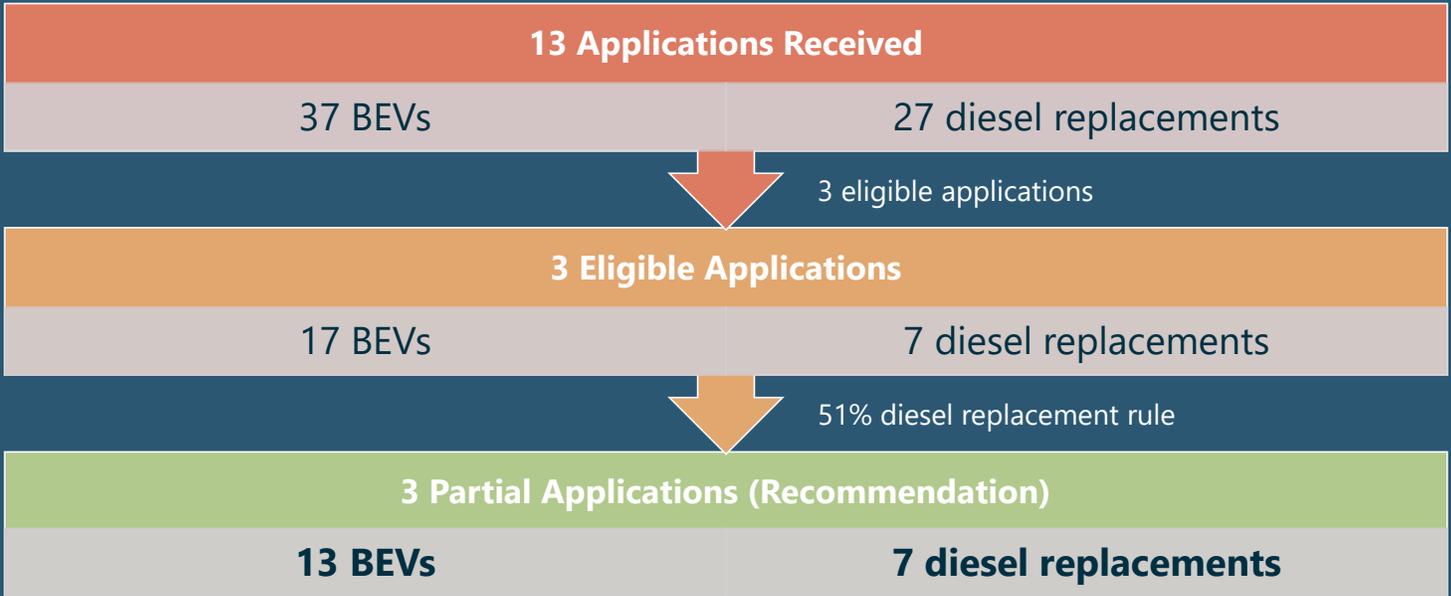- New Battery Electric Class 4 and Class 5 vehicles used in goods movement

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Program Launch and Evaluation Criteria

- SCAG launched the LMFP Rebate Program on October 31, 2025, and accepted applications through January 30, 2026

- Applicants were required to demonstrate compliance with detailed eligibility requirements, including:
  - Diesel vehicle documentation,
  - Proof of business location,
  - CARB-verified BEV specifications,
  - Operational use case verification, and
  - Vendor cost documentation.

- Eligible applications were then evaluated using a tiered ranking system designed to emphasize shovel-ready projects, prioritize diesel replacement and emissions benefits, and support geographic balance

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LMFP Rebate Applications Received

13 Applications Received	
37 BEVs	27 diesel replacements

3 eligible applications

3 Eligible Applications	
17 BEVs	7 diesel replacements

51% diesel replacement rule

3 Partial Applications (Recommendation)	
13 BEVs	**7 diesel replacements**

Recommended Applications

Applicant/Business Name	Domicile County	# of BEVs/Rebates	#of Diesel Vehicles for Replacement	Total Rebate $ Amount
ESL Power Systems, Inc.	Riverside	1	1	$67,000
Mailing Pros, Inc.	Orange	1	1	$67,000
PacTrack, Inc.	Los Angeles	11	5	$737,000
Total		**13**	**7**	**$871,000**

Next Steps

- Following Regional Council approval, SCAG will issue award notices to the selected applicants

- SCAG will initiate Memorandum of Understanding (MOU) negotiation processes

- Rebate funds will be disbursed upon confirmation of eligible vehicle purchase and delivery milestones

- SCAG will develop a program modification proposal; for SCAQMD and U.S. EPA consideration as part of a program relaunch later this summer

Recommended Action for TC/RC

Transportation Committee:

- Recommend that the Regional Council conditionally approve the award of $871,000 in rebate funding to three applicants (ESL Power Systems, Inc., Mailing Pros, Inc., and PacTrack, Inc.) for the purchase of Class 4/5 battery-electric vehicles under the LMFP Rebate Program.

Regional Council:

- Conditionally approve the award of $871,000 in rebate funding to three applicants (ESL Power Systems, Inc., Mailing Pros, Inc., and PacTrack, Inc.) for the purchase of Class 4/5 battery-electric vehicles under the LMFP Rebate Program pending concurrence from the South Coast Air Quality Management District.

Southern California Association of Governments
March 5, 2026

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, FEBRUARY 5, 2026**

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

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

Members Present:

Hon.	**Mike T. Judge (Chair)**		**VCTC**
Hon.	**Thomas Wong (Vice Chair)**	*Monterey Park*	**District 34**
Hon.	Zeel Ahir	*Artesia*	GCCOG
Hon.	Phil Bacerra	*Anaheim, Pres. Appt.*	Member at Large
Hon.	Ryan Balius	*Anaheim*	
Hon.	Brian Berkson	*Jurupa Valley, Pres. Appt.*	Member at Large
Hon.	Jeanette Burns		Morongo Band of Mission Indians
Hon.	Denise Delgado	*Coachella, Pres. Appt.*	Member at Large
Hon.	John Dutrey	*Montclair*	District 9
Hon.	Bryan Fish	*Culver City*	WSCCOG
Hon.	William Go	*Irvine*	District 14
Hon.	Jan Harnik		RCTC
Hon.	Laura Hernandez	*Port Hueneme*	District 45
Hon.	Fred Jung	*Fullerton*	OCCOG
Hon.	Trish Kelley		TCA
Hon.	Linda Krupa	*Hemet*	District 3
Hon.	Andrew Lara	*Pico Rivera*	District 31
Hon.	Clint Lorimore	*Eastvale*	District 4
Hon.	Ken Mann	*Lancaster*	NCTC
Hon.	Steve Manos	*Lake Elsinore*	District 63
Hon.	Ray Marquez	*Chino Hills*	District 10
Hon.	Larry McCallon		Air District Representative
Hon.	Marsha McLean	*Santa Clarita*	District 67
Hon.	Linda Molina	*Calimesa, Pres. Appt.*	Member at Large
Hon.	Carol Moore	*Laguna Woods*	OCCOG
Hon.	Zizette Mullins	*Burbank*	AVCJPA
Hon.	Ara Najarian	*Glendale*	SFVCOG

Hon.	Frank Navarro	*Colton*	District 6
Hon.	Nikki Perez	*Burbank*	District 42
Hon.	David Ready	*Palm Springs*	CVAG
Hon.	Gil Rebollar	*Brawley*	District 1
Hon.	Crystal Ruiz	*San Jacinto*	WRCOG
Hon.	Ali Saleh	*Bell*	District 27
Hon.	Steve Sanchez	*La Quinta*	District 66
Hon.	Tim Sandoval	*Pomona*	District 38
Hon.	Emma Sharif	*Compton*	District 26
Hon.	Marty Simonoff	*Brea*	District 22
Hon.	Ward Smith	*Placentia*	OCCOG
Hon.	Wes Speake	*Corona*	WRCOG
Hon.	Cynthia Sternquist	*Temple City*	SGVCOG
Hon.	Steve Tye	*Diamond Bar*	District 37
Hon.	William Uphoff	*Lomita*	SBCCOG
Hon.	Michael Vargas	*Perris*	Pres Apt
Hon.	Colleen Wallace	*Banning*	WRCOG
Hon.	Alicia Weintraub	*Calabasas*	LVMCOG
Hon.	Zhen Wu	*San Clemente*	OCCOG
Mr.	Marlon Regisford	*Caltrans District 7*	Ex-Officio Member

Members Not Present:

Hon.	Javier Amezcua	*Calipatria*	ICTC
Hon.	Adele Andrade-Stadler	*Alhambra*	SGVCOG
Hon.	Kathryn Barger		Los Angeles County
Hon.	Austin Bishop	*Palmdale*	District 43
Hon.	Jonathan Dumitru	*Orange*	District 17
Hon.	Jason Gibbs	*Santa Clarita*	NCTC
Hon.	Curt Hagman		San Bernardino County
Hon.	Lauren Hughes-Leslie	*Lancaster*	NCTC JPA
Hon.	Heather Hutt	*Los Angeles*	District 57
Hon.	Lauren Kleinman	*Newport Beach*	District 15
Hon.	Carlos Leon		OCTA
Hon.	Bridgett Lewis	*Torrance, Pres. Appt.*	Member at Large
Hon.	Tim McOsker	*Los Angeles*	District 62
Hon.	Juan Munoz-Guevara	*Lynwood*	GCCOG
Hon.	Ed Reece	*Claremont*	SGVCOG
Hon.	Gabriel Reyes	*Adelanto*	Presidential Appt.
Hon.	Zak Schwank	*Temecula*	District 5
Hon.	Asam Sheikh	*Torrance*	SBCCOG
Hon.	Jeremy Smith	*Canyon Lake, Pres. Appt.*	Member at Large
Hon.	Hilda Solis		Los Angeles County
Hon.	Karen Spiegel		Riverside County

Hon.	Edward Twining	*Huntington Beach*	SGVCOG
Hon.	Scott Voigts	*Lake Forest*	OCCOG
Hon.	Don Wagner		Orange County
Hon.	Alan Wapner		SBCTA

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:30 a.m. Hon. Ray Marquez, Chino Hills, District 10, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Judge opened the Public Comment Period.

There were no public comments.

Chair Judge closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

The roll call vote for the Consent Calendar and Action Item 6 were taken together.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – November 6, 2025

2. Regional Transportation Safety Targets for 2026

Receive and File

3. Transportation Committee Outlook and Future Agenda Items

4. CalSTA Transit Transformation Task Force Update

5. Innovative Clean Transit Regional Assessment Study Update

ACTION ITEM

6. Approval of Federal Highway Administration (FHWA) Programming Procedures

There were no public comments on Item No. 6.

Warren Whiteaker, SCAG staff, provided a presentation on approval of the Federal Highway Administration (FHWA) Programming Procedures. He noted SCAG was responsible for selecting FHWA-funded projects in the SCAG region, particularly projects with Carbon Reduction Program funding such as Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). He noted the primary goal of the Regional Programming Procedures was to outline the post-award requirements for programming and project delivery. Mr. Whiteaker reported the procedures were complementary to previously approved program guidelines and were developed in collaboration with the region's six county transportation commissions over the course of a year plus of engagement.

Mr. Whiteaker noted the intent of these procedures was to prevent and minimize loss of federal funds to the SCAG region, and to provide flexibility in delivering transportation projects. He reported upon Regional Council approval, SCAG staff would work with the county transportation commissions to ensure compliance. He noted staff would be providing resource materials on the website as well as hosting a Toolbox Tuesday on February 10 to review the overall federal transportation project development process.

A MOTION was made (Navarro) to: (1) approve Consent Calendar items 1 and 2 and Receive and File items 3 through 5; and 2) recommend the Regional Council approve the Programming Procedures for FHWA-Administered Federal Funding. The motion was SECONDED (Molina) and passed by the following roll call votes.

AYES: Ahir, Bacerra, Balius, Berkson, Burns, Delgado, Dutrey, Fish, Go, Harnik, Hernandez, Judge, Jung, Kelley, Krupa, Lara, Mann, Manos, Marquez, McCallon, McLean, Michael, Molina, Moore, Najarian, Navarro, Ready, Rebollar, Ruiz, Saleh, Sanchez, Sandoval, Sharif, Simonoff, W. Smith, Speake, Sternquist, Tye, Uphoff, Vargas, Wallace, Weintraub, Wong, and Wu (44)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

7. Metrolink Update

There were no public comments on Item No. 7.

Darren Kettle, Metrolink Executive Director, provided an update on system ridership, performance, and goals. He noted Metrolink serves as a critical backbone of the region's multimodal transportation network, providing passenger rail service across Southern California connecting major employment centers, education institutions, and activity hubs. Mr. Kettle reviewed the rail network indicating the system operates seven rail lines over 545 miles in Southern California making it the third largest regional passenger rail system in the country. He indicated the goal was to grow ridership and understand better how to attract those still inclined to drive. He reviewed the current funding structure noting Metrolink relies on regional partners for funding. He noted that pre-pandemic the system carried 12 million annual riders or approximately 40,000 riders per day and that during the pandemic ridership dropped to 4,000 daily riders.

Mr. Kettle reviewed the nature of ridership changes and noted that post pandemic there were fewer commuters but an increase in senior, disabled, and student riders. He reported there had been a shift in perspective from a commuter to a regional rail network offering later night trains and more frequent trips during the day. He noted that additional measures include a new fare structure including an updated day pass and other changes included an open-loop payment option as well as replacing older locomotives with cleaner options.

Hon. Colleen Wallace, Banning, WRCOG, asked about crime on the system and if a decrease had occurred. Mr. Kettle responded there were improved efforts to catch potential criminals before they board trains; however, vandalism on the right of ways continued to be a problem affecting system operation.

Hon. Jan Harnik, Palm Desert, RCTC, expressed that riding Metrolink benefits riders by providing them time not spent in traffic for improved productivity and asked if safe overnight parking can be considered for some of the stations. Mr. Kettle responded that stations are run by local direction but could advance it for Riverside stations.

Hon. Phil Bacerra, Anaheim, Orange County, encouraged later trains particularly into the evening and shared that users have concerns about being stranded in distant destinations without return train service. Mr. Kettle responded that efforts to provide late night service frequency continue, noting a Lancaster train from Union Station that arrived at Lancaster at 1:00 a.m.

8.   The Road to LA28: A Regional Transportation Demand Management (TDM) Strategy

There were no public comments on Item No. 8.
Courtney Aguirre, SCAG staff, provided an update on the Road to LA28 Traffic Demand Management Strategy and efforts to prepare for the games. She noted 29 months remained to prepare for the event. She reported that coordinated communications as well as Transportation Demand Management for freight and passenger vehicles would be needed to manage the game's operations and travel effectively. She noted the events would be dispersed throughout the region and SCAG was tasked with travel demand management. Ms. Aguirre reviewed the resources available,

including the TDM Toolbox and being a resource for connecting with local partners. She reviewed the importance of centralized messaging and regional coordination to accommodate Olympic events. Next steps include approval of TDM programmatic categories.

Michael Krouse, President and Chief Executive Officer, GOCAL, reported on how they are preparing for the games and exploring how jurisdictions can maximize economic benefit.

9. Connect SoCal 2050: Process Preview

Due to timing, Item 9 was deferred to a future meeting.

CHAIR'S REPORT

There was no report from the Chair.

METROLINK REPORT

There was no Metrolink report.

STAFF REPORT

There was no report from staff.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 11:12 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]
//

MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Ahir, Zeel	Artesia, GCCOG	1								1	
Amezcua, Javier	Calipatria, ICTC				1						
Andrade-Stadler, Adele	Alhambra, SGVCOG										
Bacerra, Phil	Orange County, CoC	1			1		1			1	
Balius, Ryan	Anaheim, District 19	1			1		1			1	
Barger, Kathryn	Los Angeles County						1				
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1		1			1	
Bishop, Austin	Palmdale, District 43										
Burns, Jeanette	Morongo Band of Mission Indians				1					1	
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1			1					1	
Dumitru, Jonathan	Orange, RC District 17										
Dutrey, J. John	Montclair, SBCTA	1			1		1			1	
Brian, Fish	Culver City, WCCOG	1			1		1			1	
Gibbs, Jason	Santa Clarita, NCTC	1			1		1				
Go, William	Irvine, District 14				1		1			1	
Hagman, Curt	San Bernardino County	1			1		1				
Harnik, Jan	RCTC	1			1		1			1	
Hernandez, Laura	Port Hueneme, RC District 45	1			1					1	
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1		1				
Hutt, Heather	Los Angeles, RC District 57										
Judge, Mike	VCTC	1			1		1			1	
Jung, Fred	Fullerton, OCCOG	1			1		1			1	
Kelley, Trish	TCA Representative	1			1		1			1	
Kleiman, Lauren	Newport Beach, District 15	1			1		1				
Krupa, Linda	Hemet, RC District 3	1			1		1			1	
Lara, Andrew	Pico Rivera, Dist 31	1					1			1	
Leon, Carlos	OCTA	1					1				
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)										
Lorimore, Clint	Eastvale, RC District 4	1			1					1	
Mann, Ken	Lancaster, NCTC						1			1	
Manos, Steve	Lake Elsinore, RC District 63	1			1		1			1	
Marquez, Ray	Chino Hills, RC District 10	1			1		1			1	
McCallon, Larry	Air District Representative	1			1		1			1	
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1			1		1			1	
McOsker, Tim	Los Angeles, RC District 62										
Michael, Dennis	Rancho Cucamonga, SBCTA									1	
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1			1					1	
Moore, Carol	Laguna Woods, OCCOG	1			1		1			1	
Mullins, Zizette	Burbank, AVCJPA				1					1	
Munoz-Guevara, Juan	Lynwood, GCCOG	1			1		1				
Najarian, Ara	Glendale, SFVCOG	1			1		1			1	

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

Southern California Association of Governments
March 5, 2026

		EXECUTIVE DIRECTOR'S APPROVAL
To:	TC - Transportation Committee	
From:	Annie Nam, Deputy Director (Transportation) 213-236-1827, nam@scag.ca.gov	*Kome Ajise*
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[1].

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_March 2026 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	✓ 2027 Federal Transportation Improvement Program Guidelines ✓ Acceptance of the 2024 Solutions for Congested Corridors Program (SCCP) Grant Award and Next Steps * ✓ SCAG Last Mile Freight Program – Rebate Program * ✓ Main Streets Corridor Study	✓ FFY26 OTS Acceptance of Funds ✓ Connect SoCal: Subregional SCS Framework and Guidelines (R&F) ✓ Innovative Clean Transit Regional Assessment Study (R&F) * ✓ Transportation Trends Update (R&F)	✓ Status Update on Transportation Conformity Challenge (R&F) ✓ DRAFT 2025 Transportation Safety Existing Conditions Report (R&F) ✓ CalSTA Transit Transformations Task Force Update (R&F)
Oct	**No Meetings**		
Nov	✓ CMAQ/STBG Call for Project Nominations – Award Recommendations • ~~CMAQ/STBG Administrative Policies~~ (delayed)	✓ Connect SoCal 2024 Implementation Strategies Update	✓ Regional Pilot Initiatives Update • ~~REAP 2.0 County Transportation Partnership Program Update~~
Dec	**Joint Policy Committee Meeting: Economic Update**		

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

Transportation Committee Agenda Outlook for FY2026

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

Date	Agenda Items		
Jan	**No Meetings**		
Feb	✓ The Road to LA28: A Transportation Demand Management Plan Strategy (including presentation by GOCAL) *	✓ FHWA Programming Procedures • ~~Connect SoCal Vision & Goals Review~~ ✓ Innovative Clean Transit Study Update *	✓ Metrolink Update ✓ Regional Transportation Safety Targets for 2026
Mar	• Connect SoCal 2050 Vision/Goals; Development Kick-off & RTP/SCS Framework • ATP Cycle 8 Regional Guidelines • Update on Curb Space Management Studies/LACI	• SoCal Airport Access and Mobility Study • Trade Corridor Enhancement Program Update	• ~~Strategic Innovation in Revenue Collection (SIRC) Project Initiation & Updates~~
April	**Joint Policy Committee Meeting: Connect SoCal Framework**		
May	**General Assembly**		
June	• Comprehensive Sustainable Regional Freight Study *	• Zero-Emissions Alternative Technology Conveyance System for Freight Study * • Smart Cities Strategic Plan Initiation & Updates *	• Broadband Local Agency Technical Assistance Wrap Up • Big Data Technical Assistance Program Update

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

AGENDA ITEM 6

REPORT

Southern California Association of Governments
March 5, 2026

To:	EAC - Executive Administration Committee CEHD – Community, Economic, and Human Development Committee EEC – Energy and Environment Committee TC – Transportation Committee RC – Regional Council	**EXECUTIVE DIRECTOR'S APPROVAL** *Kome Ajise*
From:	Elizabeth Carvajal, Deputy Director (Land Use) 213-236-1801, carvajal@scag.ca.gov	
Subject:	REAP 2.0 Program Update	

RECOMMENDED ACTION FOR EAC, CEHD, EEC, TC, AND RC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 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. This report summarizes the program status.

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 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.

REAP 2.0 Program Progress Updates
At the time of this report, all but one MOU are executed with the remaining MOU expected to be executed by late spring. Currently, the REAP 2.0 Program include 86 projects totaling approximately $178.4M in suballocations, with an additional approximately $20M expected to be allocated as part

of the second Notice of Funding Availability for Lasting Affordability Program which will be considered for approval by the CEHD and Regional Council at their March 2026 meetings.

Status of Current Programs
The REAP 2.0 program currently includes 86 projects totaling approximately $178.4M. 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, SCP CEEEJ project teams made progress on technical analyses and held public workshops / advisory committee meetings to engage local stakeholders 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 $24.5M 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 20 projects with SCAG's subregional partners.

Transportation Partnership Programs
The Transportation Partnership Programs include $80M for the Regional Pilot Initiatives Program and the County Transportation Commission (CTC) Partnership Program. The CTC Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. This program funds 30 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. Staff continue to work collaboratively with the CTCs to monitor project scopes, timelines, and budgets.

A project highlight from the last quarter is the ongoing construction of the Calexico Intermodal Transportation Center. ICTC received multiple state and federal funding grants to implement the project, including $1 million for right-of-way acquisition from REAP 2.0. SCAG staff toured the ongoing construction in January 2026. Scheduled for completion in Spring 2026, the project will improve transit and transportation access in Calexico's downtown core.

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 $6.7M 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 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 MOUs are executed. As noted above, SCAG released 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 $61.2M. 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 list of initially awarded projects is on the CEHD and Regional Council agendas at their March 2026 meetings.

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 $24M for nine 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 projects have executed MOUs at this point and are working to advance the projects. Five of the nine are capital projects. This includes Palm Desert and Soboba that will provide stormwater drainage improvements, LADWP that is constructing electric utility improvements to support affordable housing developments, San Bernardino County that is building a sewer extension, and Calipatria that is upgrading a water pump station. Each of these projects will support the delivery of new housing units in the region. Similarly, the four additional RUSH planning projects will focus on laying the utility planning foundation necessary for subsequent utility improvements that are needed for future housing growth.

Milestones for upcoming quarter

The County Transportation Commission (CTC) Partnership Program anticipates several milestones in the next quarter. Active SGV, a subgrantee of LA Metro and the San Gabriel Valley Council of Governments is expected to launch their Go-SGV E-Bike share lending library. Additionally, LA Metro intends to award the Metro Bike Share expansion contract to deploy hundreds of new bike share bikes throughout Los Angeles.

In the coming quarter, the Lasting Affordability Program expects additional regional housing trusts to deploy an additional $8.8M to local affordable housing lending programs.

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) grant program anticipates the City of Lancaster's Transit Oriented Development Zones Update to wrap up in the next quarter, making it the first Housing and Land Use project in the program to be completed. The remaining four projects will continue technical planning work, engagement activities, and preparing for board and council presentations as they move toward plan completion and adoption prior to the December 2026 expenditure deadline.

RUSH projects will continue to move forward in the next quarter. Four of the nine projects are projected to be completed by the end of FY 26 with the remainder to be completed prior to the December 2026 expenditure deadline.

NEXT STEPS

Staff will take the second NOFA for the Lasting Affordability Program funding recommendations before the CEHD and Regional Council for consideration and continue to provide regular updates to the Regional Council and Policy Committees on the REAP 2.0 program, with an anticipated next update in fall 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.

		EXECUTIVE DIRECTOR'S APPROVAL
To:	EEC - Energy and Environment Committee TC - Transportation Committee	
From:	Priscilla Freduah-Agyemang, Senior Regional Planner 213-236-1073, agyemang@scag.ca.gov	*Kome Ajise*
Subject:	Innovative Clean Transit Regional Assessment Study Update	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
In December 2018, the California Air Resource Board (CARB) adopted the Innovative Clean Transit (ICT) (Cal. Code Regs. Tit. 13 § 2023.1) regulation, which requires all public transit agencies to gradually transition to 100-percent zero-emission bus (ZEB) fleets by 2040. The regulation requires transit agencies to publish ZEB Rollout Plans and has purchase requirements for transit agencies of different sizes by year. To support the region in meeting the transition deadline, SCAG kicked off the Innovative Clean Transit Regional Assessment Study in summer 2025. The Study is intended to ensure transit agencies in the region are supported in their efforts to transition to ZEBs by the 2040 deadline. The Study is assessing the efforts of the region's transit operators to develop and implement the ZEB Rollout Plans and evaluating the readiness of the region to transition to zero-emission transit fleets. This staff report provides an update on the Study's progress to date, including updates on stakeholder engagement, key findings from the best practices, and an assessment of and research on readiness, opportunities, and challenges.

BACKGROUND:
The six-county SCAG region boasts an extensive transit network spanning 33,485 miles of local, express, and bus rapid transit (BRT) routes. As outlined in SCAG's long-range plan, Connect SoCal 2024, this network is a cornerstone of the region's mobility ecosystem, providing essential access and connectivity for residents and visitors. Transit also plays a critical role in improving air quality and addressing climate change. According to the California Air Resources Board (CARB), transportation is responsible for approximately 37 percent of the state's greenhouse gas (GHG) emissions, with

passenger vehicles contributing 26 percent. Expanding frequent, reliable, accessible, and affordable transit service is key to increasing ridership and reducing emissions. Recognizing the need to achieve reduced emissions, the SCAG Regional Council adopted Resolution No. 23-654-5 in April 2023, establishing the Clean Transportation Technology Policy. This policy supports the development, commercialization, and deployment of a zero-emission transportation system while maintaining technology neutrality, allowing operators to invest in the technologies best suited to their operational needs. SCAG's commitment aligns with the State's efforts to motivate additional emissions reductions via the Innovative Clean Transit regulation, which the California Air Resources Board (CARB) adopted in December 2018. The regulation requires all public transit agencies to gradually transition to 100-percent zero-emission bus (ZEB) fleets by 2040. It requires transit agencies to publish ZEB Rollout Plans and has purchase requirements for transit agencies of different sizes by year.

INNOVATIVE CLEAN TRANSIT REGIONAL ASSESSMENT STUDY

SCAG's Innovative Clean Transit Regional Assessment Study (Study) is meant to support the region in its efforts to transition to ZEBs by 2040 by assessing the efforts of the region's transit operators to develop and implement ZEB Rollout Plans, evaluating the readiness of the region to transition to zero-emission transit fleets and the ongoing efforts aimed at transitioning to clean transit solutions throughout the region. More information on the Study is available on the SCAG website. This staff report offers an update on stakeholder engagement activities and summarizes key findings related to best practices, readiness, challenges, and opportunities identified through research by the project team.

STAKEHOLDER ENGAGEMENT

This winter, the project team provided updates on the Study background as well as preliminary findings related to best practices, readiness, challenges and opportunities, and research to the Regional Transit Technical Advisory Committee (RTTAC). The project team received feedback on areas the Study should continue to focus on, especially related to addressing key challenges through this work and other potential SCAG support. Also, in addition to the feedback received from targeted surveys and one-on-one interviews with the transit agencies, the project team reached out again to the bus manufacturers and public utility providers to gain insight into the current landscape and understand the challenges faced in the ZEB market. Feedback from the survey and this targeted outreach, including the one-on-one interviews, will help shape the implementation action plan, the toolkit, and the final report.

PRELIMINARY FINDINGS – BEST PRACTICES

The project team conducted a comprehensive assessment of the best practices that transit agencies in California and across the U.S. have used to plan, deploy, operate, and maintain ZEB fleet and infrastructure.

Regulatory Alignment

A successful transition to ZEBs depends on aligned federal, state, regional, and local policies. Federal Clean Air Act standards and heavy-duty emission rules establish the nationwide framework that drives cleaner transit technologies. States then translate these goals into mandates and incentive programs. In California, this effort is led by the California Air Resources Board with the ICT regulation. There exists similar ZEB commitments in New York, Massachusetts, Hawaii, and Washington. Local and regional agencies implement these requirements through climate plans, utility coordination, capital planning, and technical assistance. In the SCAG region, Connect SoCal, the Clean Cities & Communities coalitions, and South Coast Air Quality Management District (SCAQMD) incentives help agencies integrate ZEB deployment into broader mobility and air quality strategies.

Planning

Coordinated planning documents serve as guides for ZEB transitions. They include CARB's mandated ZEB Rollout Plans, Federal Transit Administration (FTA) required Zero-Emission Fleet Transition Plans (ZEFTPs), Short-Range Transit Plans, Capital Improvement Programs, Climate Action Plans, and long-range Fleet Electrification Master Plans. These plans define near- and long-term ZEB goals, sequence vehicle procurement with infrastructure readiness, align capital budgeting with regulatory mandates, and integrate fleet electrification into broader climate, air quality, and land use objectives. They also formalize coordination with key partners, such as utilities, metropolitan planning organizations (MPOs), original equipment manufacturers (OEMs), state agencies, and local governments, ensuring that ZEB deployment is technically feasible, financially supported, and compliant with federal programs such as FTA Low-No, state policies like California's ICT rule, and regional climate strategies.

Technology Selection

Transit agencies that base technology on real operating data, such as block lengths, grades, dwell times, climate, and load, are most successful. Research highlights multiple agencies whose evaluations show battery electric buses (BEBs) performing best on short, low-speed, long-dwell service, while fuel cell electric buses (FCEBs) excel on longer, higher-duty routes requiring rapid refueling. Deployment risks are reduced through platform standardization and multi-OEM trials, as practiced by New York Metropolitan Transportation Authority (MTA) and Alameda-Contra Costa Transit District (AC Transit) in the Bay Area. Transit agencies typically make the following considerations:

- **Match technology to duty cycle.** The technologies cannot follow a "one-size-fits-all" approach. AC Transit, for instance, assigns fuel cell electric buses (FCEBs) to longer, hillier transbay and trunk routes where quick refueling preserves pullouts and recovery time, while battery electric buses (BEBs) operate on shorter urban blocks with reliable layovers for top ups.
- **Choose proven, scalable platforms.** ZEB deployment risks can be mitigated by testing multiple OEMs, standardizing specifications, and locking in parts and service support.

- **Evaluate total cost of ownership (TCO).** Transit agencies should use local utility tariffs and fuel prices, not national averages, when modeling TCO.

Infrastructure

Best practices emphasize matching infrastructure design to operations, including charger placement aligned to pull-out patterns, appropriate use of depot versus opportunity charging, and hydrogen station types that integrate into existing yard flows. Comparative evaluations, such as Foothill Transit's overhead fast charging versus depot plug-in set-ups, demonstrate that infrastructure choices directly affect fleet availability, energy efficiency, and schedule flexibility. There are currently four primary chargers that are used for BEBs. Their specifications are summarized in Table 1.

Table 1: Charging Specifications by Type

Parameters	Depot Plug-In	Depot Overhead	On-Route Overhead	On-Route Wireless
Power Range	50 – 350 kW (typical 150kW)	150 – 450 kW	300 – 600 kW (typical 450 kW)	150– 300 kW
Charging Time	3-6 h for 300–450 kWh or 100-250 miles	1.5 – 3 h for 400–500 kWh or 150 to 300 miles	5 – 10 min per layover adds 20–40 mi range	5 – 10 min per layover adds 5-10 mi range
Infrastructure Footprint	Medium one pedestal per bus, parking stall access; required ~25–35 ft cable length	Small overhead gantries or cross-rails shared among multiple bus bays; minimal ground space	Small Compact fixed mast or shelter at terminals	Very small Underground coil & flush pad
Charging Connector Standards	SAE J3068 CCS Combo 1/2	SAE J3105	SAE J3105	SAE J2954/2 TIR
Bus Compatibility & Requirements	All BEBs include at least one CCS/J3068 charge port	Must be equipped with roof charging rails or bus mounted arm; factory installed interface	Must have roof rails or pantograph hardware; require thermal management and high-voltage pack rated for continuous >400 kW.	Must have underfloor receiver coil, wireless power controller (WPC), and EMI shielding; usually factory integrated, retrofit costly.
Key Characteristics	Standard across transit fleets; Manual plug-in connection; Lowest CAPEX	Automated connection; Sequential charging for high throughput depots Medium CAPEX	Allows mid route charging; Smaller batteries, higher uptime; High CAPEX	Fully automated charging; Minimal maintenance and wear

Source: ICF Research

While hydrogen fueling stations share a common set of core components, their specific design varies based on how hydrogen is produced, delivered, stored, cooled, and dispensed. A typical transit scale FCEB fueling station includes the following key elements:

- **Hydrogen Storage Tanks**: High-pressure vessels used to safely store compressed hydrogen gas on-site prior to dispensing. Transit applications typically use gaseous storage at 350 bar (5,000 psi) for heavy-duty vehicles.
- **Hydrogen Compressor:** Compressors raise the pressure of hydrogen to the levels required for storage and fast fueling. For FCEBs, compressors are usually sized to support 350 bar fast fill protocols, enabling efficient transfer of hydrogen to on-site storage and ultimately into the bus at the correct pressure.
- **Hydrogen Cooling Unit:** Hydrogen must be cooled during fast fueling to maintain temperatures within SAE J2601 fueling protocol limits. Stations serving heavy-duty fleets may use larger or more advanced cooling equipment, depending on storage configuration, fueling rate, and vehicle system requirements.
- **Hydrogen Fuel Dispenser:** Similar in function to a gasoline or diesel pump, the dispenser is the user interface for fueling FCEBs. Dispensers may be placed on a dedicated hydrogen fueling island or co-located with other fleet fuel infrastructure, depending on site design and safety requirements.

Public Private Partnerships

Public-private partnerships (PPP) are a common strategy used by many developers to build charging infrastructure, involving a private partner who finances initial capital costs with private debt and equity in exchange for returns on investment over time. This involves a partnership between a government entity and a private sector company, where the latter takes the lead in designing, financing, constructing, and operating the charging infrastructure. The government entity provides funding, land, and other resources, while the private partner is responsible for financing and operating the charging infrastructure. In the context of ZEB infrastructure, PPP models allow transit agencies to leverage private capital, technical expertise, and operational efficiencies to the sharing of capital costs and risks, as well as accelerated deployment of charging and refueling facilities, microgrids, and other supporting systems.

Operations and Maintenance

Research identified three core operational and maintenance practices:

- **Instrumentation and monitoring from day one**, including telematics and charger log integration, as done by AC Transit and New York MTA.
- **Coordinated operations and maintenance workflows**, where shared diagnostics improve reliability; King County Metro's joint dispatch–maintenance energy checks are cited as an example.
- **Resilience planning**, such as SunLine's onsite hydrogen production, Foothill Transit's microgrid-supported charging, and Seattle City Light's outage priority circuits for Metro facilities.

Workforce Development

ZEB deployment requires new staff competencies in high-voltage systems, chargers, hydrogen safety, diagnostics, and energy-aware driving. Programs like AC Transit's ZEB University and SunLine's West Coast Center of Excellence are highlighted as national models. American Public Transportation Association (APTA)'s Zero-Emission Bus Maintenance Recommended Practice provides a standardized national curriculum framework.

Costs and Funding Strategies

ZEB costs include both capital and operations and maintenance (O&M), as summarized in Table 2. Capital costs are significantly higher than diesel buses: BEBs typically range from about $650,000 to $1,350,000 per bus, compared with $125,000 to $800,000 for diesel. These higher costs reflect limited production scale, specialized components, and ongoing technology development.

Table 2. Cost Comparison for BEB, FCEB, and Conventional Transit Buses (Internal Combustion Engine – ICE)

Bus Type	Technology Type	Average Capital Cost	Average Fuel Cost (regardless of bus type)	Average Maintenance Cost (regardless of bus type)
Cutaways	ICE	$125,000	ICE (CNG): $1.30/DGE BEB: $0.13/kWh FCEB: $7.79/kg	ICE(CNG): $0.85/mile BEB: $0.43/mile FCEB: $0.43/mile
Cutaways	BEB	$650,000		
Cutaways	FCEB	No Information		
Standard	ICE	$550,000		
Standard	BEB	$890,000		
Standard	FCEB	$1,520,000		
Articulated	ICE	$800,000		
Articulated	BEB	$1,350,000		
Articulated	FCEB	No Information		

Source: NLR, 2022

Transit agencies operate within a diverse and layered funding landscape that includes federal, state, regional, local, and utility programs, each with different levels of competitiveness, frequency, and eligible expenditures, as summarized in Table 3. The largest and most widely used funding sources are the recurring federal programs through FTA, particularly the Low-No Program and the Bus and Bus Facilities Program. These programs consistently provide the most significant competitive capital funding for ZEB procurement, depot construction, and major facility upgrades.

Table 3. Summary of Major Funding Programs

Source	Administrator	Program Name	Type	What It Funds
Federal	Federal Transit Administration (FTA)	Low-No Program	Recurring, competitive	Zero-Emission Bus (ZEB) bus purchases, charging and fueling infrastructure, facility construction or leasing

	FTA	Bus and Bus Facilities	Recurring, competitive	Bus replacement or procurement, ZEB facility upgrades
	Internal Revenue Service (IRS)	Inflation Reduction Act (IRA) Section 30C Infrastructure Credit	Ongoing through June 2026, tax credit	EVSE and hydrogen fueling equipment, 30 percent tax credit, direct pay eligible
	US Department of Transportation (USDOT)	Better Utilizing Investments to Leverage Development (BUILD)	Recurring, competitive	Major capital projects with regional benefit, including transit depots
State	California Air Resources Board (CARB)	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP)	Ongoing, first come first serve	Point-of-sale ZEB bus vouchers, funding windows open and close
	CARB	Low Carbon Fuel Standard (LCFS)	Ongoing, market based	Credits from electricity or hydrogen used to support operations
	California Energy Commission (CEC)	Energy Infrastructure Incentives for Zero-Emission (EnergIIZE) Commercial Vehicles	Recurring, first come first serve with competitive set-aside lanes	Electric Vehicle Supply Equipment (EVSE), make-ready, hydrogen fueling; Transit Set-Aside available
	California Department of Transportation (Caltrans)	Low Carbon Transit Operations Program (LCTOP)	Recurring, formula-based	ZEB operations, bus purchases, Cap-and-Trade funded
	California State Transportation Agency (CalSTA)	Transit and Intercity Rail Capital Program (TIRCP)	Recurring, competitive	Large-scale ZEB procurements, major charging and fueling facilities
Regional / Local	South Coast Air Quality Management District (SCAQMD)	Invest Clean Program	Recurring, competitive	Charging infrastructure projects
	SCAQMD	Carl Moyer Program	Recurring, competitive	ZEB bus purchases and infrastructure
	LA Metro	Zero-Emission Transit Capital Program	One-time, competitive	ZEB procurement, charging infrastructure, facility upgrades
Utilities	Southern California Edison (SCE)	Charge Ready Transport	Ongoing, non-competitive	Utility-side make-ready, including design, trenching, transformers
	Los Angeles Department of Water and Power (LADWP)	Fleet Electrification Programs	Ongoing, non-competitive	Make-ready work and EVSE rebates

READINESS, CHALLENGES AND OPPORTUNITIES

The project team also researched challenges and opportunities to assess the readiness of transit agencies in the region and overall future of ZEB deployments.

Key Challenges to ZEB Deployment

ZEB Rollout Planning Limitations

ZEB Rollout Plans have been submitted to meet ICT regulation requirements, but levels of detail vary widely. They often have different analytical and "how-to" implementation details.

- **Various depth and quality across agencies.** Plans range from detailed, phased roadmaps with defined milestones to high-level narratives.
- **Analytical gaps**. Some plans provide a solid starting point with clear directions, deeper and targeted analysis, but others do not provide the level of detail needed to understand where the agency is heading towards.
- **Workforce, equity, and resilience acknowledged but thin on implementation:** Many agencies already recognize workforce transition, equity outcomes, and resiliency needs as core priorities, but the report offers limited guidance on how to operationalize these commitments.

Technological and Operational Barriers

Bus technology and infrastructure constraints in the operational stage (not pilot stage with technology uncertainty) are now the primary factors setting the pace of ZEB rollout. The industry has largely moved beyond pilots, but transit agencies report that the real-world ZEB performance and day-to-day operating conditions still drive the most consequential rollout decisions. The realities shape fleet sizing, technology pathways, facility design, and service planning.

Policy, Regulatory and Institutional Challenges

ZEB deployment is not only constrained by planning or technology alone, but transit agencies must also navigate a complex implementation environment shaped by policy and compliance requirements, local permitting processes, utility upgrade timelines, and varying institutional capacity. The following challenges frequently determine the pace and feasibility of ZEB transition:

- **Policy complexity:** While ICT itself does not overlap with Advanced Clean Trucks (ACT) or Advanced Clean Fleets (ACF) regulations, ZEB deployment still depends in part on broader heavy-duty (HD) ZEV market signals shaped by related ZEV regulations.
- **Local permitting**: Permitting has emerged as a recurring barrier to ZEB deployment because timelines and requirements vary widely by jurisdiction, and many authorities having jurisdiction have limited prior experience with large scale depot charging, and hydrogen facilities.
- **Utility coordination:** Utility coordination is often a major bottleneck. Both charging and hydrogen stations depend on utility studies and upgrades with long and uncertain timelines.
- **Institutional capacity:** Resource constraints, especially for small and rural agencies, pose a major challenge to ZEB implementation.

Cost and Funding Gaps

Cost and funding caps create one of the immediate barriers to scaling ZEBs. Transit agencies face high upfront capital needs, uncertain operating costs, and a competitive, shifting funding landscape that requires timely, stacked applications to keep projects moving.

Key Themes and Best Practices in Advancing Zero-Emission Bus (ZEB) Deployment Emission Bus (ZEB) Deployment

Recent research, agency interviews, and national best practices highlight several themes shaping ZEB implementation across the region:

- **Integration of ZEB planning with core agency documents:** Agencies with more mature ZEB programs increasingly use their ZEB Rollout Plans as organizing frameworks that align with Short Range Transit Plans (SRTPs), Capital Improvement Programs (CIPs), Climate Action or Sustainability Plans, and fleet master plans.
- **ZEB plans treated as living documents:** Because technology, costs, and operational realities evolve rapidly, many agencies are moving toward annual or biennial updates to their ZEB plans and maintaining alignment with California Air Resources Board (CARB) reporting tools.
- **Growing interest in regional coordination:** Agencies consistently identify value in standing coordination structures that support information sharing, peer learning, and alignment on technical and operational issues sharing, peer learning, and alignment on technical and operational issues.
- **Navigating a complex funding landscape:** The funding environment for ZEB deployment is fast-moving and competitive. Agencies increasingly rely on shared intelligence, cross-agency collaboration, and centralized tracking to stay current on opportunities moving and competitive. Agencies increasingly rely on shared intelligence, cross-agency collaboration, and centralized tracking to stay current on opportunities.
- **Use of practical toolkits to reduce soft costs:** Agencies benefit from standardized templates, scopes of work, procurement language, and implementation tools that reduce duplicative effort and streamline project development.
- **Collaboration on shared implementation challenges:** Peer agencies are exploring joint approaches to utility coordination, procurement, and shared infrastructure models, recognizing that many challenges are common across the region.
- **Connections to zero-emission truck (ZET) initiatives:** Agencies are beginning to leverage synergies with statewide zero-emission truck programs, including co-located infrastructure, shared workforce training, and coordinated planning for high-voltage and hydrogen systems.

Readiness

Overall, the SCAG region shows strong policy alignment with ICT requirements and early deployment momentum, but transit agency readiness varies across key areas, such as planning, vehicle procurement and infrastructure, as well as funding and workforce capacity.

- **Regulatory and Planning Readiness**: California's ICT regulation requires all transit agencies to transition to 100% ZEB fleets by 2040, with phased purchase requirements beginning in 2023 for large agencies and 2026 for small agencies. While some transit agencies have submitted Rollout Plans, the level of operational detail often reflects capacity and available resources. Larger agencies typically have more in-house expertise, data tools, and technical support than the small agencies.

- **Bus Deployment and Infrastructure Readiness**: Across the SCAG region, transit agencies are broadly policy aligned and increasingly active in ZEB deployment, while charging and hydrogen infrastructure scale-up drives the pace for full fleet transition.
- **Funding Readiness**: The existing conditions research and the Transit Transformation Task Force Final Report emphasize that funding programs are central to the transition. The scale of required investment is substantial, especially as agencies move toward full fleet conversion.
- **Institutional and Workforce Readiness**: While most agencies recognize the need to build internal capacity, the institutional and workforce readiness varies significantly by agency size and resources

NEXT STEPS

This analysis and prior research findings are informing development of the implementation action plan and the toolkit for zero-emission deployment across the region that the project team is currently working on. SCAG staff will continue to share Study updates with the Transportation Committee, the Energy and Environment Committee, and the Regional Transit Technical Advisory Committee. SCAG staff anticipates the Study will be completed by summer 2026.

FISCAL IMPACT:

None

Southern California Association of Governments
March 5, 2026

To:	TC - Transportation Committee	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Alexis Murillo-Felix, Senior Regional Planner 213-630-1461, felix@scag.ca.gov	*Kome Ajise*
Subject:	Transportation Trends Update	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. The report attached provides a comprehensive analysis of post-pandemic transportation trends across the SCAG region. As of December 2025, the region's transit and roadway systems continue to recover, though progress remains uneven across modes. Bus ridership has shown the strongest rebound, reaching 88 percent of pre-pandemic levels, followed by light and heavy rail at 64 percent, and commuter rail at 58 percent. Vehicle miles traveled (VMT) have recovered to 98 percent of pre-pandemic levels, while vehicle hours of delay (VHD) remain significantly lower at 75 percent, indicating more efficient travel patterns possibly driven by hybrid work arrangements. Truck VMT has stabilized at approximately 95 percent of pre-pandemic levels. Remote work continues to reshape travel behavior, with 33 percent of full workdays still occurring from home in the SCAG region.

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

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

Travel Trends and Ridership Recovery

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

- Bus ridership is leading the recovery, with 88 percent of pre-pandemic levels restored. Growth has been steady but uneven, reflecting seasonal variation.
- Light and heavy rail ridership has reached 64 percent of pre-pandemic levels, though gains have been inconsistent due to fluctuating demand and travel preferences.
- Metrolink's commuter rail system has rebounded to 58 percent, supported by its transition to an all-day service model aimed at accommodating hybrid commuters and discretionary trips.

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

Roadway Volumes, Goods Movement, and Remote Work Impacts

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

- VMT has recovered to 98 percent of pre-pandemic volumes, indicating near-full resumption of driving activity.
- VHD, a measure of congestion, remains below pre-pandemic levels at 75 percent, suggesting more efficient traffic flow likely due to ongoing remote and hybrid work patterns.
- Truck VMT has settled at 95 percent, reflecting shifts in freight logistics, e-commerce demand, and industrial activity.

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

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

NEXT STEPS:

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

FISCAL IMPACT:

None

ATTACHMENT(S):

1. Transportation Trends Report Through December 2025

Multimodal Integration Program

Transportation Trends Report: December 2025

MARCH 2026

MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY

AJ1.26-417-MMI-034319.12.2026

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Introduction

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

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

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

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

Exhibit 1   Public Transit Operators in the SCAG Region

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

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

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

- **National Transit Database:** Provides monthly ridership trends by mode and operator.

- **California Performance Measurement System:** Offers near real-time data on vehicle miles traveled, vehicle hours of delay, and truck activity on the state highway system.

- **Survey of Working Attitudes and Arrangements:** Captures how remote and hybrid work patterns are reshaping commute behavior.

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

Evaluate shifts in travel behavior across the region.

Shape future transportation investment and planning decisions.

Develop strategies to rebuild transit ridership.

Assess the equity impacts of transportation trends.

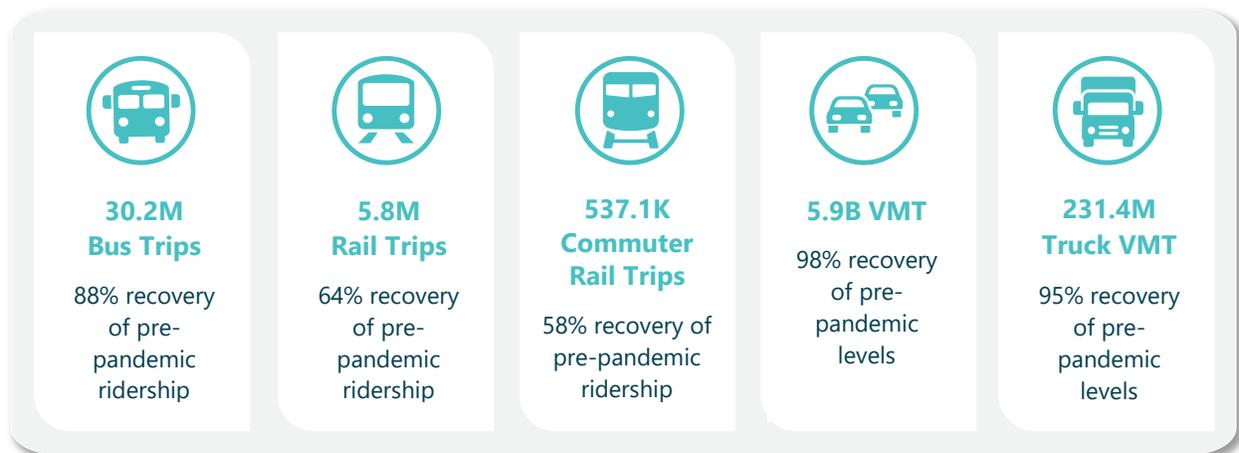Anticipate changes in commuting patterns due to hybrid work arrangements.

Overall Transportation Trends

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

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

- Across all transit modes, bus ridership has led the recovery, followed by light and heavy rail, while commuter rail has been the slowest to return to pre-pandemic ridership levels.
- **Bus ridership recovered 88 percent of pre-pandemic ridership** as of December 2025, with ridership growth averaging 0.1 percent the last 12 months.
- **Light and heavy rail ridership recovered 64 percent of pre-pandemic ridership** as of December 2025, with ridership growth averaging 0.3 percent for the last 12 months.
- **Commuter rail ridership recovered 58 percent of pre-pandemic ridership** and experienced a slight decrease month over month, averaging a reduction of 0.5 percent the last 12 months.
- On the roadways, overall vehicle miles traveled (VMT) is at 98 percent of pre-pandemic levels. However, vehicle hours' drive (VHD) has recovered only 75 percent of pre-pandemic levels highlighting the impact of work from home and travel pattern shifts. Truck VMT has trended below pre-pandemic levels at 95 percent.
- Remote work continues to be a key factor; approximately 33 percent of workdays were performed from home over the last year, contributing to reduced peak-hour demand across all travel modes.
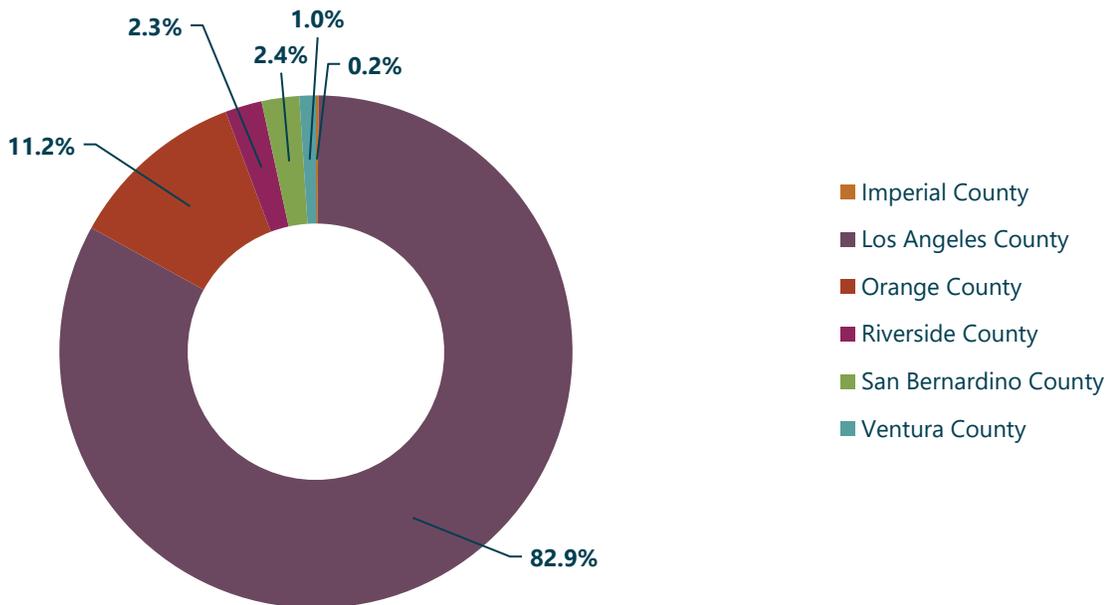
DECEMBER 2025 AT A GLANCE

30.2M Bus Trips	**5.8M Rail Trips**	**537.1K Commuter Rail Trips**	**5.9B VMT**	**231.4M Truck VMT**
88% recovery of pre-pandemic ridership	64% recovery of pre-pandemic ridership	58% recovery of pre-pandemic ridership	98% recovery of pre-pandemic levels	95% recovery of pre-pandemic levels

Transit Ridership

🚌 BUS RIDERSHIP

Bus ridership in Southern California is heavily concentrated in Los Angeles County, which accounts for the majority of regional trips (82.9 percent). This concentration of regional trips is due to the scale of LA Metro's network and its dense urban coverage (see Exhibit 2). Orange County follows, led by the OCTA's system, with San Bernardino and Riverside counties contributing through agencies like Omnitrans and RTA. Ventura and Imperial counties have comparatively smaller shares, reflecting their lower population densities. Overall, the distribution of ridership aligns closely with population centers and the extent of bus service coverage.

Exhibit 2   Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2025-26, Through December 2025

Legend:
- Imperial County
- Los Angeles County
- Orange County
- Riverside County
- San Bernardino County
- Ventura County

Values: 2.3%, 2.4%, 1.0%, 0.2%, 11.2%, 82.9%

DATA SOURCE

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

BUS RIDERSHIP TRENDS

Exhibit 3 presents bus ridership trends across the SCAG region from January 2025 to December 2025. Bus ridership peaked in May 2025 at 34.3 million trips, followed by a decline through the summer months, reaching a low of 28.3 million in July 2025. A modest rebound is observed through the fall months, with ridership rising to 34 million trips in October 2025. Ridership fell to 29.2 million in November before modestly recovering to 30.2 million in December, reflecting a typical late-year seasonal decline in ridership associated with holiday travel patterns and reduced commute activity.

Exhibit 3   Bus Total Unlinked Passenger Trips, 12 Month Rolling
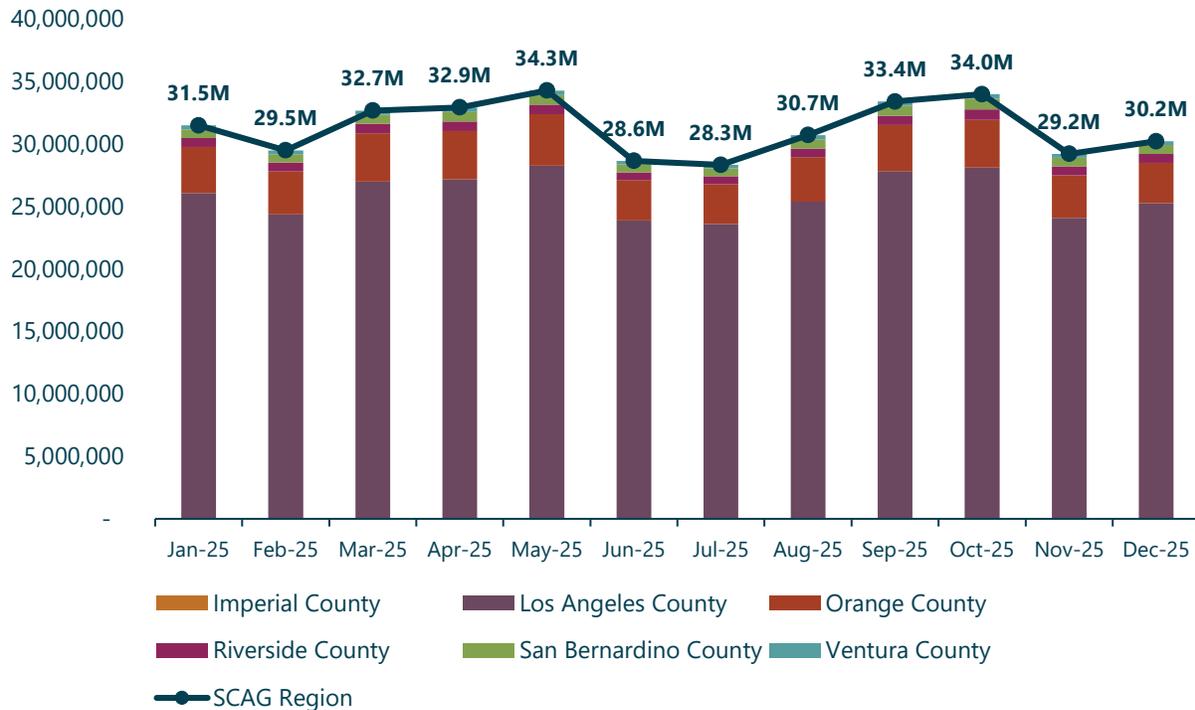
Exhibit 4 presents the month-over-month (MoM) percentage change in bus ridership for the SCAG region from January 2025 to December 2025. Ridership fluctuated significantly over the year, with periods of growth and decline. The largest increases occurred in March 2025 (10.8 percent), August 2025 (8.4 percent), and September 2025 (8.7 percent), while the steepest declines were seen February 2025 (-6.4 percent), June 2025 (-16.4 percent), and November 2025 (-14.1 percent). Bus ridership increased by an average of 0.1 percent month-over-month, with the data showing several sharp increases and decreases rather than a steady trend.

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

Key Takeaway: MoM ridership averaged a 0.1% increase over the past year.

Data points: Jan-25: 0.6%, Feb-25: -6.4%, Mar-25: 10.8%, Apr-25: 0.8%, May-25: 4.1%, Jun-25: -16.4%, Jul-25: -1.1%, Aug-25: 8.4%, Sep-25: 8.7%, Oct-25: 1.8%, Nov-25: -14.1%, Dec-25: 3.4%

Legend: ● Below 0%   ● Above 0%

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

Key Takeaway: Ridership recovery averaged 85% the past year.

Data: Jan-25: 91%, Feb-25: 88%, Mar-25: 86%, Apr-25: 86%, May-25: 87%, Jun-25: 81%, Jul-25: 80%, Aug-25: 79%, Sep-25: 89%, Oct-25: 82%, Nov-25: 80%, Dec-25: 88%
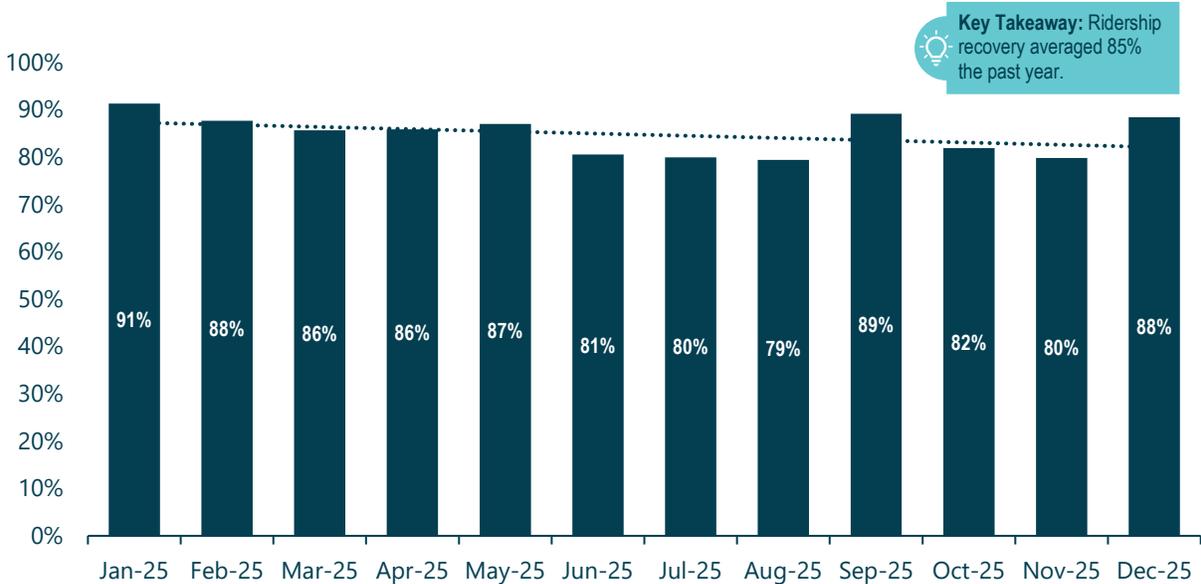
As presented in Exhibit 5, bus ridership recovery during the past 12 months fluctuated between 79 percent and 91 percent of fiscal year 2018-19 levels, with an average recovery rate of 85 percent over the past 12 months. The range reflects a 12-percentage-point spread. The highest recovery was observed in January 2025 (91 percent). Ridership recovery showed a degree of variability, indicating bus ridership remains below full recovery with an overall downward-sloping trend line.

🚆 LIGHT AND HEAVY RAIL RIDERSHIP

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

DATA SOURCE

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

RAIL RIDERSHIP TRENDS

Light and heavy rail ridership in the SCAG region exhibited notable seasonal fluctuations over the past year, presented in Exhibit 6. Total passenger trips started at a low of 5.3 million in January 2025 before rising slightly in spring to 6.0 million in April 2025. Total passenger trips then dropped to 5.3 million at the start of summer in June 2025 then trips slowly increased month to month until peaking in October 2025 at 6.3 million, but trips declined to 5.8 million in December 2025. These trends suggest that while rail ridership increased from pandemic lows, long-term changes in commuting behavior, such as hybrid and remote work arrangements, as well as shifts in travel patterns and peak demand period travel have contributed to sustained low rail ridership recovery. The overall pattern points to an ongoing challenge in stabilizing and growing light and heavy rail ridership in the post-pandemic context, despite in-office and changes in travel behavior.

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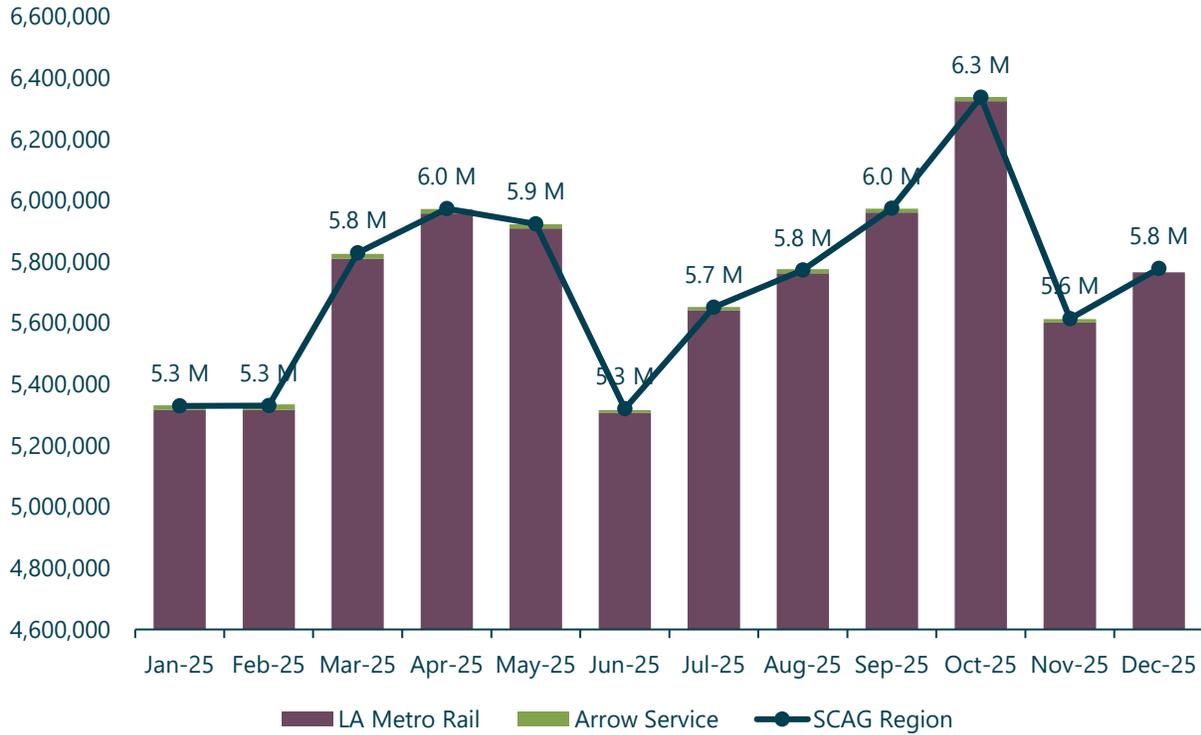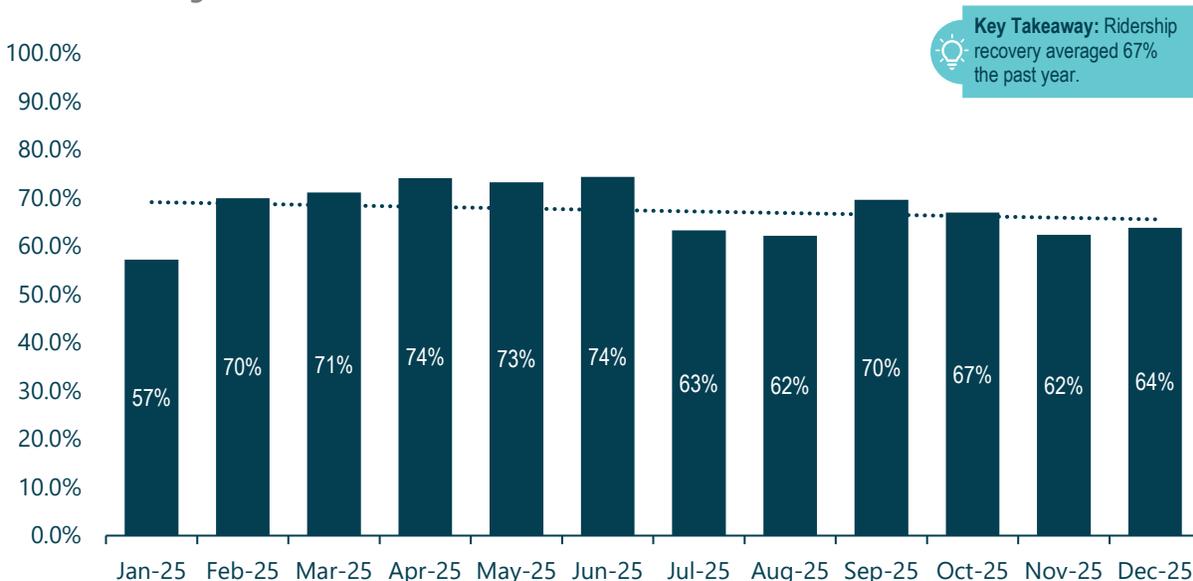

Exhibit 7 illustrates the monthly percentage change in total light and heavy rail ridership in the SCAG region from January 2025 to December 2025. The data highlights the volatility in ridership patterns over the year, with a mix of growth and decline across different months. Similarly, the winter months show reduced ridership, a trend that reflects the holiday season, when daily travel demand typically falls. The most significant positive change occurred in March 2025, with a 9.3 percent increase over the previous month, suggesting a notable spring rebound. In contrast, the largest monthly decline took place in June 2025, dropping 10.2 percent. The sharp decline in June 2025 is likely attributable to the beginning of the summer season, when K-12 schools and universities are out of session, reducing student travel demand. Federal activities and operations in the region might have also affected rail ridership. Importantly, Exhibit 7, underscores that monthly rail ridership changes have been inconsistent, with four out of 12 months showing negative growth, including three months where the decline exceeded six percent. This fluctuation results in a net average increase of 0.3 percent per month over the year.

Exhibit 7   Light and Heavy Rail Month Over Month Comparison as Percentage Change, 12 Month Rolling
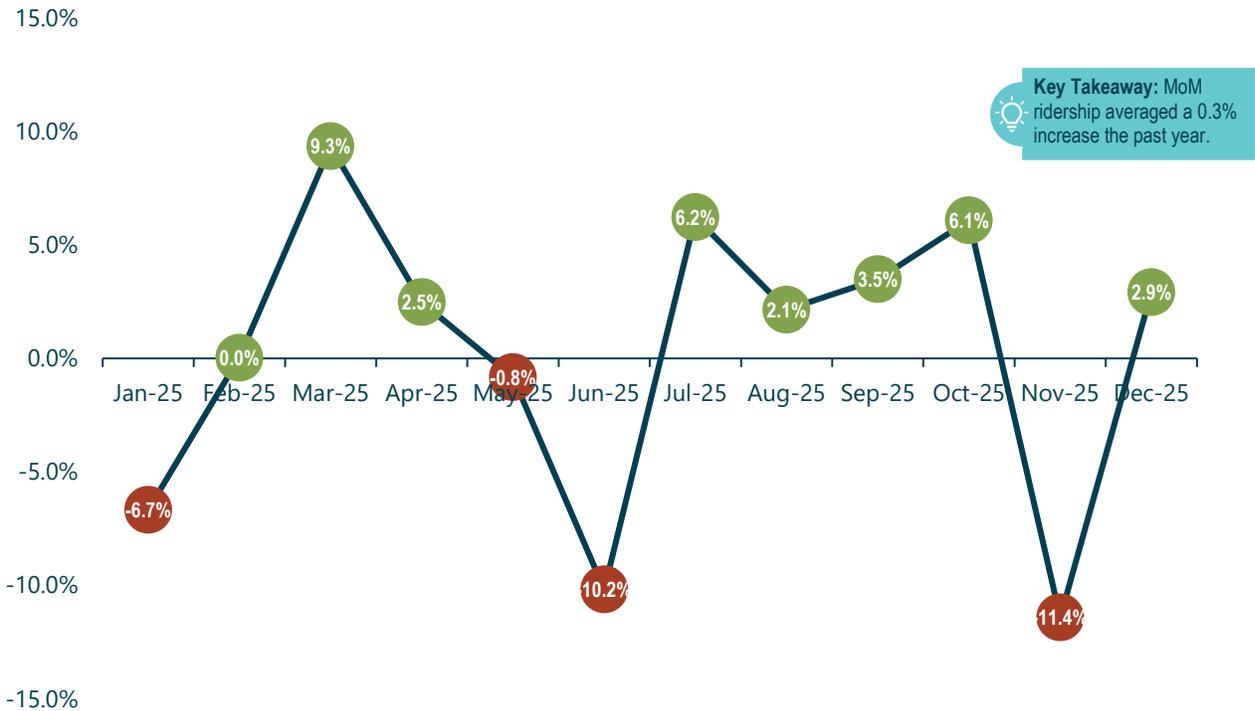
As shown in Exhibit 8, light and heavy rail ridership recovery exhibited significant variability throughout the year, ranging from a low of 57 percent in January to a high of 74 percent in both April and June. Recovery strengthened steadily through the spring, reaching the low- to mid-70 percent range, before declining sharply in the summer months to 63 percent in July and 62 percent in August. Recovery tapered again, ending the year at 64 percent in December, reflecting an overall downward trend despite intermittent improvements. The overall trend suggests that rail ridership recovery fluctuates and recent months show slow signs of recovery.

Exhibit 8 **Post-Pandemic Light and Heavy Rail Ridership Recovery as Percentage of FY 2018-19, 12 Month Rolling**

Key Takeaway: Ridership recovery averaged 67% the past year.

Month	Value
Jan-25	57%
Feb-25	70%
Mar-25	71%
Apr-25	74%
May-25	73%
Jun-25	74%
Jul-25	63%
Aug-25	62%
Sep-25	70%
Oct-25	67%
Nov-25	62%
Dec-25	64%

COMMUTER RAIL RIDERSHIP

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

DATA SOURCE

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

COMMUTER RAIL RIDERSHIP TRENDS

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

Exhibit 9 reflects monthly systemwide ridership across Metrolink's seven commuter rail lines from January 2025 through December 2025. Metrolink ridership began the period at 573,224 trips in January 2025, steadily increasing to a peak of 701,165 in April 2025, before declining through the summer and fall months. The lowest point occurred in December 2025, with 537,151 trips. The decline in December 2025 is likely attributable to the holidays influencing travel demand.

All seven lines contributed to the overall trend, with the Orange County Line and San Bernardino Line consistently making up the largest shares of total ridership. These were followed by the Antelope Valley Line, 91/Perris Valley Line, and the Ventura County Line with the Inland Empire-Orange County Line and Riverside Line contributing smaller portions.

Exhibit 9   **Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling**
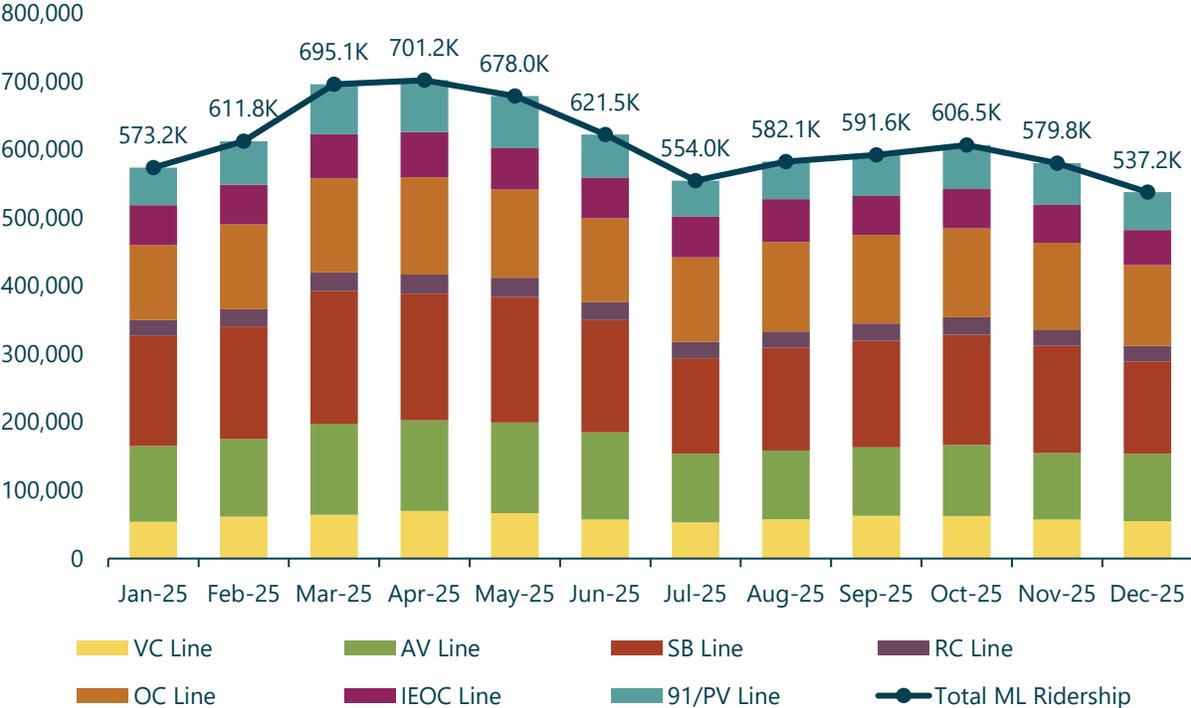
Exhibit 10 displays the month-over-month percentage change in total system ridership from January 2025 to December 2025. The data shows variability across the year, with several months experiencing strong gains, notably March 2025 (13.6 percent). Conversely, July (-10.9 percent) and December (-7.4 percent) marked the most significant declines, aligning with typical seasonal slowdowns due to holidays, school breaks, and vacation periods. The average month-over-month ridership change (-0.3 percent) indicates a general flattening trajectory for Metrolink ridership during the period.

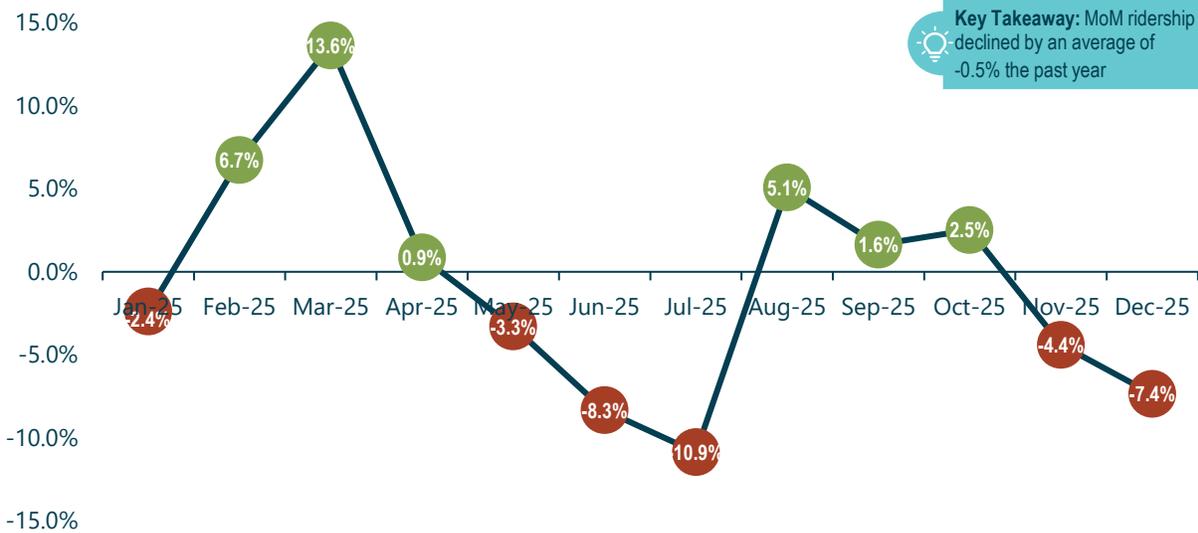**Exhibit 10   Metrolink Month Over Month Comparison as Percentage Change, 12 Month Rolling**

Key Takeaway: MoM ridership declined by an average of -0.5% the past year

Data points:
- Jan-25: -2.4%
- Feb-25: 6.7%
- Mar-25: 13.6%
- Apr-25: 0.9%
- May-25: -3.3%
- Jun-25: -8.3%
- Jul-25: -10.9%
- Aug-25: 5.1%
- Sep-25: 1.6%
- Oct-25: 2.5%
- Nov-25: -4.4%
- Dec-25: -7.4%

Exhibit 11   Post-Pandemic Metrolink Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling

Key Takeaway: Ridership recovery averaged 61% the past year.

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
58%	65%	69%	69%	66%	63%	56%	57%	59%	57%	59%	58%
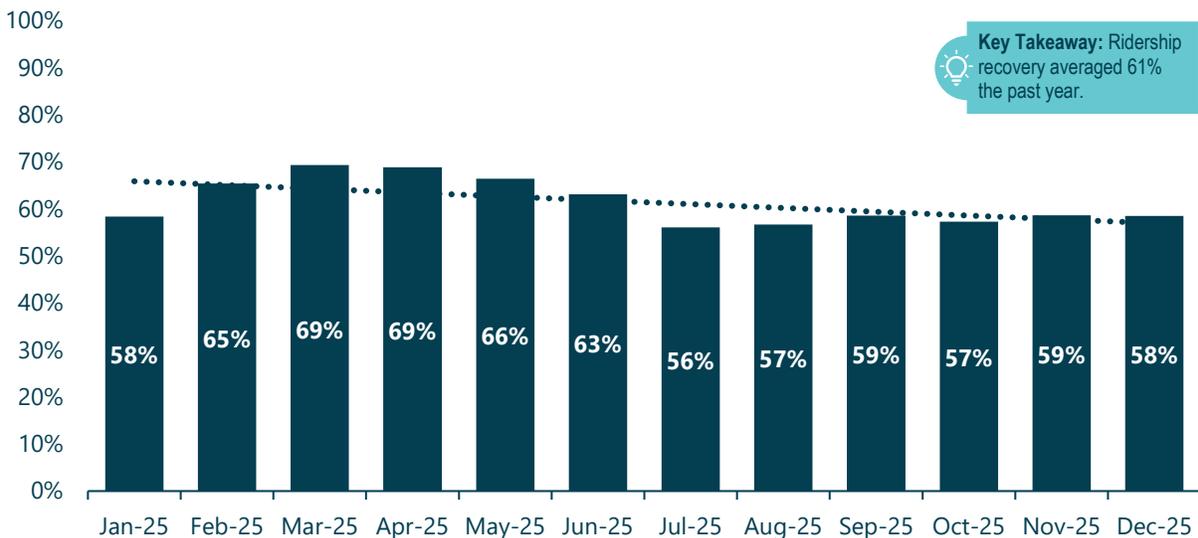
Exhibit 11 presents Metrolink's ridership recovery as a percentage of fiscal year 2018-19 pre-pandemic levels. Over the past year, recovery averaged 61 percent, with a steady climb through spring 2025 to a high of 69 percent in March and April, followed by a dip to 56 percent in July 2025, the lowest point of the year. Recovery reached 58 percent December 2025. This pattern suggests that while significant progress has been made, commuter rail still faces challenges in returning to full pre-pandemic demand, particularly as work-from-home patterns and hybrid commuting continue to reshape ridership behavior.

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Vehicular Travel

🚗 VEHICULAR VOLUMES

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

DATA SOURCE

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

VEHICLE TRAVEL AND CONGESTION PATTERNS FOLLOWING THE PANDEMIC

VMT experienced a sharp and unprecedented decline in early 2020 due to the COVID-19 pandemic, reaching its lowest point in April 2020. Following this disruption, travel steadily rebounded throughout 2021 and 2022. By early 2023, monthly VMT had returned to pre-pandemic levels. While seasonal dips are still present, such as during winter months or holiday periods, the overall trend has stabilized in recent years. Exhibit 12 shows a consistent trend hovering just below pre-pandemic VMT levels indicating the region's recovery of VMT and new normal level of VMT. Volumes the past year generally fluctuated between 5.4 and 6.1 billion miles. This pattern points to a sustained reliance on personal vehicle travel in the region, even as other modes like transit have experienced slower post-pandemic recovery.

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

Key Takeaway: VMT averaged 98% of pre-pandemic levels the past year.

Legend:
- Los Angeles County
- Orange County
- Riverside County
- San Bernardino County
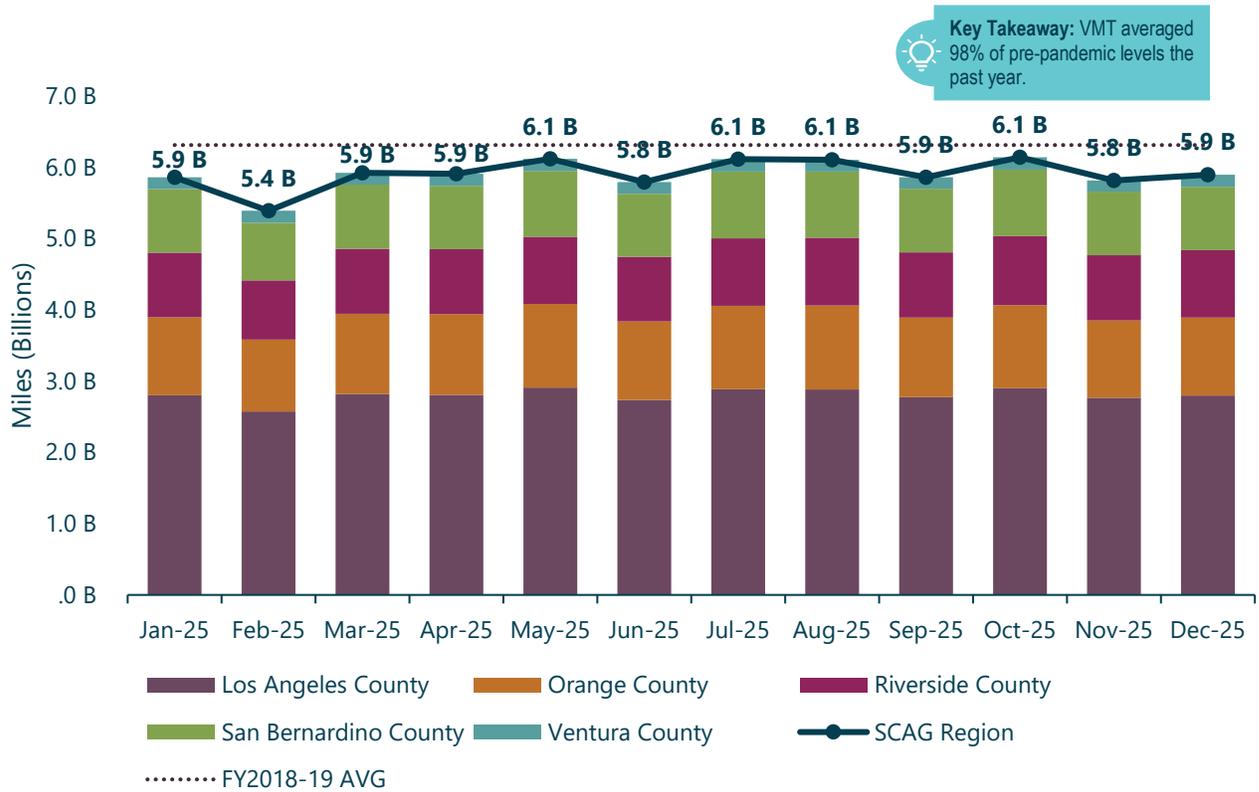- Ventura County
- SCAG Region
- FY2018-19 AVG

Exhibit 13 presents VHD in the SCAG region from January 2025 through December 2025, offering insight into regional roadway congestion patterns over 2025. Prior to the COVID-19 pandemic, monthly VHD consistently ranged between 16 to 18 million hours, reflecting high levels of traffic congestion across the region. In early 2020, VHD dropped sharply, reaching its lowest point in April 2020, corresponding with widespread shutdowns and reduced travel demand. Following the pandemic-induced low, VHD gradually rebounded throughout late 2020 and 2021, but has not returned to pre-pandemic levels. Since 2022, monthly VHD has generally fluctuated between 11 and 14 million hours, indicating a persistent reduction in regional traffic delay despite the recovery of VMT. In 2025, VHD peaked in October 2025 at 13.9 million. The lowest VHD was recorded in June at 11.4 million, other lows included November at 11.6 million and February at 11.7 million. This pattern points to broader trends that VHD is influenced by hybrid and flexible work schedules that reduce peak commutes.

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Exhibit 13 VHD in the SCAG Region by Month, 12 Months Rolling
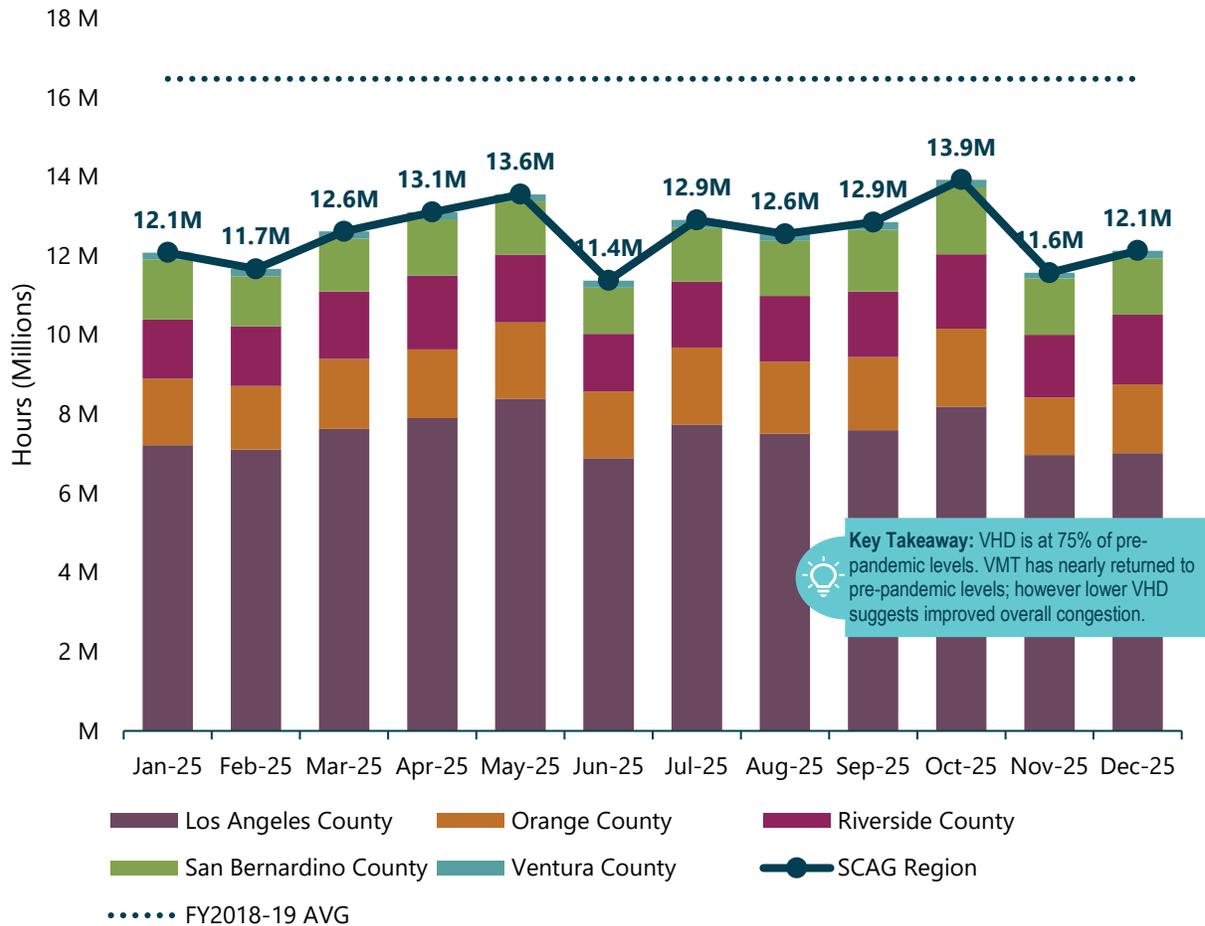
VHD has only reached 75 percent of pre-pandemic levels, implying that congestion remains significantly lower than before. This sustained reduction in congestion might be partially attributed to long-term changes in commuting behavior, such as hybrid and remote work arrangements, as well as shifts in travel patterns and peak demand periods. **The correlation between high VMT recovery and lagging VHD recovery suggests that while people are back on the road in near-full force, they might be doing so in ways that avoid peak congestion periods, resulting in more efficient roadway performance and lower congestion overall.**

🚚 GOODS MOVEMENT & TRUCK VOLUMES

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

- **Freight Movement:** How much goods and cargo are being transported on the road.

- **Economic Activity:** Higher truck VMT often signals more trade, shipping, and industrial activity.

- **Roadway Impact:** Trucks cause more wear on roadways, so truck VMT helps plan for maintenance needs.

- **Air Quality and Emissions:** Since trucks produce more emissions per mile than passenger cars, truck VMT is important for air quality and environmental planning.

- **Traffic Operations:** Helps analyze congestion patterns, especially on freight corridors and near ports, warehouses, and distribution centers.

Prior to the COVID-19 pandemic, truck VMT generally ranged between 240 and 260 million miles per month, reflecting steady freight operations across the region's highways. A noticeable decline occurred in early 2020, with a temporary dip below 210 million miles, coinciding with the early stages of the pandemic and related disruptions in supply chains and economic activity. However, unlike passenger travel, truck VMT rebounded quickly by mid-2020, driven by demand for freight and logistics services, especially in support of e-commerce and essential goods distribution. Since 2021, truck VMT has remained relatively stable but has remained slightly below pre-pandemic levels. Exhibit 14 displays truck VMT in the SCAG region from January 2025 through December 2025; volumes generally fluctuated between 216 and 251 million miles per month. The data suggests that while truck travel was less disrupted and quicker to recover than passenger travel, it has averaged 95 percent of pre-pandemic levels during 2025. Rather than signaling a structural shift in freight patterns or logistics operations, this trend is more likely driven by a slowdown in consumer spending and a normalization of shipping volumes following the pandemic-era surge.

Exhibit 14   Truck Vehicle Miles Traveled in the SCAG Region by Month, 12 Month Rolling

Key Takeaway: Truck VMT averaged 95% of pre-pandemic levels the past year.

Legend:
- Los Angeles County
- Orange County
- Riverside County
- San Bernardino County
- Ventura County
- SCAG Region
- FY2018-19 AVG
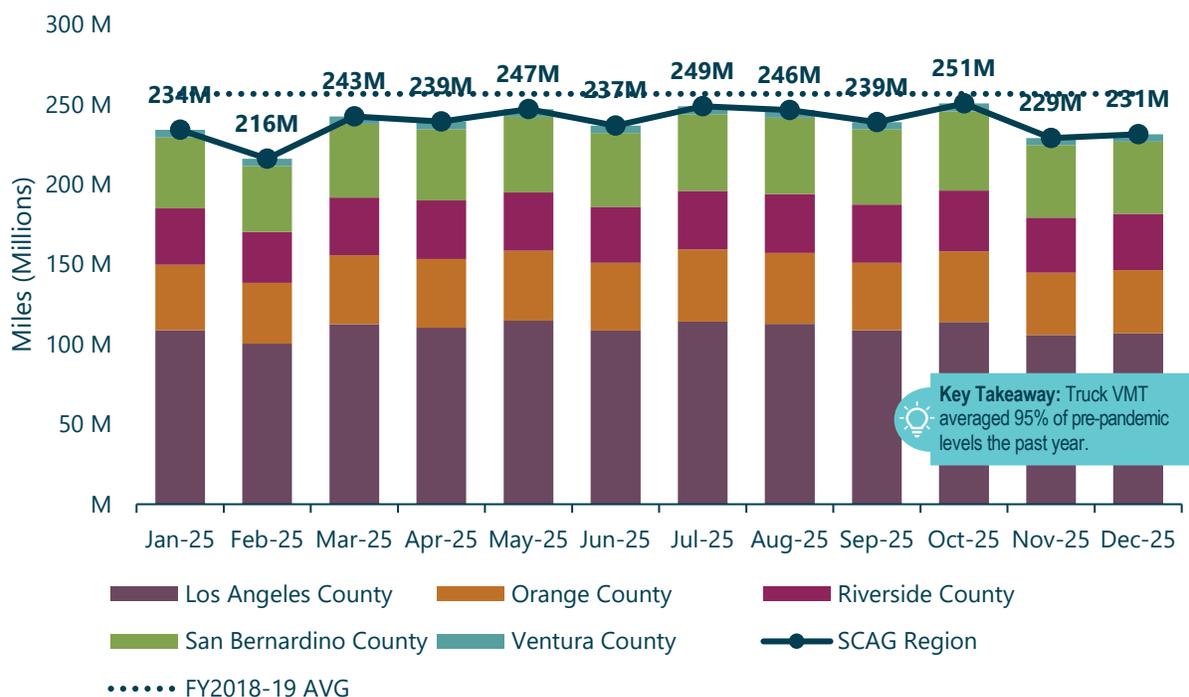
Telework Impacts

REMOTE WORK TRENDS

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

DATA SOURCE

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

OVERALL WORK FROM HOME TRENDS

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in Exhibit 15, which shows the monthly percentage of full, paid working days spent at home in the re-weighted LA CSA sample, representing the SCAG region. Based on current SWAA data, from January 2025 to December 2025, the percentage of full, paid working days spent at home in the SCAG region ranged between 27 percent and 36 percent, with an annual average of 33 percent.

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

Key Takeaway: WFH levels have plateaued, averaging 33% over the past year.
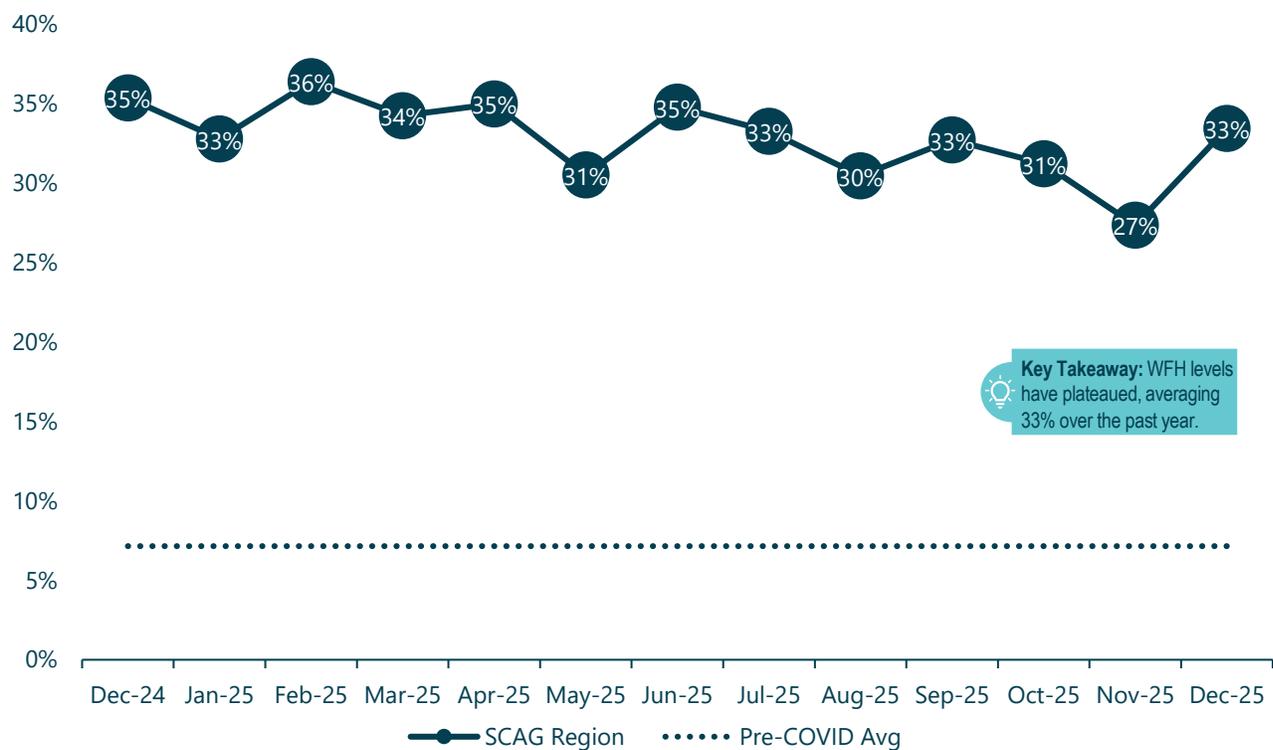
*We estimate the pre-COVID rate using the 2019 American Time Use Survey.
* The microdata retrieved from www.wfhresearch.com is re-weighted to be representative of the Los Angeles Combined Statistical Area.

Conclusion

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

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MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
www.scag.ca.gov

REGIONAL OFFICES

IMPERIAL COUNTY

1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 S. Main St., Ste. 1108
Orange, CA 92868
Tel: (213) 630-1599

INLAND EMPIRE

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960

AGENDA ITEM 9

REPORT

Southern California Association of Governments
March 5, 2026

		EXECUTIVE DIRECTOR'S APPROVAL
To:	TC - Transportation Committee	
From:	Prithvi Deore, Senior Regional Planner 213-236-1950, deore@scag.ca.gov	*Kome Ajise*
Subject:	2026 Trade Corridor Enhancement Program Update	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:

The Trade Corridor Enhancement Program (TCEP) provides competitive funding for freight projects that improve statewide and national goods movement, including enhancements to efficiency, safety, resilience, zero-emission infrastructure, and community and environmental outcomes. The California Transportation Commission (CTC) administers the program and is currently considering policy updates for the 2026 cycle, including alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0 and proposed revisions to advanced programming guidelines. CAPTI 2.0 expands the State's climate-alignment strategies and reinforces greenhouse gas reduction goals, while the proposed programming updates aim to reserve early funding commitments for time-sensitive federal discretionary grant opportunities. As the region's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) plays a central role in supporting TCEP implementation across Southern California. SCAG coordinates with county transportation commissions, cities, ports, and other regional partners to develop and review project nominations, ensure consistency with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Regional Freight Plan, and prepare required submittals to the CTC. To align with the State's Cycle 5 schedule, SCAG will establish regional milestones and provide technical assistance, coordination, and formal nomination recommendations to support timely and competitive applications from the region.

BACKGROUND:
The objective of the Trade Corridor Enhancement Program is to fund public infrastructure projects on corridors and facilities that carry a high volume of freight movement while advancing statewide and national freight goals. These include supporting the priorities of the National Highway Freight

Program, the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and the Senate Bill 671 Clean Freight Corridor Efficiency Assessment. The program provides approximately $400 million annually in combined state and federal funding to eligible public agencies, including cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), port authorities, public construction authorities, and the California Department of Transportation. To be eligible, projects must be included in an adopted Regional Transportation Plan (RTP) and, within MPO boundaries, must be consistent with approved Sustainable Communities Strategies (SCS). Eligible projects must demonstrate clear freight benefits, such as enhancing economic vitality, reducing congestion, improving safety and system resilience, upgrading freight infrastructure, expanding zero-emission charging or refueling infrastructure for medium- and heavy-duty vehicles, deploying innovative technologies to improve freight efficiency or reduce impacts, and minimizing adverse community and environmental effects associated with freight movement.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

2024 TCEP (Cycle 4) introduced several policy and evaluation updates that will inform Cycle 5 guidelines development, including:

- Equity and community engagement criteria were expanded to include identification of underserved communities, documentation of engagement methods, description of engagement outcomes, and assessment of community impacts. Applicants were encouraged to use analytical tools such as the Caltrans Transportation Equity Index and CalEnviroScreen to support project analysis. Additional SB 1 transportation equity supplement updates are currently underway and a standalone equity-focused workshop is anticipated in the spring.

- The 2024 TCEP also strengthened zero-emission freight evaluation through new sub-criteria addressing truck throughput, proximity to freight hubs, and proximity to impacted communities. The Clean Freight Corridor Efficiency Assessment was incorporated into the guidelines, and future workshops are planned to further expand zero-emission vehicle (ZEV) guidance. In future workshops, the Commission will discuss and guide the applicants on these criteria to help strengthen their applications.

During the California Transportation Commission's January 2026 TCEP workshop, two policy topic updates were shared focusing on CAPTI and Advanced Programming.

- CAPTI 2.0, released in February 2025 by the California State Transportation Agency (CalSTA) and adopted by the Commission in March 2025, builds on earlier state climate and transportation policies and is being integrated into TCEP guidelines. CAPTI originated from an Executive Order issued by Governor Gavin Newsom and was developed by CalSTA in collaboration with state partners. The original CAPTI framework (2021) emphasized the integration of zero-emission infrastructure and climate-aligned investments across transportation programs. CAPTI 2.0 expands these efforts by introducing updated climate-alignment strategies and reinforcing greenhouse gas reduction goals. The California Transportation Commission directed that CAPTI 2.0 strategies be incorporated into TCEP program guidelines and evaluation criteria moving forward. The CAPTI 2.0 strategy relevant to TCEP includes: S2.3 - Update the TCEP guidelines to state that goods movement projects that mitigate their passenger vehicle miles traveled (VMT) impacts are more competitive for funding.

- The TCEP advanced programming policy currently allows projects to receive state funds ahead of the regular cycle when TCEP funding is needed as a non-federal match for federal discretionary grants. Eligible projects must meet standard TCEP requirements and demonstrate significant freight benefits while undergoing the normal evaluation process. Staff noted that some recent advanced programming requests involved projects with federal timelines that did not present immediate obligation risks, meaning those projects could have reasonably competed through the regular TCEP cycle. To address this, the Commission is proposing new guideline language to the 2026 TCEP cycle, clarifying when advanced programming is appropriate. Under the proposed revision, projects that have already secured federal discretionary funds would need to demonstrate that federal obligation deadlines occur prior to or within the first six months of the upcoming programming cycle's initial fiscal year, making participation in the standard cycle infeasible. The change is intended to ensure that advanced programming is primarily reserved for time-sensitive federal funding opportunities while maintaining fairness and consistency in the competitive program process.

Currently, the Commission staff is finalizing the draft language for 2026 TCEP Guidelines and is revising the proposed advanced programming language based on the feedback received in previous workshops. Additional workshops are planned in spring 2026. Virtual Office Hours are open to all applicants across the state, enabling applicants to discuss their project proposals with Commission staff until May 2026. The graphic below depicts the proposed timeline for major milestones for the 2026 TCEP (Cycle 5):

WORKSHOPS

GUIDELINES ADOPTIONS AND
CALLS FOR PROJECTS

PROGRAM ADOPTIONS

| NOW - SPRING 2026 | SPRING 2026 | SUMMER 2026 | FALL - WINTER 2026 | SUMMER 2027 |

OFFICE HOURS

PROJECT NOMINATIONS DUE

Two-year program period | Fiscal years 2027-28 and 2028-29
*Timeline and program period is tentative and may be subject to changes

SCAG plays a critical role in partnering with regional agencies to build consensus and prepare for major funding opportunities and initiatives. This includes SCAG-managed programs such as the Sustainable Communities Program (SCP), the Last Mile Freight Program (LMFP), various pass-through efforts, and coordination on external grants and other project and program funding opportunities. SCAG also continues to serve as a central regional partner in the Trade Corridor Enhancement Program (TCEP). SCAG works directly with county transportation commissions, cities, the Ports of Los Angeles, Long Beach, and Hueneme, and public-private partners to support project development and regional coordination. This includes convening partners, representing the region in the development of program guidelines, and supporting all phases of the application process.

Across all TCEP cycles, SCAG provides ongoing collaboration, coordination, and technical assistance, including document review, eligibility verification, and final compilation of regional submissions. SCAG also tracks nominated projects for Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan/Sustainable Communities Strategy consistency to ensure successful applications. In recent cycles, SCAG has coordinated closely with the California Transportation Commission to support transparency and alignment across the region, including during the 2026 TCEP Cycle 5 and prior efforts related to Senate Bill 671.

NEXT STEPS
To align with the California Transportation Commission's TCEP schedule, SCAG will establish corresponding regional deadlines. Preliminary deadlines include:

- Spring 2026: Project applicants to submit technical analysis support request to SCAG
- September 2026: Project applicants submit TCEP Project Summary to SCAG
- October 2026: SCAG creates project-specific cloud-based folders and shares links with project sponsors
- November 2026:

- o SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve.
- o Project applicants upload near-final applications to project-specific cloud-based folders. SCAG staff finalizes consistency letter to Commission including the list of project applicants
- o Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification
- Summer 2027: Program adoption

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Regional Freight Plan. The identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to recommend and approve the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely, to provide the cover letter, listing of project nominations, and confirmation of consistency with the Regional Transportation Plan/Sustainable Communities Strategy.

FISCAL IMPACT:
None

Southern California Association of Governments
March 5, 2026

		EXECUTIVE DIRECTOR'S APPROVAL
To:	TC - Transportation Committee	
From:	Ryan Laws, Senior Regional Planner 213-630-1470, laws@scag.ca.gov	*Kome Ajise*
Subject:	Curb Space Management 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:
This report and accompanying presentation summarize SCAG's recent curb management studies and pilot efforts, including projects led directly by SCAG and those completed in partnership with other agencies. Beginning with the foundational Last Mile Freight Delivery Study (2020–2025), these efforts have advanced SCAG's understanding of curbside activity, identified best practices, and supported local jurisdictions in developing curb management strategies and pilot demonstrations. The presentation highlights key findings from partner led pilots and strategies developed through these collaborative initiatives. As planning accelerates for the 2028 Olympic and Paralympic Games, SCAG is assessing how these curb management studies and pilot outcomes can inform Games related curb strategies and other future megaevent needs. SCAG aims to leverage the collective findings from these efforts to support the development and deployment of curb management strategies and pilot demonstrations leading up to and during the 2028 Games.

BACKGROUND:
Curb space plays a critical role in supporting goods movement, passenger mobility, safety, and access within Southern California's transportation system. In recent years, growth in e-commerce, on-demand delivery services, and shared mobility has made the curb a competitive environment, contributing to congestion, safety concerns, and localized emissions impacts. At the same time, curb management has emerged as a key policy and implementation tool for advancing broader regional goals related to mobility, sustainability, and economic vitality. In response to these challenges, SCAG has undertaken a series of studies and partnerships aimed at improving understanding of curbside

activity, identifying best practices, and supporting local jurisdictions in developing curb management strategies. Efforts included:

- Last Mile Freight Delivery Study
- Curb Space Management Study
- Curb Space Data & Inventory Study
- Zero-Emissions and Smart Delivery Zones Study

These efforts have strengthened SCAG's role as a regional convener and technical resource, helping local partners translate research and analysis into real-world pilot projects and policy interventions. This staff report and the accompanying presentation summarize this work, including key findings from partner-led pilots and curb management strategies developed through SCAG's collaborative initiatives. Over the past several years, these partnerships have supported multiple jurisdictions at different stages of need—from early planning and strategy development to informing pilot design and testing demonstrations.

Last-Mile Freight Delivery Study

Between 2018 and 2020, SCAG executed and completed the Last-Mile Freight Delivery Study. The study was designed to increase understanding of last-mile delivery issues for the SCAG and local jurisdictions by examining the relationship between last-mile access conditions, the delivery of goods, and the role of last-mile delivery in the overall transportation system. The study served as a foundational approach and assessed the use of curb areas for deliveries, and the magnitude of other curb uses competing for curb access in the study area. It provided findings based on field data collection, analyses, and stakeholder discussions. The study included best-practice case studies and detailed curbside data collection across multiple locations in Los Angeles, using both in-person observations and video-based analysis to document curb occupancy, dwell time, and delivery behavior. A key outcome of the study was the development of data-driven insights and practical recommendations that could be applied by local jurisdictions. A toolbox of curb management strategies was developed through stakeholder input and a literature review. The strategies were meant to inform cities of options to improve last-mile freight access by matching delivery situations to solutions through the context of issues and typologies. Findings from the study were leveraged by the Los Angeles Department of Transportation (LADOT) to inform the design and implementation of curb and loading-zone pilot projects, demonstrating how regional research can directly support local action and experimentation.

SCAG Curb Space Management Study

Building on the Last-Mile Freight Delivery Study, SCAG expanded its curb management work through the Curb Space Management Study (CSMS, 2022) and the Curb Space Data & Inventory Study (CSDI, described more below). These efforts broadened the geographic scope of curb management analysis and provided participating jurisdictions with standardized tools for understanding and managing curb

space. SCAG conducted the CSMS to analyze curb space segments of some of the more congested and complicated curb space within the SCAG region. The CSMS identified a need to assess policies, strategies, and infrastructure investments and their impacts on curb space activity, especially given the impacts of COVID-19 on curb use and activity. The CSMS was intended to set up a blueprint for SCAG cities to undertake studies to further transform their curb space. The study focused on six cities representing some of the most contested curb space and diverse curb attributes in Southern California, including Anaheim, Long Beach, Los Angeles, Riverside, Santa Ana, and Santa Monica.

Curb Space Data & Inventory Study
The CSDI, which was completed in 2024, and was part of SCAG's Sustainable Communities Program - Smart Cities and Mobility Innovations and applied similar protocols and tools involving data inventory, stakeholder engagement and assessment, and data analysis to identify pilot projects addressing curb space management challenges. The study's objective was to collect, digitally manage, and assess curb space inventory and usage to address curb space management challenges and opportunities in three focus cities in the SCAG region: Long Beach, Los Angeles, and Stanton. Each city has its own unique curb space needs and is in different points in their curb space management strategy. Following a similar methodology of existing conditions analysis and stakeholder engagement, multiple sites were selected for data collection. The inventory and demand data findings were further informed by stakeholder engagement to determine curb space management priorities and recommend strategies for each site, with the intent to replicate them in other areas of the city and/or region. One pilot project was selected for each focus city to implement within their jurisdiction. The selection of each pilot was guided by coordination with agency staff and stakeholders to determine the appropriate site based on City priorities, resources, and implementation feasibility.

Through the CSMS and CSDI, SCAG has supported multiple jurisdictions by developing comprehensive curb inventories, collecting and analyzing curbside activity data, and preparing implementation-ready pilot workplans tailored to local conditions. Rather than focusing solely on policy recommendations, these studies have emphasized actionable strategies that cities could assess and deploy depending on resource availability and other factors, test, and refine, helping reduce barriers to accelerated understandings and implementation opportunities related to curb management across the region.

Zero-Emissions and Smart Delivery Zones Study
Between the winter of 2022 until the summer of 2024, SCAG partnered with the Los Angeles Cleantech Incubator (LACI) on a U.S. Department of Energy Vehicle Technologies Office (DOE/VTO)-funded study focused on integrating curb management with zero-emissions delivery and smart loading zone enforcement strategies. This partnership, in collaboration with various technology partners and research institutions, examined the use of Zero-Emissions Delivery Zones (ZEDZ), smart loading zones, and technology-enabled enforcement approaches to improve curb compliance, delivery efficiency, and environmental outcomes. Pilot deployments in Southern California were implemented in Los Angeles and Santa Monica. Additionally, Pittsburgh, Pennsylvania implemented

their own curb management pilot, providing an opportunity to evaluate curb management strategies across different policy and operational contexts. All three pilot cities leveraged Automated License Plate Recognition (ALPR) technology, which was operated and monitored by the project's designated technology provider, Automotus. ALPR uses cameras, AI, and computer vision to scan vehicle license plates to collect real-world data, which was used to inform their curb interventions and develop traffic and congestion models.

Santa Monica and Los Angeles Zero-Emission Delivery Zones [1]
In 2021, the City of Santa Monica implemented the country's first Zero-Emission Delivery Zone pilot, which incentivized clean, electric delivery vehicles by reserving priority curb space for zero-emission vehicles.[2] Santa Monica deployed their Zero-Emission Delivery Zone in a one-square-mile test zone in Downtown Santa Monica, and along Main Street, prioritizing locations with the most congested curbs. The City has deployed a nominal ALPR enforcement model in the interest of collecting baseline data on overall curb usage, including vehicles not adhering to designated zone rules. The information collected by ALPR cameras is not used to cite drivers, and enforcement of the loading zone rules depends on traditional active patrolling of enforcement officers.

The City of Los Angeles designed their ZEDZ pilot to focus on locations most impacted by traffic density, loading zone demands, and air pollution. The Los Angeles Department of Transportation (LADOT) installed ALPR cameras and erected signage. The signage installed indicates that the curb was restricted for zero-emission delivery vehicles only. The collected data enhanced insights into dwell times and provided information to inform future policies regarding potential metered zones. The City was limited in their ability to leverage technology to enforce unwanted activities and issue citations and were instead required to have enforcement officers present to administer tickets. Los Angeles implemented a directed ALPR enforcement model to identify real-time violations at the curb and deploy an officer to the location to confirm the violation. By focusing on specific high-congestion areas or zones with curb challenges, this method targeted behavioral interventions for both EV and non-EV users.

Since the start of their pilot studies, the number of ZEDZ has increased, with LADOT expanding from seven (7) to over thirty (30) ZEDZ locations across the city and Santa Monica's locations growing from eight (8) to eleven (11) locations.[3] Examples of each city's ZEDZ signage are shown in Figure 1 below.

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[2] https://www.santamonica.gov/press/2021/02/25/laci-launches-first-in-nation-zero-emissions-delivery-zone-with-city-of-santa-monica-and-partners-including-nissan-ikea
[3] https://ladot.lacity.gov/dotnews/weekly-update-june-26-2025

Figure 1

While both cities deployed ZEDZ and focused on utilizing ALPR technology as a tool for gathering data on curb space usage and user behavior, ALPR was not used by these cities to develop new strategies in parking enforcement and their pilot deployments reflect each city's unique transportation patterns, EV market maturity, and readiness for enforcement.

Since the initial pilot, Santa Monica has pursued alternative targeted enforcement strategies, launching an automated bus lane enforcement pilot and an automated bike lane enforcement pilot. These subsequent pilots signal a continued investment in data-driven tools to improve curb compliance and reduce unsafe behaviors such as double parking. Alternatively, LADOT received a $2 million grant from the U.S. Department of Transportation's SMART program to develop a digital inventory of curb assets and regulations in Downtown Los Angeles (the Code the Curb initiative). The ZEDZ pilot provided this initiative with vital data related to dynamic pricing, real-time updates, and tailored curb policies that reflect fluctuating demand. The City of Los Angeles is also considering ways to leverage lessons learned from the ZEDZ pilot to prepare for the 2028 Olympic Games, where they aspire to establish dedicated zero-emission zones near event venues, implement digital curb management, and introduce a reservation system to manage curb space effectively. Each city's next steps reflect its unique priorities, challenges, and opportunities, but all share a common goal – building smarter, safer, and more efficient curbside systems.

Pittsburgh's Smart Loading Zones

In the process of designing their zero-emission loading zone pilot, the City of Pittsburgh determined that the volume of EVs in the city was insufficient to justify a ZEDZ approach, leading them to pivot to a smart loading zone (SLZ) model to provide access to all users regardless of fuel type. The City designated smart loading zones by painting the curbs purple and requiring drivers to register their vehicles to park in the zone. The City installed ALPR cameras to track the time a vehicle is parked at the curb and charge the registered vehicle according to its dwell time. Pittsburgh leveraged ALPR camera vision to fully enforce parking violations through citation-by-mail or online application payment. This enforcement mechanism is entirely automated, independent of enforcement officers, and can help promote traffic safety, compliance, reduced parking spot cruising, and turn ver. The SLZ registration, billing, and enforcement model is summarized below in Figure 2.

Figure 2
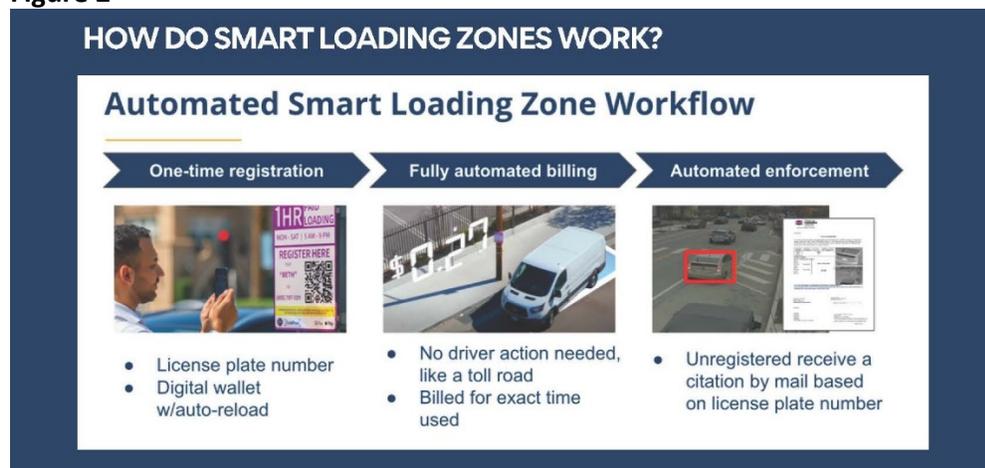
While this enforcement type is not feasible in all situations, as some cities require enforcement officers to administer citations in-person, this approach is ideal for cities seeking to continuously monitor the curb and reduce parking spot cruising and turnover to provide access to the curb. Throughout the study, Pittsburgh's implementation of Smart Loading Zones delivered significant benefits linked to the city's curb management goals, including:

- Increased Turnover: Turnover in Smart Loading Zones rose by 40%, while the average stay decreased by 23%.
- Enhanced Efficiency: Delivery efficiency improved for small businesses and drivers, reducing vehicle idling and lowering emissions by an estimated 12 metric tons per zone annually.
- Improved Safety: Double-parking incidents decreased by 95%, easing traffic flow and reducing obstacles for cyclists and pedestrians.
- Potential Revenue Growth: As user adoption grows, the program is poised to generate additional revenue, encouraging compliance through streamlined payment processes and graduated pricing.

Pittsburgh has leveraged funding from the DOE VTO grant to identify the path forward to transitioning their SLZ pilot into a permanent program. The program is now paying for itself with revenue generated from SLZs, and will expand to add loading zones, bike lanes, and red curbs. The success of the program has led to a steady increase in adoption, with twenty (20) pilot sites identified at the start of the study increasing to over fifty (50) SLZs currently in deployment.[7]

Next Steps: Connections to the 2028 Olympic and Paralympic Games
Los Angeles and Santa Monica's curb management efforts offer important opportunities to further examine challenges and strategies in advance of the increased travel demand expected during the 2028 Olympic and Paralympic Games (2028 Games), where both cities will host competition venues. SCAG is leading the Regional Transportation Demand Management (TDM) Strategy as part of the Games Mobility Executives, a cross-agency collaboration focused on transportation and mobility planning for the Games.

Building on the initial assessment conducted through SCAG's Last Mile Delivery Study and subsequent curb management initiatives, the TDM Strategy will test, evaluate, and implement approaches to reduce congestion for both passenger travel and freight operations. This work will focus on identifying operational solutions to support last-mile access to, from, and around venue locations. As the preparations for the Games continues ramp up, SCAG's curb management studies and pilot projects provide a strong foundation for informing Games-related curb strategies. Lessons learned from these efforts can guide the development of operational strategies and pilot demonstrations to

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[7] https://engage.pittsburghpa.gov/smart-loading-zones

manage increased delivery activity, support clean vehicle deployment, and maintain efficient and safe curb operations during the 2028 Games and other large-scale events.

FISCAL IMPACT:
None

ATTACHMENT(S):
1. PowerPoint Presentation - SCAG Curb Management Studies and Projects

SCAG Curb Management Studies and Projects

March 5, 2026

WWW.SCAG.CA.GOV

Overview

- What is Curb Management?

- SCAG Efforts

  o Last Mile Freight Delivery Study Curb Space Management Study (CSMS)

  o Curb Space Data Collection and Inventory Study (CSDI)

  o Zero-Emissions and Smart Delivery Zones Study

  o Next Steps

- Presentations by LACI and Automotus

What is Curb Management?

The **Curb Space**, also known as the curbside, is simply **the space on the street that is closest to the curb**.

Growth in e-commerce, on-demand delivery services, and shared mobility has made the curb a competitive environment. Strategically allocating and regulating curb space through **Curb Management** has emerged as a key policy and implementation **tool for advancing broader regional goals related to mobility, sustainability, and economic vitality**.

In response to these challenges, SCAG has undertaken a series of studies and partnerships aimed at improving understanding of curbside activity, identifying best practices, and supporting local jurisdictions in developing curb management strategies.
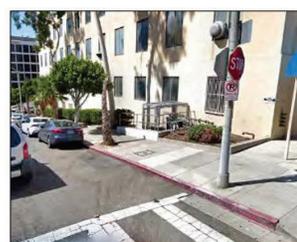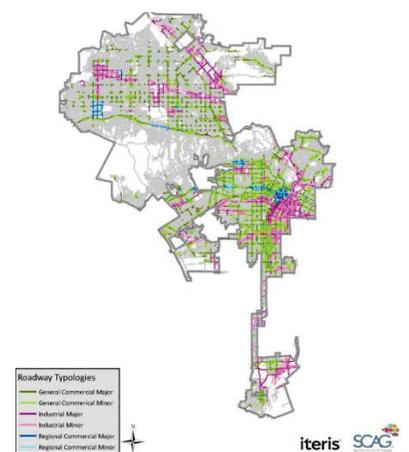

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Exhibit ES-2: Last Mile Freight Study Block Typologies in the City of Los Angeles

Last Mile Freight Delivery Study (2020)

- Examined the relationship between last-mile access conditions, the delivery of goods, and the role of last-mile delivery

- Data collection effort focused on curbside activity at 35 blocks within 12 Los Angeles case study areas

- Findings were leveraged to inform LADOT in developing their Zero Emission Delivery Zones (ZEDZ) pilot

Location E under existing conditions as a red zone and recommended passenger loading. (Source: Google Streetview)

Curb Space Management Study (2022)

- Provided curb space management strategies and recommendations for multiple cities within the SCAG region.

- Developed work plans for multiple pilot project concepts and/or analysis plans for pilot projects.

Phase 1: Data Consolidation and Existing Conditions

Phase 2: Location Selection and Site-Specific Data Collection

Phase 3: Best Practices, Policies, and Potential Pilot Projects

Participating Cities

Data Collection and Pilots (1A Cities):
Anaheim, Riverside, Santa Ana, Santa Monica

Advisory / Peer Exchange (1B Cities):
Los Angeles, Long Beach

Curb Space Data Collection and Inventory Study (2024)

- Identified key policies, strategies, and technological solutions to address curb management issues

- Strategies and pilot project concepts were developed collaboratively between SCAG and cities, with input from a range of stakeholders

- Resulted in data-driven, real-world implementation plans maximizing technologies where appropriate

Phase 1: Data Collection & Existing Conditions

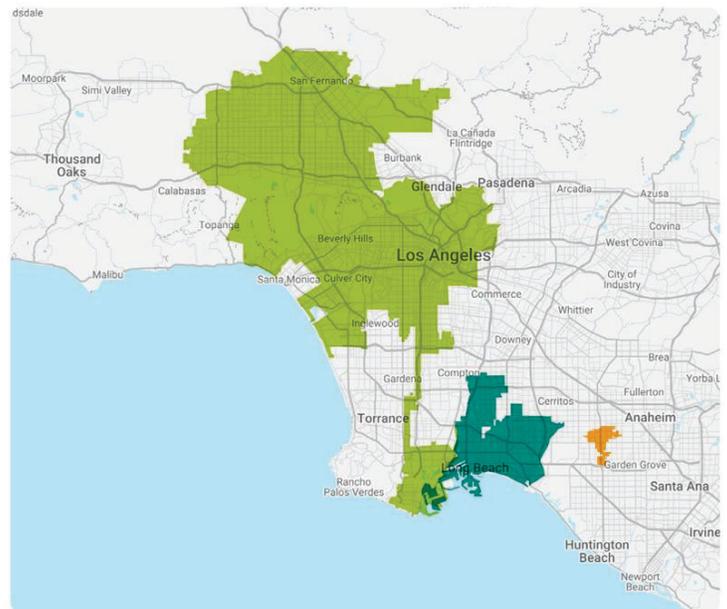Phase 2: Site Locations

Phase 3: Pilot Project Work Plan

Exhibit 1-1: Participating Cities — ■ Los Angeles ■ Long Beach ■ Stanton

Zero-Emissions and Smart Delivery Zones Study (2025)

- Partnered with the Los Angeles Cleantech Incubator (LACI) on a U.S. Department of Energy-funded study

- West Coast pilot areas: Los Angeles & Santa Monica
  - Goal: Test curb management strategies to accelerate EV adoption among delivery fleets & ridehail drivers

- East Coast pilot area: Pittsburgh, PA
  - Goal: Successfully adopt an EV and smart loading zone policy leveraging Automated License Plate Reader (ALPR) technology for parking enforcement

Next Steps

- **Toolbox Tuesday**
  - **Lessons learned** and deliverables from the Curb Space Management Study and Curb Space Data Inventory Study will be shared in **Toolbox Tuesday session in April**.

- **LA28 Games**
  - **Regional TDM Strategy** will build on the initial assessment done in SCAG's curb space studies and local jurisdictions' curb space efforts.
  - TDM Strategy will include testing, evaluating and implementing strategies to **alleviate congestion for passenger travel and freight operations**.

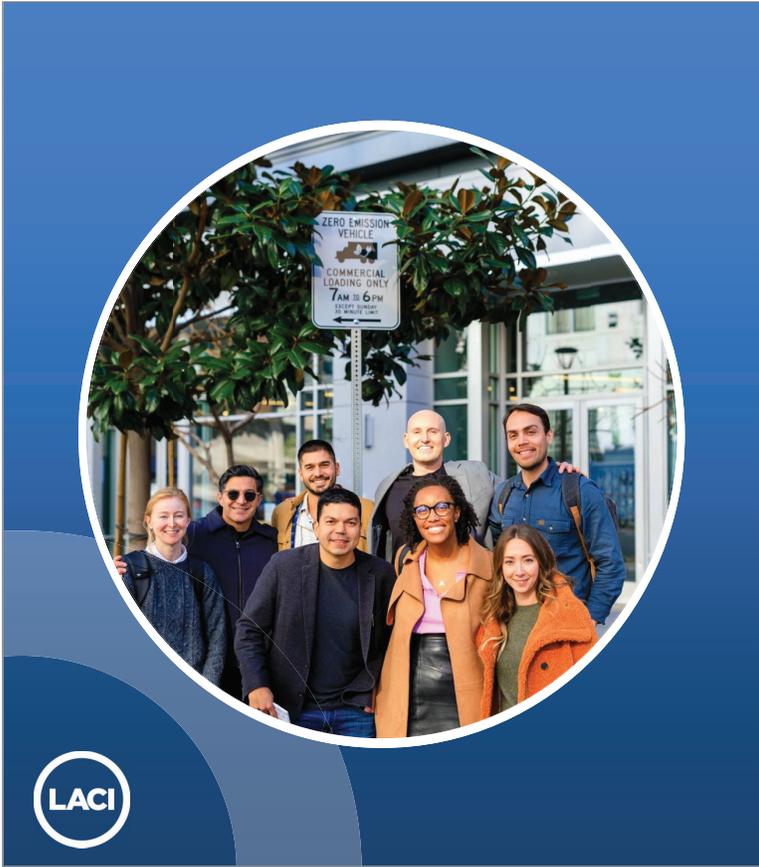# LAUREN HARPER:

LOS ANGELES CLEANTECH INCUBATOR (LACI)

Zero-Emissions and Smart Delivery Zones Study

DOE VTO Curb Management Grant Outcomes & Implications for the 2028 Games

Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles

February 2026

Agenda

- Overview
- Challenges
- Metrics
- Accomplishments
- Learnings to take Forward
- Next Steps

Has this ever happened to you?

- Double parking, cruising for a parking spot, prolonged idling and illegal parking actions contribute to GHG emissions, traffic congestion and unsafe behavior in streets and at the curb.

- This can be a result of limited curb access, turnover at the curb, and the ever growing delivery and ride hail car demand.

- City planners and enforcement officers need better tools to reduce bad behavior and support informed decision making for better city planning and policy adoption.

What was the DOE VTO Curb Management Project?

Project built on LACI's Santa Monica Zero Emissions Delivery Zone, expanding to two additional U.S. Metros - Los Angeles and Pittsburgh, PA

The project's goal was to scale zero emission delivery zones by exploring applications and integration of curb management in Pittsburgh, Los Angeles, and Santa Monica to:

- Improve curb management strategies to support EV adoption for last mile delivery

- Reduce air pollution in "disadvantaged" communities and environmental justice areas

- Increase productivity at the curb

Map of Pittsburgh & Los Angeles - Final Smart and Zero Emission Loading Zones Maps

STAKEHOLDERS

Technical Accomplishments: Completed Metrics and Findings

Pittsburgh	Los Angeles	Santa Monica
Automated ALPR Enforcement	Directed ALPR Enforcement	Nominal ALPR Enforcement
176 Cameras	42 Cameras	12 Cameras
Finalizing permanent automated enforcement program for Smart Loading Zones (SLZ), bus & bike lanes, & red curbs	Evaluating directed enforcement program opportunities for Zero Emissions Loading Zones, bike lanes, and red curbs	Piloting automated enforcement for bus & bike lanes
• SLZs can increase adjacent traffic speed by 4.5% • SLZs improve traffic speed during the early morning and some of the rush hours	• For parking policies to be effective, cities must have the legal permission to enforce violations through the most efficient means	• Automated enforcement can present affordability concerns (who can purchase EVs) and cost associated with data monitoring and ZEDZ expansion

Major Project Metrics

- **218 of 218 Cameras installed** across 3 cities

- **3 Adopted ALPR Curb Management Policies** in the 3 cities

- **8 Papers published in 11 Publications**

- **4 Transportation Models:**
  - CMU - Mesoscale Traffic Model:
  - USC & PNNL - Microscale Traffic Model:
  - NREL - Mobility Energy Productivity Model:
    - E-commerce MEP, Passenger MEP
  - **Additional Model PNNL - Mobility Energy Productivity Model:**
    - Curb MEP

Technical Accomplishments:
City Policy Advancement - Pittsburgh

City of Pittsburgh

- Over 100 cameras installed in Pittsburgh including 44 cameras for bike lanes and no stopping zone violations
- +10,000 self registrants since the program started
- Increased parking turnover increased by 70% per zone
- Decreased double parking reduced by 95% < 3 double parks / zone / month
- 7,000+ account registrations

The Smart Loading Zones have resulted in an estimated annual savings of:
   - 3,500 gallons of fuel
   - 30 metric tons of CO_2 emissions
   - over $9 million dollars in driving time per year due [1]

The City is working to formalize its first-in-the-nation **pilot for automated enforcement of on street curb parking into a permanent transportation enforcement program**. Since the start of work, **the pilot has generated ~$585,000 in revenue**.


The City of Pittsburg is unable to qualify increased EV adoption as EV parking was not emphasized in the automated enforcement deployment due given the relatively small number of EVs in Pittsburgh.

Technical Accomplishments: City Policy Advancement - Los Angeles & Santa Monica

City of Los Angeles
- **The ALPR policy** for directed enforcement was adopted in Spring 2024.
- Currently there are 12 Zero Emission Delivery Zones (ZEDZ) installed in the City of LA, and teams are prepared to install 30 more zones in downtown LA, doubling the number of zones in LA (19 ZEDZs and 11 controls).
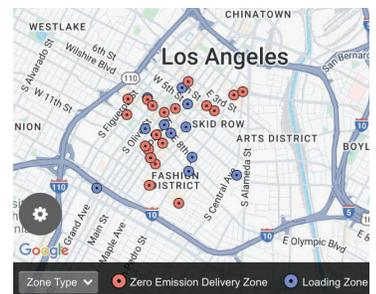
City of Santa Monica
- Formally explored options for smart loading systems aimed at increasing loading zone turnover and reducing hazardous double parking rates.
- Pursuing automated citation approaches for bike lane blockages.
- Actively planning for more permanent automated citation system to reduce unsafe curb behavior, particularly hazardous double parks in bike lanes.

Top 5 Locations

1	SB 6th St @ Santa Monica Blvd	138
2	SB 6th St @ Broadway	104
3	NB 6th St @ Broadway	86
4	SB 6th St @ Wilshire Blvd	85
5	SB 2nd St @ Santa Monica Blvd	81

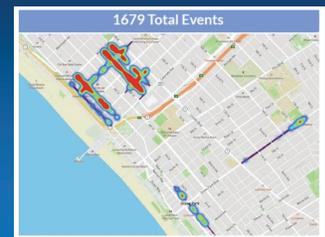Figure 2 - Red flagged bike lane incident

Figure 1 - Heat map showing frequency of bike lane violations

Highlight: Key takeaways from Listening Session

Delivery Drivers Listening Session: Key Takeaways

1. Enforcement Compliance and Ticketing Challenges
2. Legal Parking Options and Accessibility by Vehicle Type
3. Challenges with EV Charging and ZEDZ Feasibility
   Behavioral Safety Concerns for Delivery Drivers
   Realtime Digital Parking Tools and Spot Solutions

Recommendations for the Future

1. Develop a Permit or Subscription-Based Parking System for Delivery Vehicles Introduce Flexible Loading Zones and Improved Curbside Signage
2. Invest in a Real-Time Parking Wayfinding System and EV Charging Access

TNC and Ridehail Driver Listening Session: Key Takeaways

1. Need for Accessible Loading Zones, Consistent and Even Enforcement and Clear Enforcement Policy
2. Safety Concerns: Driver Compliance Incentives, Passenger Behavior and Timing
3. Idling, EV Charging and Rest Break Areas
4. Challenges: Universal Curbside Education, Network Congestion, Technology and High-Traffic Events

Future Suggestions & Policy Incentives

1. Introduce Incentivized Curbside Zones
2. Automate and Standardize Enforcement
3. Develop Clear Communication Channels and Training Programs
4. *Potential Policy Incentives for EV Use*
5. *Registration Subsidy for Ridehail Drivers*

Lessons and Learnings for the future

- **Automated License Plate Recognition (ALPR) Enforcement Depends on Policy Environment:** A city's ability to implement ALPR enforcement is tied to its transportation goals and policy-passing complexity.
  i. **Inconsistent Enforcement** hindered the implementation of new zero-emission/smart loading zone restrictions.

- **Synthetic Modeling Supported Real-World Interventions:** Modeling of optimal curbside pricing informed real-world testing recommendations for reducing congestion and system costs.

- **Clustering Zones Is Most Effective:** Grouping zones improves traffic flow, reduces congestion, and aids behavioral change.

Lessons and Learnings for the future

- **Identifying Clear City Goals:** The project showed that cities must identify modeling, policy, and implementation strategies tailored to their unique curb management goals. **Holistic vs. A La Carte Solutions**.

- **Potential Learnings for City Challenge:** A cohort model with multiple cities and research partners can aid in establishing, testing, and evaluating diverse curb and traffic management strategies.

- **Zone Enforcement & EV Adoption:** Despite fuel type, each city made progress on zone enforcement, compliant driver habits, and mobility productivity.

AUTOMATED ENFORCEMENT IN PITTSBURGH RESULTED IN **+70% DROP IN DOUBLE PARKING** + AN INCREASE IN COMPLIANCE – 95% DROP IN DOUBLE PARKING (JUNE 2025)

MEASURING EV ADOPTION IN CITIES W/O ELECTRIC TRANSPORTATION POLICIES **WILL REQUIRE LONGER OBSERVATION & AFFORDABLE** EVS

Connection and Opportunities Leading up to 2028

LACI continues to leverage curb management insights to engage the ecosystem in thought leadership and actionable discussions leading up to the 2028 games.

To identify and advance catalytic, near-term clean energy, zero emission transportation, sustainable cities **projects that can demonstrate clear progress** when our region welcomes the world in 2028, LACI continues to:

- Convene industry leaders to bolster regional momentum to accomplish climate and sustainability goals

- Highlight LACI's Transportation Electrification Partnership (TEP) initiatives touching on opportunities for electric buses, high-mileage fleets, large scale charging depots, micromobility, ride hail and mode shift, port and freight-corridor decarbonization

- Elevate relevant insights and feedback from branching transportation events - e.g. the Delivery and TNC Driver Listening Session
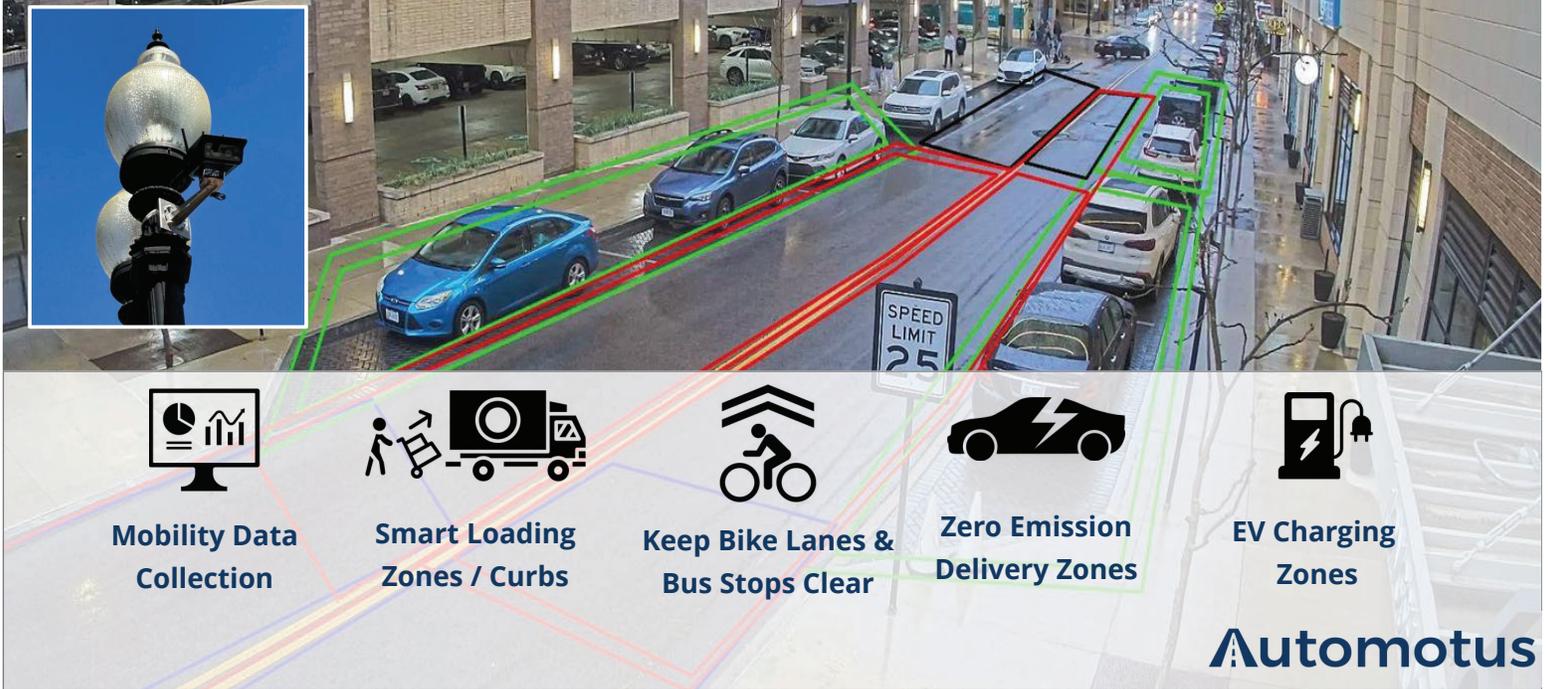
Thank you!

Let's be social

@laincubator

KELLY FERGUSON: AUTOMOTUS

Zero-Emissions and Smart Delivery Zones Study

Our Mission:
To make urban mobility safe, sustainable, and efficient for everyone

Mobility Data Collection

Smart Loading Zones / Curbs

Keep Bike Lanes & Bus Stops Clear

Zero Emission Delivery Zones

EV Charging Zones

Automotus

Automated Curb Management Learnings

⟩ **POLICY**: enabling automated payment & enforcement by fixed cameras are critical to unlocking the most effective and equitable method to changing behavior

⟩ **INFRASTRUCTURE**: city infrastructure for camera attachments can be challenging, but city alignment and political pressure can help move installs forward quickly.

⟩ **FUNDING**: Automated curb management programs are typically iterative and self funding *with the right policies.*

Simple policies are often the most effective, and can benefit from other cities' examples.


LA City Smart Loading Zone item 25-1232 – directing DOT to prepare for automated Smart Loading Zone program

L.A. Smart Curb Cameras

Also next Wednesday, the L.A. City Council Transportation Committee [agenda] will consider a Councilmember Eunisses Hernandez motion [council file 25-1232] that could step up the city's use of smart camera technology to improve traffic safety.

The city Transportation Department (LADOT) is finishing up work on a federal grant for a "code the curb" initiative digitally mapping street features like parking spaces, meters, and loading zones. Partnering with the company Automotus, the city installed 60 cameras around downtown L.A. to capture data for needed to implement Smart Loading Zones and/or Smart Curbs. The city of Hoboken, New Jersey, is using these Automotus cameras to ticket drivers who block bike lanes, bus lanes, and loading zones.

THE CITY OF PITTSBURGH

Smart Loading Zones, automated enforcement of loading, bike, bus, double park, and no stopping zones

Double Park to Park Ratio *over time*
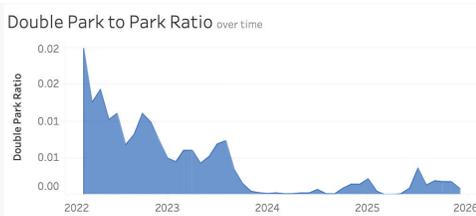
97% reduction in double-parking

42% reduction in serious & fatal crashes

**17%** increase in rush hour traffic speeds

$1.5M in new annual revenue

City of Philadelphia

Smart Loading Zones, automated enforcement of loading & double parks

Occupancy per Location *over time*

Delivery Vans

Freight Trucks
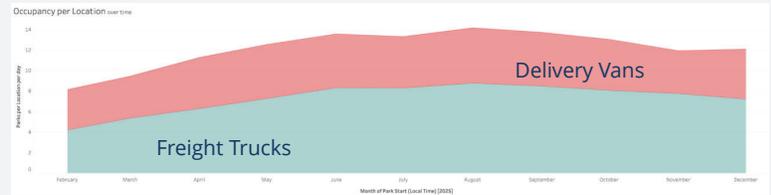
56% reduction in double-parking

82% increase commercial use in loading zones

18-52% increase in rush hour traffic speeds

$72K city revenue per camera annually
Bus fees & permits for newly opening Center City bus terminal and stops launched in Feb 2026

Fort Lee, NJ

Smart Loading Zones improve turnover, safety, & business, invoicing only
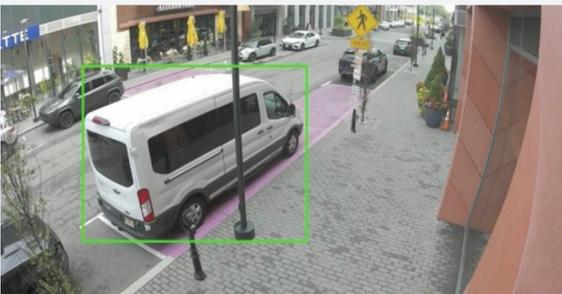
22% reduction in dwell times

43% reduction in double parking

44% increase commercial use in loading zones

53% increase in loading zone turnover

$17K annual revenue per zone

Hoboken, NJ

3 month results of automated enforcement (bike, bus & loading) show major safety & traffic wins in the 3rd densest city in the US
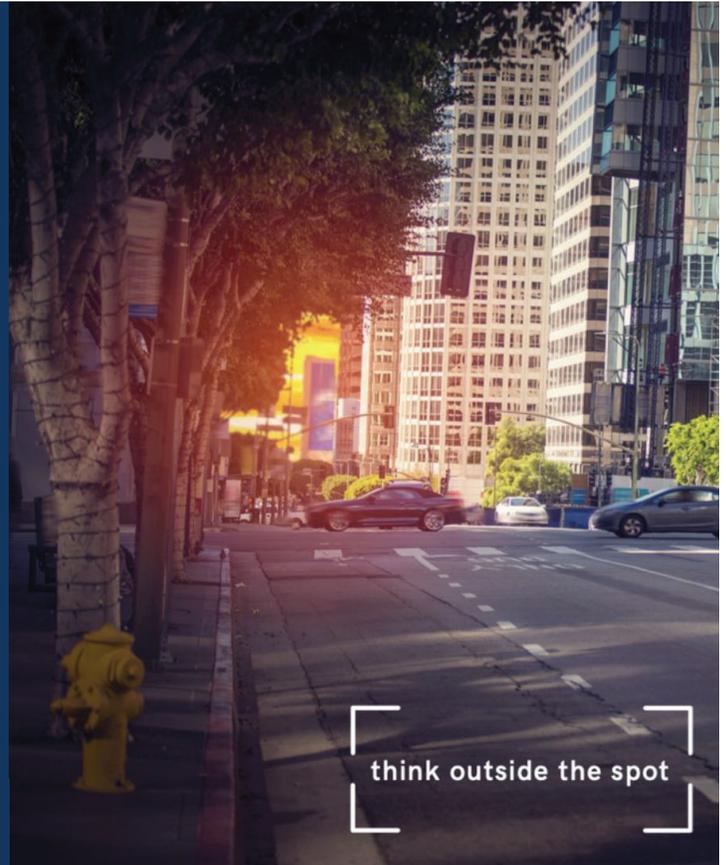

Kevin Duggan / Streetsblog NYC

59% reduction in blocked bike lanes

44% reduction in blocked bus stops

67% increase use by freight in loading zones

$1.5M incremental annual revenue

Thank you

Kelly Ferguson
VP, Client Success and Operations
kelly@automotus.co

Λutomotus

think outside the spot

Southern California Association of Governments
March 5, 2026

		EXECUTIVE DIRECTOR'S APPROVAL
To:	CEHD - Community, Economic, and Human Development Committee EEC - Energy and Environment Committee TC - Transportation Committee	*Kome Ajise*
From:	Camille Guiriba, Senior Regional Planner (PS) 213-236-1809, guiriba@scag.ca.gov	
Subject:	Connect SoCal 2050: Vision, Goals, and Policies Review	

RECOMMENDED ACTION FOR CEHD, TC, AND CEHD:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
Every four years, SCAG must prepare and adopt a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In April 2024, SCAG's Regional Council approved the most recent RTP/SCS, Connect SoCal 2024. The next RTP/SCS, Connect SoCal 2050, is being prepared for adoption by the Regional Council by Spring 2028. The purpose of this staff report is to revisit the regional vision, goals, and policy areas as adopted in Connect SoCal 2024 prior to sharing early policy development work on Connect SoCal 2050 to be presented at the April 2026 Joint Policy Committee.

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

As described at the February 2026 Policy Committee meetings, SCAG is now entering into the "Data Collection and Policy Development" phase of plan development. Throughout 2026, staff will be continuing with research to better understand regional trends. This phase also includes steps to

understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange (LDX) process and through engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and a half, SCAG staff will seek direction from our policy makers, through the Policy Committees, on the priorities and strategies for Connect SoCal 2050 to augment and help better align plans and investments across the region.

Revisiting Connect SoCal 2024
In July 2023, the Regional Council adopted a Policy Development Framework which documented the policy priorities for plan development in Connect SoCal 2024. It represented a refinement of policies that carried over several planning cycles to promote multimodal transportation investments and local development that align with the regional growth vision. The policy direction was represented in a new structure with the following elements:

- The **Vision and Goals** articulate where we want to be in the future.
- **Regional Planning Policies** provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. They are intended to serve a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs.
- **Implementations Strategies** articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. These are areas where SCAG leads, partners or supports other responsible parties.

This work was guided by collaboration among the Policy Committees, special subject-matter subcommittees, working groups, and stakeholder engagement throughout plan development.

Vision and Goals
SCAG's vision for Southern California in the year 2050 is "A Healthy, Prosperous, Accessible and Connected Region for a More Resilient and Equitable Future." The following goals organized by four main pillars help the SCAG region achieve this vision:

- Mobility: Build and maintain an integrated multimodal transportation network
- Communities: Develop, connect and sustain livable and thriving communities
- Environment: Create a healthy region for the people of today and tomorrow
- Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region

Regional Planning Policies

While where we want to go may not have changed dramatically in the past two years, what it takes to get there may look different. This can be due to changes in local, state, federal regulations, changes to funding availability, technology and other shifting trends. As SCAG staff collect data on the region over the next year, these findings will help shape conversations with stakeholders and SCAG's leadership about how policies and strategies may need to shift to tackle the key emerging issues for Connect SoCal 2050.

The table below shows the Regional Planning Policy areas represented under each goal pillar for Connect SoCal 2024 to guide decision-making towards achieving the Vision and Goals.

Connect SoCal 2024 Regional Planning Policy Areas			
Mobility	**Communities**	**Environment**	**Economy**
System Preservation and Resilience	Priority Development Areas	Sustainable Development	Goods Movement
Complete Streets	Housing the Region*	Air Quality	Broadband*
Transit and Multimodal Integration	15-Minute Communities*	Clean Transportation	Universal Basic Mobility*
Transportation Demand Management	Equitable Engagement and Decision-Making*	Natural and Agricultural Lands Preservation	Workforce Development*
Transportation System Management		Climate Resilience*	Tourism
Technology Integration*			
Safety			
Funding the System / User Fees			

New policy area that was added in Connect SoCal 2024

New and Upcoming

SCAG's work on Connect SoCal 2050 will be ramping up in 2026. Here are new elements and upcoming items to expect in the coming months as part of the "Data Collection and Policy Development" phase:

- Connect SoCal Futures: New as part of this RTP/SCS cycle, SCAG is undertaking a planning exercise to broaden the lens through which regional transportation and land use strategies are considered in the region. This initiative will explore distinct, plausible Futures that reflect varying social, technological, economic, environmental, and political dynamics. The findings from this exercise will help prioritize policy strategies that are robust across multiple Futures.

By adding an uncertainty lens to the typical planning and modeling processes, Connect SoCal Futures will help SCAG identify blind spots and future-proof Connect SoCal 2050.

- Draft Policy Development Framework: SCAG will prepare a Policy Development Framework for the Connect SoCal 2050 cycle. This will outline the approach to reviewing and updating the policy elements of the RTP/SCS, how we will identify emerging issues to focus on this cycle and the plan development leadership that will inform the policy updates.

  - As part of the plan development leadership component of the framework staff is proposing the creation of a special RTP/SCS subcommittee. The purpose of the subcommittee is to provide overarching policy making support and guidance to items related to RTP/SCS development (goals, regional planning policies and strategies, public outreach, performance measures). Subject specific items (e.g. transit and rail, housing, etc.) will still route to appropriate Policy Committees.

- Local Data Exchange (LDX): In April, SCAG will launch the LDX process and begin one-on-one meetings with local jurisdictions. LDX's bottom-up approach ensures that local jurisdictions are actively involved in the development of SCAG's regional plans and that local data are accurate.

NEXT STEPS:
During the Joint Policy Committee meeting in April 2026, staff will set the stage for policy discussions for Connect SoCal 2050 by providing insight into the state of the region, sharing how demographic trends are expected to impact regional growth, and introducing a draft Policy Development Framework.

FISCAL IMPACT:
None.

ATTACHMENT(S):
1. PowerPoint Presentation - TC Connect SoCal Policy Review and Recap

Connect SoCal 2050: Vision, Goals, and Policies Review

March 5, 2026
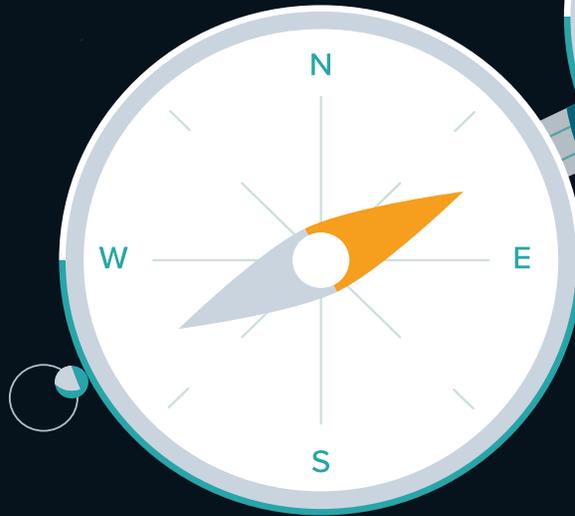
SCAG

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

1

Connect SoCal 2024 Key Policy Elements

Vision and Goals
What we want the region to be by 2050

Regional Planning Policies
Provide guidance for integrating land use and transportation

Implementation Strategies
Guide where SCAG will lead, partner or support plan implementation

REGIONAL TRANSPORTATION PLAN

SUSTAINABLE COMMUNITIES STRATEGY

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

The RTP/SCS must...

Be updated every 4 years to maintain eligibility for Federal funding

Be financially constrained (costs = revenues)

Be developed in consultation with key stakeholders and the public

Demonstrate transportation conformity

Be long-range: 20+ years into the future

Achieve GHG reduction targets

The RTP/SCS includes...

Vision, goals, and guiding policies

Performance measures

Financial plan

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

List of transportation projects

Summary of Requirements

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

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

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

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

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

Key Challenge:
CARB to Update GHG Targets

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

Connect SoCal Vision and Goals

"A Healthy, Prosperous, Accessible and Connected Region for a More Resilient and Equitable Future"

MOBILITY
Build and maintain a robust 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**

Policy Areas

MOBILITY	COMMUNITIES	ENVIRONMENT	ECONOMY
• System Preservation and Resilience	• Priority Development Areas	• Sustainable Development	• Goods Movement
• Complete Streets	• **Housing the Region***	• Air Quality	• **Broadband***
• Transit and Multimodal Integration	• **15-Minute Communities***	• Clean Transportation	• **Universal Basic Mobility***
• Transportation Demand Management	• **Equitable Engagement and Decision-Making***	• Natural and Agricultural Lands Preservation	• **Workforce Development***
• Transportation System Management		• **Climate Resilience***	• Tourism
• **Technology Integration***			
• Safety			
• Funding the System/ User Fees			

* New policy area for Connect SoCal 2024

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

9

New and Upcoming

- **Connect SoCal Futures:** Considering uncertainty and evaluating which policies and strategies are robust across plausible futures.

   What could happen and how can we prepare for it?

- **Draft Policy Development Framework:** Outlining the approach to reviewing and updating the policy elements.

   Introducing RTP/SCS Subcommittee

- **Local Data Exchange (LDX) Launch:** Ensuring that local jurisdictions are involved in the development of SCAG's regional plans, and that data are accurate.

Connect SoCal 2050
Preliminary Milestones*

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

Model Improvements

Connect SoCal Futures

Draft Plan Policy Discussions

Local Data Exchange Process

Project List Solicitation

Public Workshops

Public Comment Period

Milestones Color Key:

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

Bold = Action Item

* Draft - Subject to Change

THANK YOU!

For more information, contact:

Camille Guiriba, guiriba@scag.ca.gov

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

AGENDA ITEM 12

REPORT

Southern California Association of Governments
March 5, 2026

To: TC - Transportation Committee

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

Subject: Southern California Airport Access and Mobility Study

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only - No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:
The Southern California Airport Access and Mobility Study is a regionwide effort to collect and analyze data on how passengers and airport employees travel to and from Southern California airports. The study is designed to support improved planning and management of surface transportation systems connecting airports to the regional multimodal network. Through a comprehensive survey program, the study will generate consistent, comparable data across airports to better understand travel behavior, ground access mode choice, and barriers to using non-auto options. Findings will inform airport ground access planning, regional transportation investments, and interagency coordination, with particular relevance for Connect SoCal development, and near-term planning for the 2028 Olympic and Paralympic Games.

BACKGROUND:
The Southern California Airport Access and Mobility Study is funded through the Caltrans Sustainable Transportation Planning Grant Program, which supports coordinated, multimodal planning efforts that strengthen connections between transportation systems and key regional destinations. This grant enables SCAG to advance the study, including data collection at multiple commercial airports and select reliever airports. Following the grant award and contract execution, SCAG initiated work to launch and implement the study.

Southern California operates as a complex multi-airport system, with airports serving distinct roles, markets, and geographic catchments across the region. The system includes eight commercial airports with scheduled passenger service:

- Hollywood Burbank Airport (BUR)
- Imperial County Airport (IPL)
- Long Beach Airport (LGB)
- Los Angeles International Airport (LAX)
- Ontario International Airport (ONT)
- Palm Springs International Airport (PSP)
- John Wayne Airport (SNA)
- San Bernardino International Airport (SBD)

In addition to these commercial facilities, the region includes government and military airfields and more than 30 reliever and general aviation airports that support aviation activity and, in select cases, may have future potential for scheduled passenger service.

Across the system, airports vary widely in passenger volumes, service profiles, ground access options, proximity to regional transit and rail networks, landside configurations, and surrounding land use contexts. Large hubs such as Los Angeles International Airport serve substantial domestic and international markets, while other airports primarily support regional, leisure, or emerging passenger demand. Reliever airports play a complementary role by accommodating general aviation activity and helping reduce congestion at larger commercial facilities.

Despite these differences, many airports face shared challenges, including roadway congestion, curbside and parking constraints, and limited use of transit and other non-auto modes by passengers and employees. Existing passenger survey efforts across the region are uneven in frequency, scope, and methodology, and several airports lack recent or publicly available survey data. As a result, there is no standardized, regionwide dataset that allows for consistent comparison of airport ground access behavior across different airport types.

This study addresses that gap by establishing a coordinated, regionwide approach to understanding airport access and mobility. By capturing both passenger and employee travel behavior across major commercial airports and select reliever airports, the study will support more integrated airport ground access planning and inform regional transportation investments, policies, and operational strategies.

To support this effort, the survey questionnaire will collect information on trip origin, ground access mode choice—including private vehicle, transit, transportation network companies, shuttle services, active transportation, and other emerging options—and the factors influencing those choices, such as cost, travel time, reliability, convenience, baggage considerations, and service availability. Additional questions will examine airport choice, trip purpose, and traveler attitudes toward using transit or other non-auto options, including what improvements or conditions would encourage greater use of those modes. Survey design and sampling strategies will reflect differences in airport

size, passenger volumes, employee populations, and available access options, while maintaining a consistent core set of questions to allow for regional comparison.

Following completion of survey data collection, the resulting dataset will be analyzed to generate insights into airport passenger and employee ground access behavior across the region. The analysis will assess travel patterns and key factors influencing mobility decisions, with results summarized by airport, geography, and other relevant characteristics to support meaningful comparison. Findings will be used to identify trends, gaps, and opportunities to improve multimodal airport access, inform regional and airport-specific planning efforts, and support coordination with transportation partners. These insights will be documented and incorporated into the final study report and related briefings. The findings will also help inform airport-related outreach and engagement for the 2028 Olympic and Paralympic Games, as well as Connect SoCal strategies related to aviation and regional mobility.

Stakeholder Engagement
Stakeholder engagement is central to the study's development and implementation. Airports are active partners throughout the project, with structured coordination built into survey design and implementation. Engagement includes one-on-one airport meetings to confirm operational considerations, security requirements, survey logistics, and airport-specific customization of survey instruments.

The Aviation Technical Advisory Committee (ATAC) serves as the primary forum for ongoing coordination, technical updates, and feedback. The study team will provide regular updates to the ATAC at key milestones, including existing conditions findings, survey design and sampling methodology, pretest results, and overall survey progress. Additional coordination will occur with state and federal aviation partners, transportation agencies, and Games-related working groups to ensure alignment with broader regional and event-related planning efforts.

This engagement approach ensures that the airports and key stakeholders have opportunities for input and that study findings are positioned to support both airport-specific needs and regional transportation planning objectives.

NEXT STEPS
The consultant team has been introduced to participating airports and has initiated coordination to confirm points of contact, discuss airport-specific operational and security considerations, and outline upcoming activities related to existing conditions analysis and survey development. Work is currently advancing across three primary areas:

- **Existing Conditions Analysis:** The consultant team is preparing an analytical chapter documenting airport facilities, landside access conditions, and the surface transportation

network connecting airports across the region. This task also includes a review of prior airport survey efforts and relevant literature to inform survey design.

- **Survey Development:** Survey questionnaire development and sampling methodologies are being refined in coordination with airport partners. This includes tailoring questions to reflect airport-specific ground access options, incorporating employee-focused questions, and integrating considerations related to major upcoming events. Survey instruments will be pretested prior to full deployment.

- **Reliever Airport Analysis:** In parallel with survey development, the consultant team is developing a structured reliever airport rating methodology to assist SCAG in identifying which general aviation reliever airports should be prioritized for inclusion in the study. The methodology recognizes the critical role reliever airports play in supporting business aviation, emergency response, and local economies, while also relieving pressure on major commercial hubs. Using a transparent, multi-dimensional evaluation framework, airports are assessed across eight weighted criteria that reflect access needs, congestion mitigation potential, system benefits, growth opportunity, transit and intermodal connectivity, project readiness, and governance capacity. The framework incorporates both quantitative scoring and qualitative risk modifiers—such as land use and environmental constraints—to ensure that selected airports represent realistic, implementable opportunities for improving ground access.

- **Survey Schedule:** Survey implementation is being phased to reflect airport operations, passenger volumes, and security requirements across the SCAG region. Large airports will require two survey waves due to expected passenger volumes and the broader scope of on-site data collection. The four largest airports will therefore be surveyed twice— anticipated for June and August, when all participating airports will be surveyed concurrently—to ensure adequate sample sizes and consistent regional comparability. A detailed staffing and survey schedule will be finalized in coordination with each airport to support timely and efficient data collection

FISCAL IMPACT:
None

ATTACHMENT(S):
1. PowerPoint Presentation – Southern California Airport Access and Mobility Study

Southern California Airport Access and Mobility Study

March 5, 2026

WWW.SCAG.CA.GOV

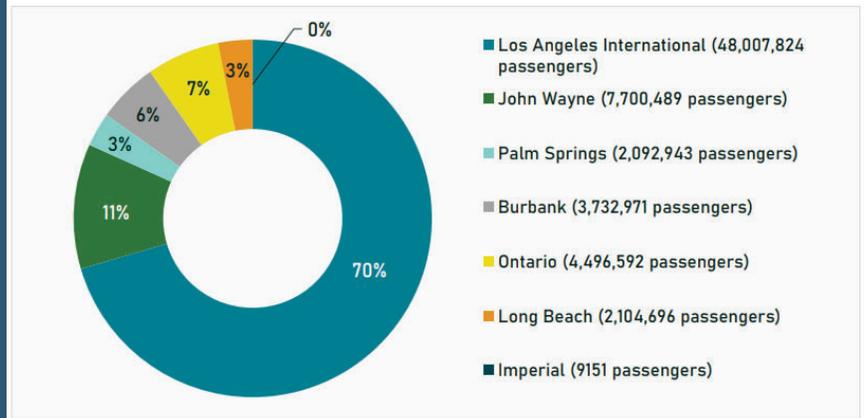## Southern California Airport Access and Mobility Study

- Collect and analyze passenger + employee travel data at airports.

- Understand ground access behavior: where trips start, how people travel, and why they choose certain modes.

- Inform planning for congestion relief, multimodal access, and LA28 Games mobility and Connect SoCal.
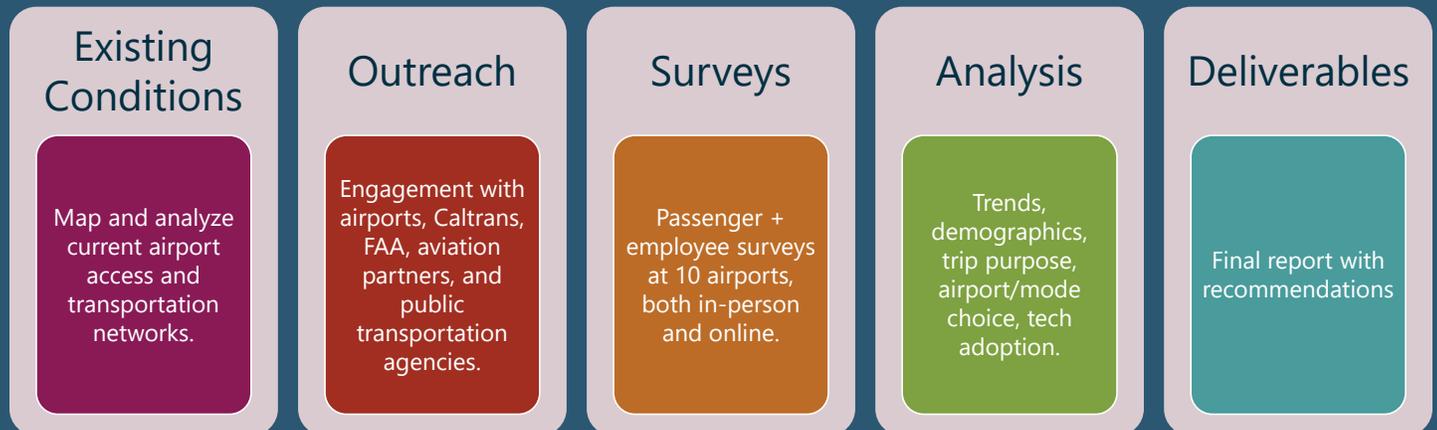
Airport Study Context

- The study will focus on eight commercial airports and two reliever airports.
  - Hollywood Burbank Airport (BUR)
  - Imperial County Airport (IPL)
  - Long Beach Airport (LGB)
  - Los Angeles International Airport (LAX)
  - Palm Springs International Airport (PSP)
  - Ontario International Airport (ONT)
  - John Wayne/Orange County Airport (SNA)
  - San Bernardino International Airport (SBD)
  - *Reliever Airports (TBD)*

Figure 8. Distribution of Passengers Across Airport (2021) (Percentage Breakdown by Airport)

- Los Angeles International (48,007,824 passengers)
- John Wayne (7,700,489 passengers)
- Palm Springs (2,092,943 passengers)
- Burbank (3,732,971 passengers)
- Ontario (4,496,592 passengers)
- Long Beach (2,104,696 passengers)
- Imperial (9151 passengers)

Source: Airport Activity Reports and Bureau of Transportation Statistics T-100 Market Database

Airport Study Work-Flow

Existing Conditions	Outreach	Surveys	Analysis	Deliverables
Map and analyze current airport access and transportation networks.	Engagement with airports, Caltrans, FAA, aviation partners, and public transportation agencies.	Passenger + employee surveys at 10 airports, both in-person and online.	Trends, demographics, trip purpose, airport/mode choice, tech adoption.	Final report with recommendations

Airport Study Timeline

Airport, ATAC, RTTAC, and TC Outreach	Existing Conditions Assessment	Survey Development & Analysis	Draft and Final Plan Development	TC/RC Review & Final Presentation
Nov 2025 - Feb 2027	Dec 2025 - Jan 2026	Dec 2025 - Jan 2027	Feb 2027 - Jun 2027	Apr 2027 - Jun 2027

We are here

Existing Conditions Assessment (In Development)

- Current Operations and Airport Facilities
- Transportation services that provide access to/from the airport
- Previous employee commute surveys
- Parking infrastructure
- Regional surface transportation network
- Relevant literature to inform survey design

Survey Questionnaire (In Development)

- Commute Characteristics
  - Primary commute mode (auto, transit, active, rideshare, etc.)
  - Commute time, parking location, EV charging
  - Use of apps and trip-planning tools
  - Commute costs
- Travel Decisions & Satisfaction
  - Reasons for choosing commute mode
  - Satisfaction with current commute
  - Use of alternative modes
- Employer Programs
  - Transportation benefits and incentives
  - Parking policies and facilities

Survey Timeline (In Development)

Phase	Timing	Duration
Pretest	May 2026	1 day
Passenger survey fielding	June–August 2026	1 calendar week*
Employee survey fielding	May–August 2026	Rolling

*Four large airports will have two weeks

Reliever Airport Selection (In Development)

- **Purpose**
  - Identify general aviation reliever airports to prioritize for inclusion in the study
- **Approach**
  - Structured, transparent rating framework developed by the consultant
  - Recognizes reliever airports' role in:
    - Business aviation
    - Emergency response
    - Local and regional economies
    - Reducing pressure on major commercial hubs
- **Evaluation Framework**
  - Airports assessed across **eight weighted criteria**, including:
    - Access needs and congestion relief potential
    - Regional system benefits and growth opportunity
    - Transit and intermodal connectivity
    - Project readiness and governance capacity

THANK YOU!

For more information, please visit:

https://scag.ca.gov/aviation-program

Alexis Murillo-Felix: felix@scag.ca.gov