



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

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

***Thursday, June 5, 2025
10:00 a.m. – 11:45 a.m.***

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

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

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/82227737082>

To Attend and Participate by Phone:

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

PUBLIC ADVISORY

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1410. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 10:00 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, June 4, 2025**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, June 4, 2025, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Javier Amezcua City of Calipatria - City Hall City Council Chambers 125 N. Park Avenue Calipatria, CA 92233	Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236	Jonathan Dumitru 1 Mac Arthur Place #600 Santa Ana, CA 92707	Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Cathedral Conference Room, 3rd FL Culver City, CA 90232
Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355	Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832
Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Newport Beach, CA 92660	Carlos Leon City of Anaheim - City Hall 200 S. Anaheim Boulevard Anaheim, CA 92805	Bridgett Lewis City of Torrance - City Hall Council Assembly Room 3031 Torrance Boulevard Torrance, CA 90503
Richard Loa Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550	Clint Lorimore 12363 Limonite Avenue #910 Eastvale, CA 91752	Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637
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	Nikki Perez City of Burbank - City Hall 275 East Olive Avenue City Council Office, Floor 2 Burbank, CA 91502
David Ready City of Palm Springs - City Hall Small Conference Room 3200 E Tahquitz Canyon Way Palm Springs, CA 92264	Ed Reece City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711	Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582
Asam Sheikh 2109 W 187th Street Torrance, CA 90504	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		

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



TRANSPORTATION COMMITTEE AGENDA

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

- 1. Hon. Mike Judge**
TC Chair, VCTC
- 2. Hon. Thomas Wong**
TC Vice Chair, Monterey Park, SGVCOG
- 3. Hon. Zeel Ahir**
Artesia, GCCOG
- 4. Hon. Javier Amezcua**
Calipatria, ICTC
- 5. Hon. Adele Andrade-Stadler**
Alhambra, SGVCOG
- 6. Hon. Phil Bacerra**
Santa Ana, Pres. Appt. (Member at Large)
- 7. Hon. Ryan Balius**
Anaheim, RC District 19
- 8. Sup. Kathryn Barger**
Los Angeles County
- 9. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 10. Hon. Daniel Brotman**
Glendale, AVCJPA
- 11. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 12. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 13. Hon. Jon Dumitru**
Orange, RC District 17
- 14. Hon. JJohn Dutrey**
Montclair, RC District 9
- 15. Hon. Bryan Fish**
Culver City, WCCOG
- 16. Hon. John Gabbard**
Dana Point, RC District 12



TRANSPORTATION COMMITTEE AGENDA

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



TRANSPORTATION COMMITTEE AGENDA

- 34. Hon. Ray Marquez**
Chino Hills, RC District 10
- 35. Hon. Larry McCallon**
Air District Representative
- 36. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 37. Hon. Tim McOsker**
Los Angeles, RC District 62
- 38. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 39. Hon. Carol Moore**
Laguna Woods, OCCOG
- 40. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
- 41. Hon. Ara Najarian**
Glendale, SFVCOG
- 42. Hon. Frank Navarro**
Colton, RC District 6
- 43. Hon. Nikki Perez**
Burbank, RC District 42
- 44. Hon. David Ready**
Palm Springs, CVAG
- 45. Hon. Gil Rebollar**
Brawley, RC District 1
- 46. Hon. Ed Reece**
Claremont, SGVCOG
- 47. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 48. Hon. Gabriel Reyes**
Adelanto, Pres. Appt. (Member at Large)
- 49. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 50. Hon. Ali Saleh**
Bell, RC District 27



TRANSPORTATION COMMITTEE AGENDA

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



TRANSPORTATION COMMITTEE AGENDA

68. Hon. Alan Wapner
SBCTA

69. Hon. Zhen Wu
San Clemente, OCCOG



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, June 5, 2025
10:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Mike T. Judge, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – April 3, 2025 PPG. 10

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 19
3. Transportation Trends Update PPG. 23
4. CalSTA Transit Transformation Task Force Update PPG. 42
5. Connect SoCal 2024: Implementation Strategies Update PPG. 47
6. Connect SoCal 2024: Sustainable Communities Strategy Acceptance and Target Updates PPG. 72

INFORMATION ITEMS

7. California High Speed Rail Authority Update 20 Mins. PPG. 75
(LaDonna DiCamillo, Southern California Regional Director, California High-Speed Rail Authority)



TRANSPORTATION COMMITTEE AGENDA

8. Brightline West Update 20 Mins.
(Asha Jones, Vice President of Government Affairs, Brightline West)

9. SCP Smart Cities & Mobility Innovations Program Conclusion 10 Mins.
(Marisa Laderach, Principal Regional Planner, SCAG)

10. Southern California Zero Emissions Truck Infrastructure Study Findings & Final Report 15 Mins.
(Jonathan Raspa, Senior Regional Planner, SCAG)

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

METROLINK REPORT
(The Honorable Marty Simonoff, SCAG Representative)

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

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

REPORT

Southern California Association of Governments
June 5, 2025

MINUTES OF THE REGULAR MEETING TRANSPORTATION COMMITTEE (TC) THURSDAY, APRIL 3, 2025

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.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. Tim Sandoval (Chair)	Pomona	District 38
Hon. Mike T. Judge (Vice Chair)		VCTC
Hon. Zeel Ahir	Artesia	GCCOG
Hon. Javier Amezcua	Calipatria	ICTC
Hon. Phil Bacerra	Orange County	CoC
Hon. Ryan Balius	Anaheim	
Hon. Brian Berkson	Jurupa Valley, Pres. Appt.	Member at Large
Hon. John Dutrey	Montclair	SBCTA
Hon. Bryan Fish	Culver City	WSCCOG
Hon. Jason Gibbs	Santa Clarita	NCTC
Hon. William Go	Irvine	District 14
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Fred Jung	Fullerton	District 21
Hon. Trish Kelley		TCA
Hon. Linda Krupa	Hemet	District 3
Hon. Carlos Leon		OCTA
Hon. Bridgett Lewis	Torrance, Pres. Appt.	Member at Large
Hon. Richard Loa	Palmdale	NCTC
Hon. Steve Manos	Lake Elsinore	District 63
Hon. Ray Marquez	Chino Hills	District 10
Hon. Marsha McLean	Santa Clarita, Pres. Appt.	Member at Large
Hon. Linda Molina	Calimesa, Pres. Appt.	Member at Large
Hon. Carol Moore	Laguna Woods	OCCOG

Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. David Ready	<i>Palm Springs</i>	CVAG
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Edward Twining	<i>Huntington Beach</i>	SGVCOG
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

Members Not Present:

Hon. Andrade-Stadler, Adele	<i>Alhambra</i>	SGVCOG
Hon. Kathryn Barger		Los Angeles County
Hon. Daniel Brotman	<i>Glendale</i>	AVCIPA
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Larry McCallon		Air District Representative
Hon. Tim McOske	<i>Los Angeles</i>	District 62
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Zak Schwank	<i>Temecula</i>	District 5

Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Hilda Solis		Los Angeles County
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Michael Vargas	<i>Riverside County</i>	CoC
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Alan Wapner		SBCTA
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Tim Sandoval, Pomona, District 38, called the meeting to order at 10:11 a.m. Hon. Jan Harnik, Palm Desert, RCTC, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

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

No members of the public requested to provide comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

1. Election of Chair and Vice Chair

Chair Sandoval announced that the committee would elect its 2025-26 Chair and Vice Chair. Chair Sandoval announced that Hon. Mike Judge, Simi Valley, VCTC, and Hon. Thomas Wong, Monterey Park, District 34, were nominated for committee Chair. The floor was open for any additional nominations, and none were received. Both candidates addressed the committee and Hon. Thomas Wong, Monterey Park, District 34, withdrew his nomination for Chair. Hon. Mike Judge, Simi Valley, VCTC, was elected chair by the following votes.

AYES: Amezcua, Bacerra, Balius, Berkson, Dutrey, Fish, Gibbs, Go, Harnik, Judge, Jung, Kelley, Krupa, Leon, Lewis, Loa, Manos, Marquez, McLean, Molina, Moore, Munoz-Guevara, Najarian, Navarro, Perez, Ready, Reece, Ruiz, Sandoval, Sternquist, Twining, Wagner, Wallace (33)

NOES: None (0)

ABSTAIN: None (0)

Chair Sandoval announced that Hon. Fred Jung, Fullerton, District 21, and Hon. Thomas Wong, Monterey Park, District 34, were nominated for committee Vice Chair. The floor was open for any additional nominations, and none were received. Both candidates addressed the committee and Hon. Thomas Wong, Monterey Park, District 34, was elected Vice Chair by the following votes.

JUNG: Ahir, Bacerra, Balius, Berkson, Go, Judge, Jung, Kelley, Krupa, Lewis, Moore, Simonoff, Twining, Wagner (14)

WONG: Amezcua, Dutrey, Fish, Gibbs, Harnik, Loa, Manos, Marquez, McLean, Molina, Munoz-Guevara, Najarian, Navarro, Perez, Ready, Reece, Saleh, Sandoval, Sternquist, Wallace, Wong (21)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – March 6, 2025

Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items

4. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP

5. SCAG Clean Cities Coalition Strategic Plan FY25 Update

6. CalSTA Transit Transformation Task Force Update

A MOTION was made (Wagner) to approve Consent Calendar item 2; and Receive and File items 3 through 6. The motion was SECONDED (Manos) and passed by the following roll call votes.

AYES: Amezcua, Bacerra, Balius, Berkson, Dutrey, Fish, Gibbs, Go, Harnik, Judge, Kelley, Krupa, Leon, Lewis, Loa, Manos, Marquez, McLean, Moore, Najarian, Navarro, Ready, Reece, Ruiz, Sandoval, Simonoff, Sternquist, Twining, Wagner, Wallace, Wong (31)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

7. Regional Recovery and Resilience in the face of Disasters-Policy Discussion

There were no public comments on Item No. 7.

Ryan Graham, Planning Manager, San Bernardino County Transportation Authority (SBCTA), began the discussion with a presentation on SBCTA's resilience planning strategy. Mr. Graham noted their efforts began in 2017 with a goal to identify areas that could be affected by events such as extreme heat, wildfire, flooding, wind, and mudslides events. This was followed by identifying opportunities for assessment and action for future events. He stated the effort involved assessment of I-15 and the consequences should it become unusable in an emergency. He next reviewed their Emergency Evacuation & Network Resilience effort which involved working with local jurisdictions on their emergency preparedness. He noted further efforts involve planning around emergency evacuation centers and enhancing their effectiveness during an unexpected event.

Britt Card, City of Pasadena, continued the presentation with a review of transit response during the Eaton Fire. She noted early fire reports indicated assistance would be needed with resident evacuations. The first efforts involved evacuating four convalescent facilities where hundreds of seniors needed to be moved from harm including many using wheelchairs and gurneys. A video was presented showing the effort by city transit workers who acted above their job scope to rescue seniors and others while neighborhoods were burning. She reported that transit service was suspended for two days following the fires and was reduced the following weeks. It was noted communication was essential during the emergency and decision making focused on areas of immediate need and prioritization.

Hon. Curt Hagman, San Bernardino County, asked about the top lesson learned in the recent response efforts. Ms. Card responded that emergency situation training, practicing emergency routes and drills, and preparing a response plan were important to consider.

Hon. Linda Molina, Calimesa, commented that response planning can include technology to provide the public real time information about escape routes and affected areas for better response coordination.

Hon. Nikki Perez, Burbank, District 42, asked about the bus fleet size and if driver training was planned. Ms. Card responded that their service was contracted, and training was originated with the contractor.

INFORMATION ITEMS

8. SCP Smart Cities & Mobility Innovations Program Conclusion

This item was deferred to a future meeting.

9. Last Mile Freight Program (LMFP) Preliminary Findings

There were no public comments on Item No. 9.

Ryan Laws, SCAG staff, reported on the LMFP preliminary findings. Mr. Laws stated the report focusses on medium duty and heavy duty zero and near zero emission vehicles with 90% focus on battery electric vehicles with the reaming 10% to compressed natural gas (CNG). He noted zero emission vehicles showed significant emission reductions compared to diesel. He reviewed travel range for vehicle type noting diesel can achieve 1,300 miles, CNG 805 miles, and battery electric 250 miles. It was noted the technology was advancing and range was improving. He further noted that zero emission vehicles deployed for short run hauls could be effectively utilized. Vehicle cost was reviewed, and it was noted grant funding could be utilized to reduce vehicle cost providing a way forward toward greater deployment. He reviewed benefits noting emission reduction was seen with BEV and CNG vehicles and they could operate similar to diesel counterparts. He concluded that today the Regional Council had the opportunity to accept \$51 million in funding to support clean freight development.

CHAIR'S REPORT

Chair Sandoval welcomed new member Zeel Ahir, Artesia, GCCCOG.

METROLINK REPORT

Hon. Marty Simonoff, Brea, reported that Metrolink was reviewing its dedicated funding sources with a view to reduce member support funding. Additionally, efforts continue to prepare for the 2028 Olympics examining train readiness. He noted that Metrolink rides would be free April 22nd in honor of Earth Day.

STAFF REPORT

David Salgado, SCAG staff, encouraged those interested to register for SCAG's General Assembly and thanked Chair Sandoval for his leadership over the past two years.

ADJOURNMENT

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 11:47 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]
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Transportation Committee Attendance Report														
2024- 25														Total Mtgs Attended To Date
MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	
Ahir, Zeel	Artesia, GCCOG											1		1
Amezcuca, Javier	Calipatria, ICTC										1	1		2
Andrade-Stadler, Adele	Alhambra, SGVCOG				1		1							2
Bacerra, Phil	Orange County, CoC						1	1				1		3
Balius, Ryan	Anaheim, District 19										1	1		2
Barger, Kathryn	Los Angeles County													0
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1						1	1		4
Brotman, Daniel	Glendale, AVCJPA	1			1		1	1						4
Burns, Jeanette	Morongo Band of Mission Indians										1			1
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)						1				1			2
Dumitru, Jonathan	Orange, RC District 17	1			1		1	1						4
Dutrey, J. John	Montclair, SBCTA	1			1		1	1			1	1		6
Brian, Fish	Culver City, WCCOG										1	1		2
Gabbard, John	Dana Point, District 12													0
Gazeley, James	Lomita, RC District 39	1			1		1				1			4
Gibbs, Jason	Santa Clarita, NCTC	1					1	1			1	1		5
Go, William	Irvine, District 14										1	1		2
Hagman, Curt	San Bernardino County	1			1		1	1			1	1		6
Harnik, Jan	RCTC	1			1		1	1				1		5
Hernandez, Laura	Port Hueneme, RC District 45	1			1			1			1			4
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1									2
Hutt, Heather	Los Angeles, RC District 57													0
Judge, Mike	VCTC	1			1		1	1			1	1		6
Jung, Fred	Fullerton, OCCOG	1			1		1	1			1	1		6
Kelley, Trish	TCA Representative	1			1		1	1			1	1		6
Kleiman, Lauren	Newport Beach, District 15													0
Krupa, Linda	Hemet, RC District 3	1					1	1			1	1		5
Lara, Andrew	Pico Rivera, Dist 31				1						1			2
Leon, Carlos	OCTA										1	1		2
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1			1							1		3
Loa, Richard	Palmdale, NCTC				1		1	1			1	1		5
Lorimore, Clint	Eastvale, RC District 4	1			1		1	1			1			5
Mann, Ken	Lancaster, RC District 43	1						1						2
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	1			1	1		6
Marquez, Ray	Chino Hills, RC District 10	1			1		1	1			1	1		6
McCallon, Larry	Air District Representative	1			1		1	1			1			5
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1			1		1	1			1	1		6
McOsker, Tim	Los Angeles, RC District 62	1												1
Michael, L. Dennis	Rancho Cucamonga, RC District 9										1			1
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1					1				1	1		4
Moore, Carol	Laguna Woods, OCCOG	1			1		1	1			1	1		6
Munoz-Guevara, Juan	Lynwood, GCCOG	1					1	1				1		4
Najarian, Ara	Glendale, SFVCOG	1			1		1				1	1		5
Navarro, Frank	Colton, RC District 6	1					1				1	1		4
Perez,Nikki	Burbank, District 42							1				1		2
Ready, David	Palm Springs, CVAG										1	1		2

Rebollar, Gil	Brawley, RC District 1		1	1	1	1		4
Reece, Ed	Claremont, SGVCOG	1	1	1			1 1	5
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1	1	1	1		1	5
Reyes, Gabriel	San Bernardino County CoC							0
Ruiz, Crystal	Sna Jacinto, WRCOG	1	1	1	1		1 1	6
Saleh, Ali	Bell, RC District 27	1	1	1	1		1 1	6
Sanchez, Steve	La Quinta, District 66	1	1	1	1		1	5
Sandoval, Tim	Pomona, RC District 38	1					1 1	3
Schwank, Zak	Temecula, RC District 5			1			1	2
Sharif, Emma	Compton, District 26						1	1
Simonoff, Marty	Brea, RC District 22	1	1	1	1		1 1	6
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)							0
Smith, Ward	Placentia, OCCOG		1	1	1		1	4
Solis, Hilda	Los Angeles County							0
Speake, Wes	Corona, WRCOG	1	1	1	1		1	5
Spiegel, Karen	Riverside County	1	1				1	3
Sternquist, Cynthia	Temple City, SGVCOG	1	1	1	1		1 1	6
Twining, Butch	Huntington Beach, District 64						1	0
Tye, Steve	Diamond Bar, RC District 37				1		1	2
Vargas, Michael	Riverside County CoC	1	1	1			1	4
Voigts, Scott	Lake Forest, OCCOG							0
Wagner, Don	Orange County	1	1	1	1		1 1	6
Wallace, Colleen	Banning, WRCOG	1	1	1			1 1	5
Wapner, Alan	SBCTA	1	1	1	1		1	5
Wong, Thomas	Monterey Park, SGVCOG	1		1	1		1 1	5
Wu, Zhen	San Clemente, OCCOG						1	1



AGENDA ITEM 2

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annie Nam, Deputy Director

(213) 236-1827, Nam@scag.ca.gov

Subject: Transportation Committee Agenda Outlook and Future Agenda Items

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

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 FY2025, the TC Outlook reflects outcomes of the 2024 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.

BACKGROUND:

The work of the Southern California Association of Governments (SCAG) and the leadership from the agency's Policy Committees and Regional Council is driven by SCAG's legally mandated duties as a Metropolitan Planning Organization (MPO) for Southern California, the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 as well as, the agency Strategic Plan approved by the Executive Administrative Committee on May 1, 2024¹

Transportation Committee Outlook and Framework

The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed. Over the upcoming year, most agenda items fall under the following three categories:

1. **Connect SoCal:** Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy was approved on April 4, 2024. These agenda items will be focused on implementation of the investments and strategies included in the plan, as well as amendments as needed.
2. **Local Resources:** This refers to programs administered by SCAG such as the Sustainable Communities Program, the Regional Early Action Program, or Go Human. Action and information items may related to guideline development or program awards. These agenda items may also include updates of grants, data or tools available to local jurisdictions.
3. **Regional Leadership:** These agenda items relate to issues or policy areas of regional significance and may include updates and presentations from external speakers.

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:

Work associated with this item is included in the FY 2025 Overall Work Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):

1. TC Outlook for FY25_June 2025 TC Meeting

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Sept-Dec	<ul style="list-style-type: none"> ✓ 2025 FTIP and Connect SoCal Amendment 1, Associated Transportation Conformity (proposed final) ✓ Goods Movement Update incl. Comprehensive Sustainable Freight Plan ✓ Zero Emission Truck Infrastructure (ZETI) Study Preliminary Findings • Highways to Boulevards Regional Study (move to Jan-March) • Curb Space Management (move to Jan-March) • Joint MPO Pricing and Incentives Pilot Design Guidelines (R&F) ✓ Connect SoCal 2024: Implementation Strategies Update 	<ul style="list-style-type: none"> ✓ REAP 2.0 CTC Partnership Program Update (R&F) ✓ REAP 2.0 Regional Pilot Initiatives Program Update ✓ Future Communities Pilot Program and Smart Cities Strategic Plan ✓ Sustainable Communities Program (SCP) Active Transportation & Safety – Recommended Projects 	<ul style="list-style-type: none"> ✓ Broadband Permit Streamlining Report Findings • SCAG Digital Equity Toolkit (move to Jan-March) ✓ Trade Corridors Enhancement Program (TCEP) Regional Nominations • CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update (move to April-June) • Brightline West (move to April-June) ✓ SB 1121 Transportation Needs Assessment

Note – assumes TC will not meet in October 2024, as well as January and May 2025

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Feb	Joint Policy Committee Meeting: Regional Recovery and Resilience in the Face of Disasters		
Mar	<ul style="list-style-type: none"> ZETI Study Final Report (moved to Apr-Jun) ✓ Mobility Hubs Study Innovative Clean Transit Study (moved to FY26) Smart Cities Strategic Plan (moved to FY26) Comprehensive Sustainable Freight Plan (moved to FY26) Highways to Boulevards Regional Study (moved to Apr-Jun) Curb Space Management 	<ul style="list-style-type: none"> Last Mile Freight Program (moved to Apr-Jun) Sustainable Communities Program (SCP) Active Transportation & Safety—Recommended Projects (moved to December) ✓ Regional Active Transportation Program – Recommended Projects SCP Smart Cities & Mobility Innovations Final Report (moved to Apr-Jun) REAP 2.0 CTC Partnership Program Update (moved to Apr-Jun) REAP 2.0 Regional Pilot Initiatives Program Update (moved to Apr-Jun) ✓ STBG/CMAQ Program Guidelines Update 	<ul style="list-style-type: none"> Clean Cities Coalition Strategic Plan SCAG Digital Equity Toolkit ✓ Regional Recovery & Resilience in the Face of Disasters—focused discussion @ TC on evacuation plans & emergency response
Apr-Jun	<ul style="list-style-type: none"> Transit Transformation Task Force Update Highways to Boulevards Regional Study ZETI Study Final Report 	<ul style="list-style-type: none"> Smart Cities Program Draft Guidelines REAP 2.0 Update Regional Pilot Initiatives Program Update SCP Smart Cities & Mobility Innovations Final Report ✓ Last Mile Freight Program STBG/CMAQ Program Guidelines Update (moved to March) 	<ul style="list-style-type: none"> CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update Brightline West

Note – assumes TC will not meet in October 2024, as well as January and May 2025



AGENDA ITEM 3

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation Trends Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in March 2025. Overall, in March 2025, the region's bus ridership is 14 percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 12 percent vs. 29 percent, respectively, in March 2025, relative to March 2019). Metrolink's rail ridership in March 2025 was 31 percent lower than it was in March 2019 (excluding Arrow Line ridership, which did not exist in March 2019). Vehicular travel has recovered at a more robust rate. In the years following the onset of the pandemic, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. After briefly eclipsing the pre-pandemic baseline in February 2024, for the first time since the onset of the pandemic, overall VMT declined back to about five percent below pre-pandemic levels between March 2024 and March 2025, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of March 2025. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained between 30 and 35 percent since then. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

The COVID-19 pandemic has had dramatic impacts on travel behavior across the country and in the SCAG region. Though we are now five years out from the pandemic's start, some transportation system impacts endure.

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

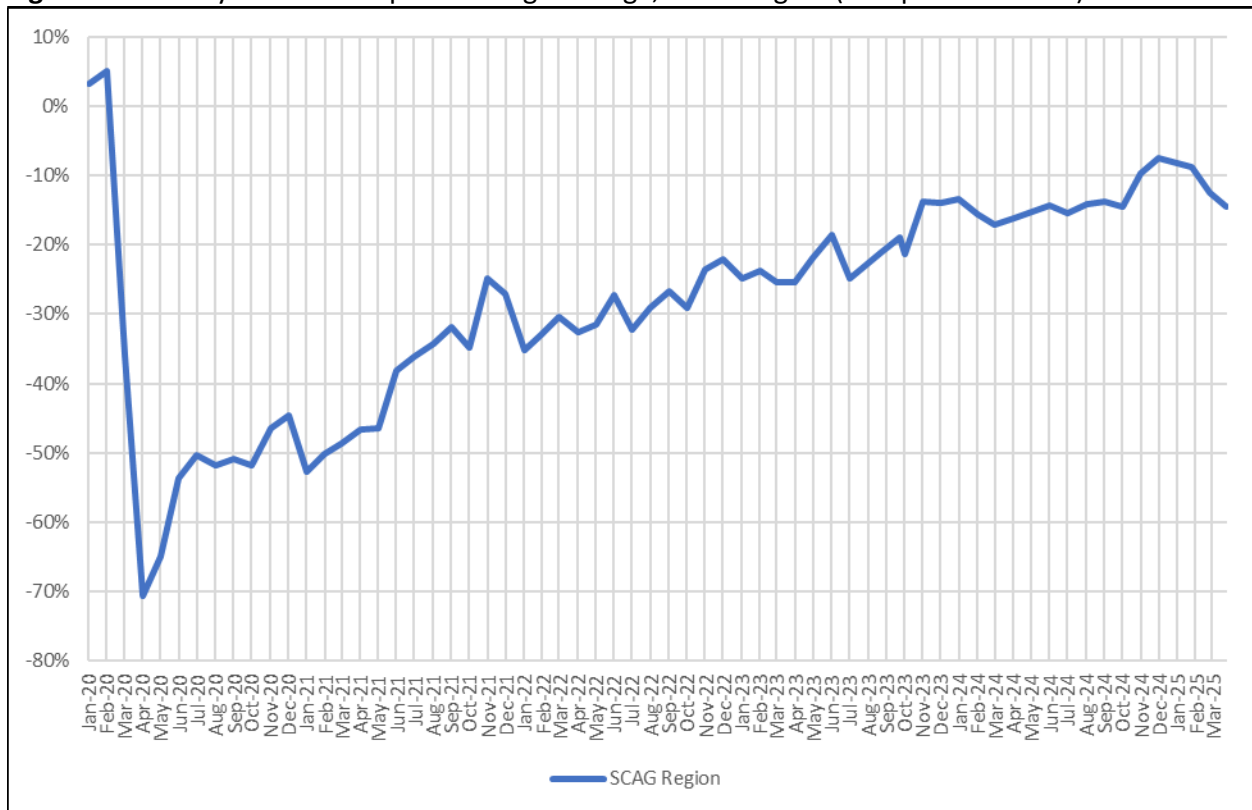
SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority (L.A. Metro)'s Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics, line level trends, and historical information for L.A. Metro's bus and rail systems. Staff specifically utilized L.A. Metro's monthly all bus (both directly operated and purchased transportation) and rail ridership data. Additionally, staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink), to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the State Highway System (SHS). California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or hardware malfunctions. Essentially, PeMS provides a high-level accounting of SHS travel trends, but provides no direct insights regarding travel on the wider system that includes local roads and arterials. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. 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, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

For remote work trends, SCAG staff gathered and summarized data utilizing the Survey of Working Attitudes and Arrangements (SWAA) from WFH Research, which collects monthly online survey data from individuals aged 20 to 64 across the nation. The SWAA provides time series data on the extent of working from home and employer plans for working from home post-COVID for selected metropolitan areas such as the Los Angeles Combined Statistical Area (LA CSA), including Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. When comparing this data to the 2022 1-year American Community Survey (ACS) data, SCAG staff found that the LA CSA sample disproportionately represents individuals with college degrees or higher, while those without a high school degree are severely underrepresented. To adjust for this, staff reweighted the LA CSA sample by age, sex, and education using iterative proportional fitting (IPF) to align the sample with known population margins on these variables. The IPF procedure iteratively adjusts the weights so that the sample distributions match the known distributions in the 2022 1-year 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 Transit/Rail Trends

Figures 1 and 2 and **Table 1** reflect NTD information. These graphics demonstrate that bus ridership levels have improved steadily over the course of the past year, though they are still below their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)


Source: Federal Transit Administration National Transit Database, as of May 2025.

Table 1. Bus Ridership Change by Operator (Compared to 2019)

Bus Operator	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec	FY25 Qtr3 Jan-Mar
Anaheim Transportation Network	-9%	-20%	-14%	-11%
Antelope Valley Transit Authority	-39%	-40%	-41%	-38%
Beach Cities Transit (City of Redondo Beach)	-33%	-28%	-30%	-35%
City of Commerce Municipal Buslines	34%	31%	30%	-11%
City of Glendale*	-25%	-27%	-14%	-3%
City of Los Angeles Department of Transportation	-19%	-13%	-15%	-27%
City of Pasadena	-21%	-25%	-24%	-28%
Culver City Municipal Bus Lines	-34%	-32%	-24%	-34%
Foothill Transit	-21%	-17%	-13%	-17%
Gold Coast Transit	4%	2%	2%	-4%
City of Gardena Transportation Department	-21%	-20%	-17%	-17%

Bus Operator	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec	FY25 Qtr3 Jan-Mar
Imperial County Transportation Commission	23%	-11%	-5%	-10%
Long Beach Transit	-23%	-21%	-15%	-22%
Los Angeles County Metro	-12%	-11%	-11%	-16%
Montebello Bus Lines	-48%	-48%	-45%	-51%
Norwalk Transit System	-17%	-12%	-14%	-16%
Omnitrans	-34%	-34%	-30%	-33%
Orange County Transportation Authority	-4%	-1%	1%	-6%
Riverside Transit Agency	-33%	-32%	-27%	-31%
Santa Clarita Transit	-13%	-9%	-5%	-11%
Santa Monica's Big Blue Bus	-32%	-36%	-26%	-23%
SunLine Transit Agency	-35%	-38%	-31%	-31%
Torrance Transit System	-36%	-32%	-32%	-35%
Ventura Intercity Service Transit Authority	-36%	-30%	-27%	-35%
Victor Valley Transit Authority	-30%	-28%	-26%	-30%
TOTAL	-15%	-14%	-13%	-17%

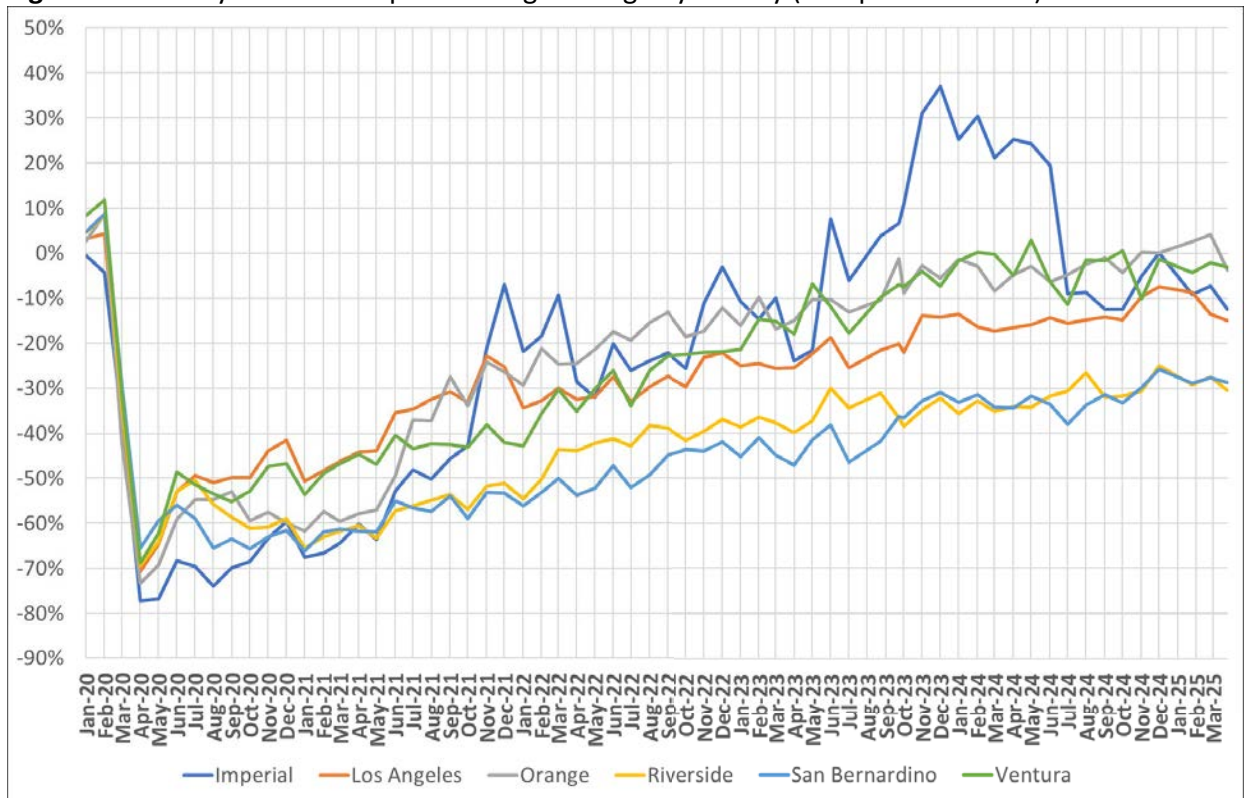
Source: Federal Transit Administration National Transit Database, as of May 2025.

*City of Glendale baseline FY 2019 ridership numbers were corrected, adjusting the baseline 2019 monthly ridership numbers and the respective quarterly ridership change comparison.

Most counties in the region have experienced moderate gains in transit ridership over the course of the past year, with San Bernardino County experiencing the most significant percentage increase of eight percent when comparing March 2025 to March 2024. Meanwhile, Los Angeles, Orange, and Riverside counties have experienced a smaller gain of three, five, and seven percent respectively. Ventura County experienced a three percent loss in ridership year-over-year. Imperial County is the only county in the region experiencing a significant loss in ridership, with a 28 percent decrease over the same period. The significant decrease in ridership over the previous year is likely influenced by Imperial County's substantial ridership growth at the end of 2023 and into early 2024. For example, in December 2023, Imperial County experienced a 41% increase in ridership compared to December 2022. Overall, regional bus ridership increased by three percent year-over-year between March 2024 and March 2025.

Overall, these trends represent a significant improvement from March 2020, when regional transit ridership was down by 36 percent against March 2019. However, bus ridership remains below pre-pandemic levels (December 2019) in all counties, as shown in **Figure 2**. Although bus ridership in March 2025 was down by four percent in Orange County, in January and February of 2025, bus ridership was three and four percent above pre-pandemic levels respectively. The region's overall bus ridership was 14 percent below pre-pandemic levels (March 2019).

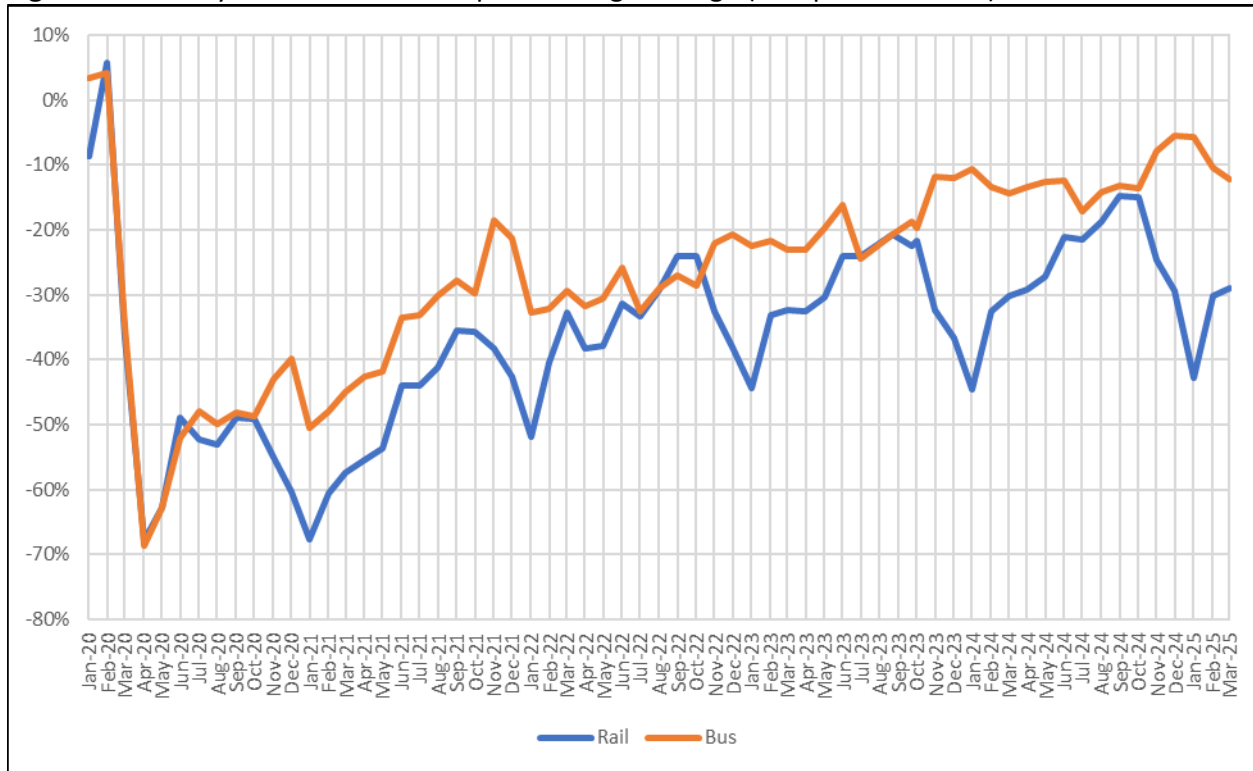
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: Federal Transit Administration National Transit Database, as of May 2025.

Data reported by L.A. Metro for its bus and rail systems through March 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly three percent in March 2025 compared to March 2024, marking the 28th consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by two percent over the same time period. Although these trends are an improvement from March 2020, they remain below pre-pandemic levels. For example, compared to March 2019, bus ridership in March 2025 was down 12 percent, and rail ridership was down 29 percent over the same time period.

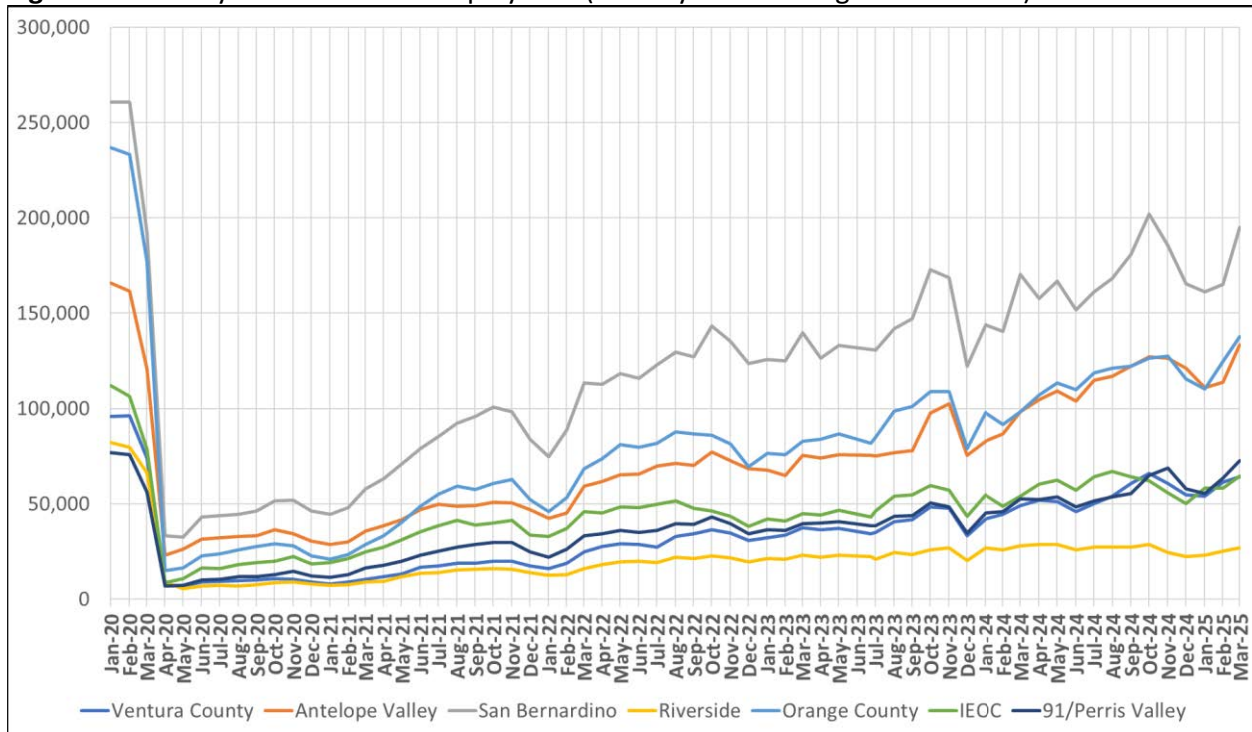
Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, as of May 2025.

Figure 4 reflects total monthly ridership data reported by Metrolink by line through May 2025. Overall, Metrolink regional rail ridership is up by approximately 26 percent in March 2025, compared to March 2024, with the Arrow line experiencing the most significant increase at 43 percent followed by the Orange County line with a 40 percent increase and the 91/Perris Valley line with a 38 percent increase. The Antelope Valley and Ventura County lines experienced increases of 36 and 31 percent, respectively while all other lines besides Riverside County experienced growth. The Riverside County line had a five percent decrease in year-over-year ridership.

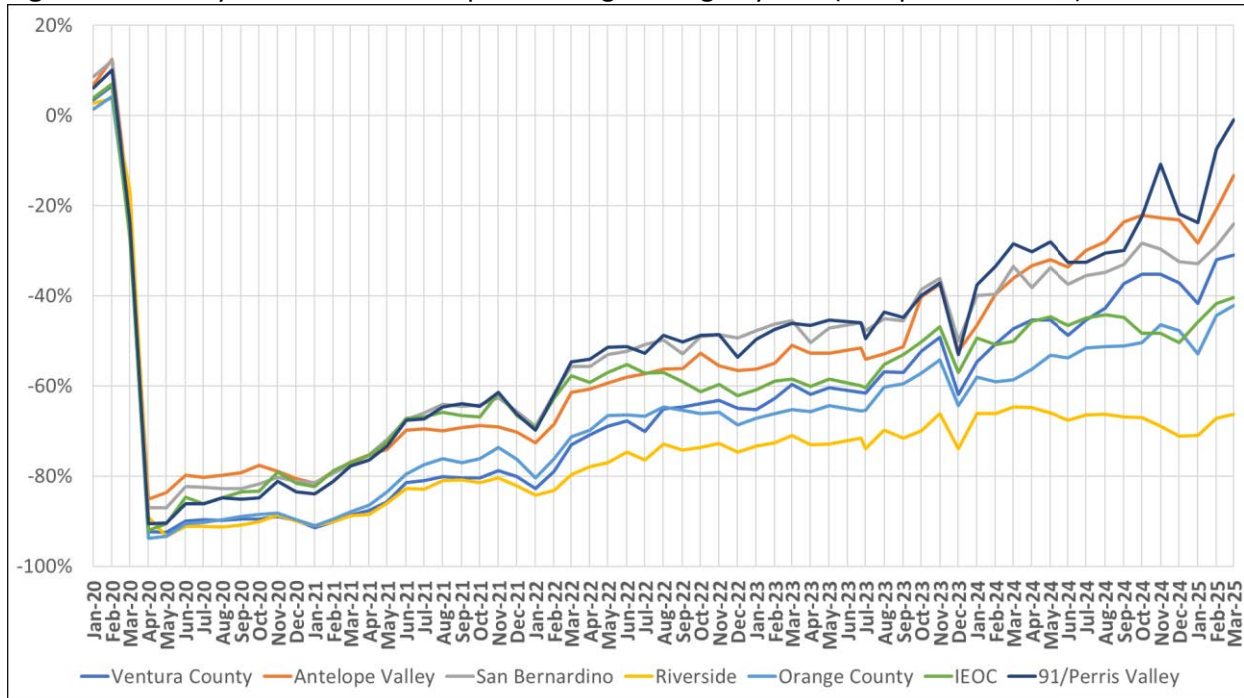
Figure 4. Monthly Metrolink Ridership by Line (January 2020 through March 2025)



Source: Southern California Regional Rail Authority, as of May 2025.

Total Metrolink ridership is still 31 percent lower than it was pre-pandemic at this time (March 2025 compared to March 2019). 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. These service adjustments are reflected in **Figure 5** which shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019. For the LOSSAN (Los Angeles-San Diego-San Luis Obispo) Agency, \$27 million was awarded to increase Amtrak Pacific Surfliner trip frequency by three roundtrips to a total 13, a return to pre-pandemic levels. However, service restoration for Amtrak Pacific Surfliner is on hold since the Orange County Transportation Authority (OCTA) has temporarily suspended passenger rail service through San Clemente for approximately six weeks, beginning Monday, April 28, 2025. This suspension is due to emergency stabilization work needed on a stretch of track threatened by coastal erosion and landslides. This closure affects service and ridership on Amtrak Pacific Surfliner and Metrolink Orange County and Inland Empire-Orange County lines.

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Compared to 2019)

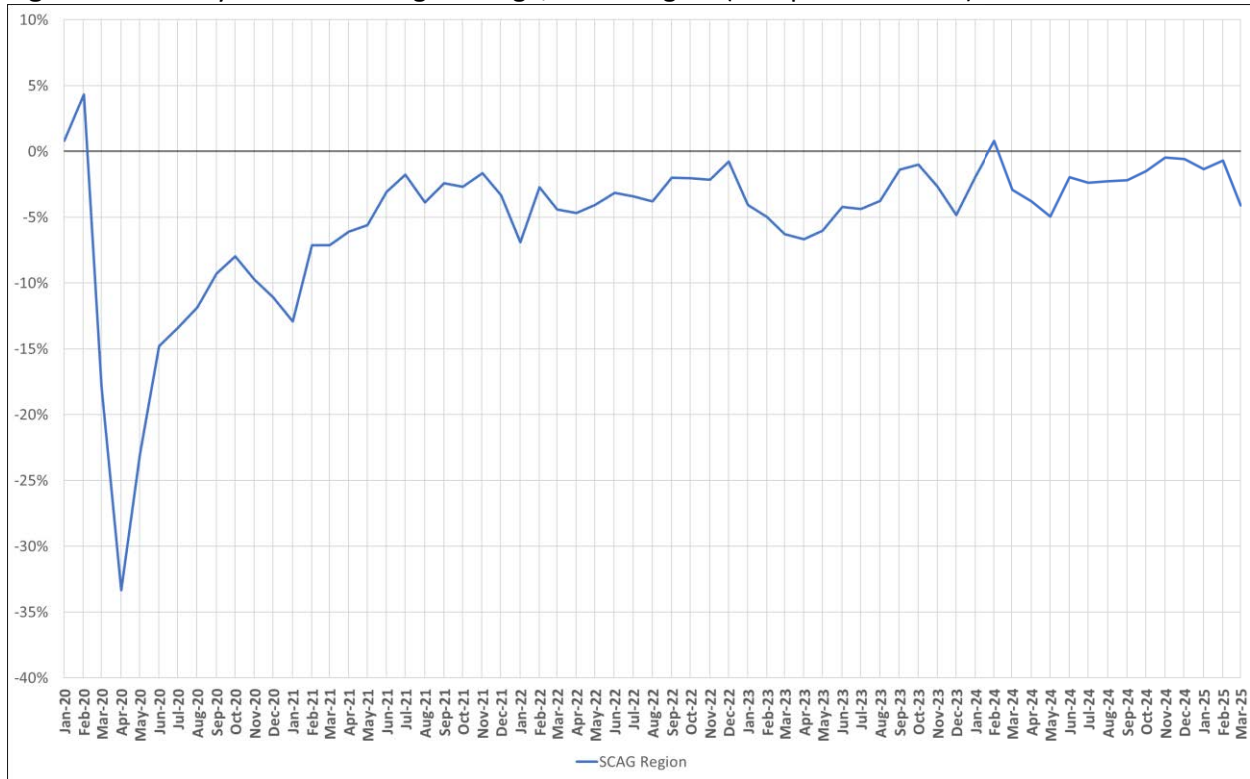


Source: Southern California Regional Rail Authority, as of May 2025.

Overall Vehicular Travel Trends

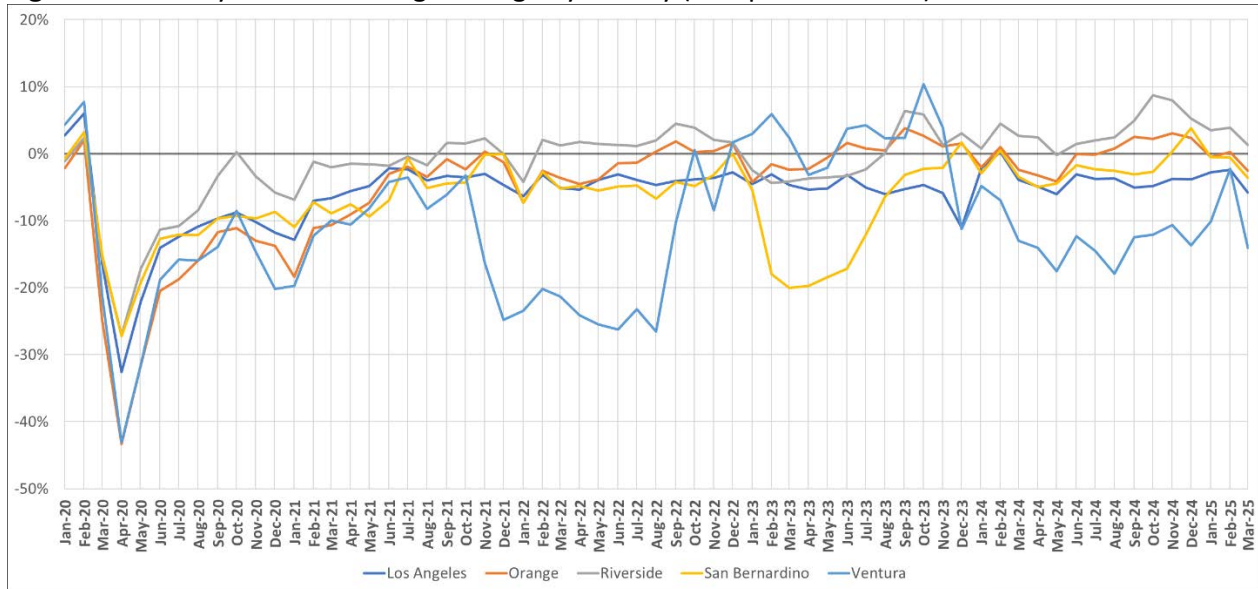
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed the pre-pandemic baseline for the first time. **Figures 6 and 7** show monthly VMT totals at the SCAG-region and county-level, respectively, shown as percentage changes from PeMS-reported monthly VMT totals for the same months in 2019.

Figure 6. Monthly VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of May 2025.

Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)

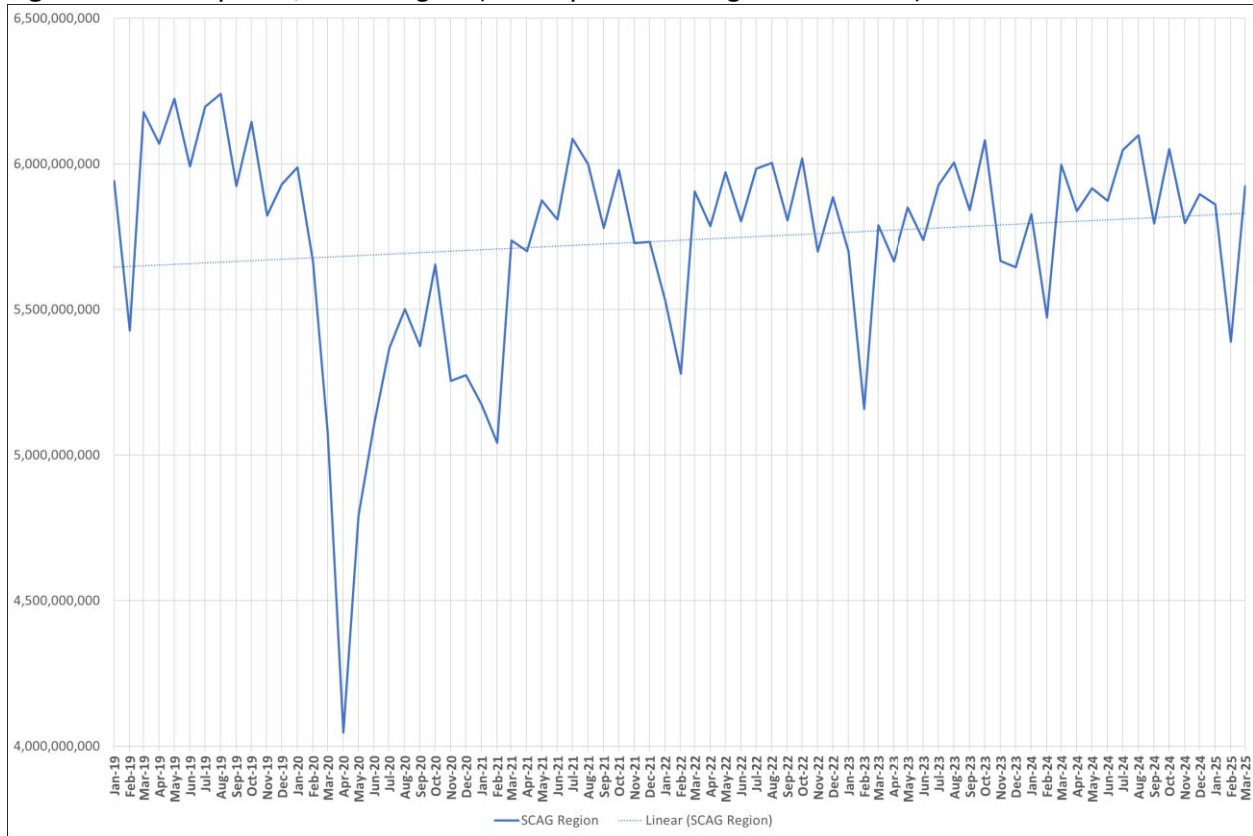


Source: California Performance Measurement System (PeMS), as of May 2025.

As noted in previous updates to the Transportation Committee, county-level VMT trends have varied. Los Angeles, Orange, and Riverside counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino counties appear to have experienced temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, as has also been noted in previous updates to the Transportation Committee, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors, rather than actual VMT declines. SCAG staff is continuing to review county-level data given these apparent anomalies.

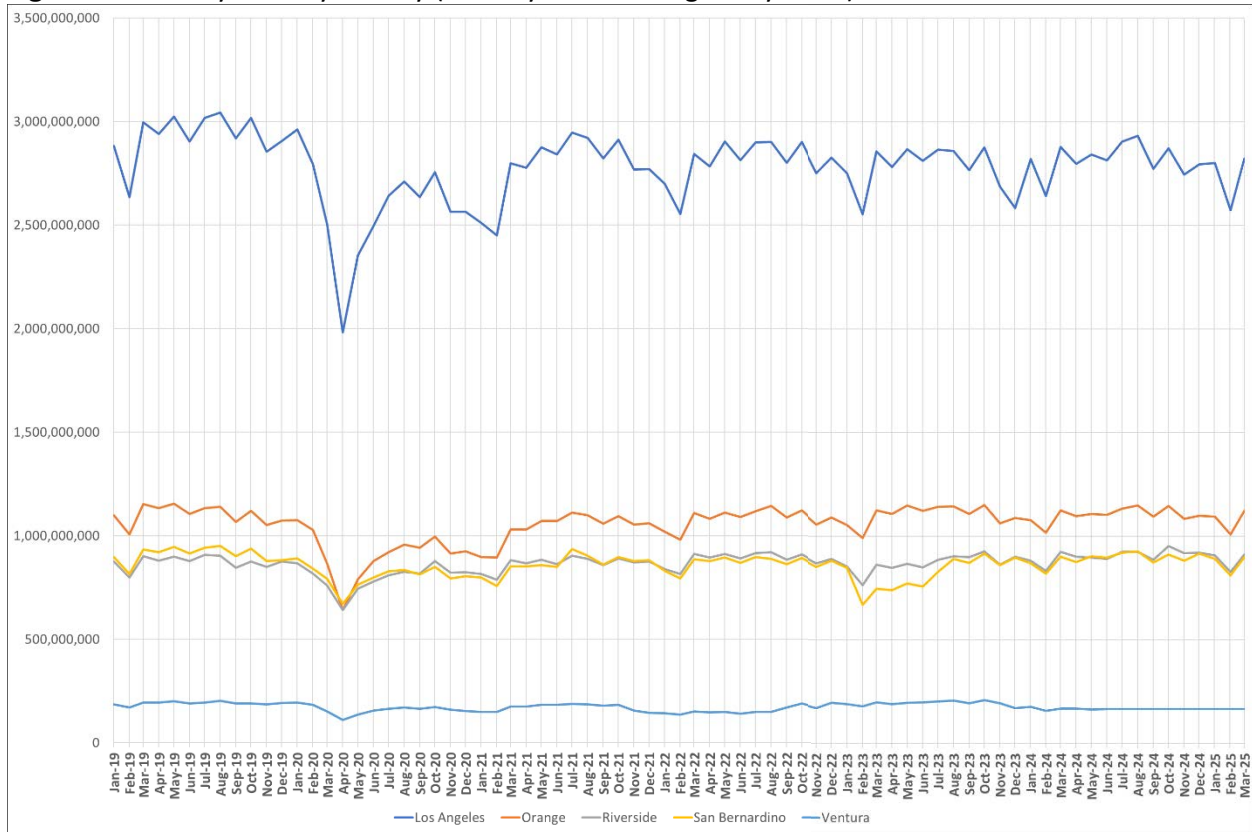
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through March 2025)



Source: California Performance Measurement System (PeMS), as of May 2025.

Figure 9. Monthly VMT by County (January 2019 through May 2025)

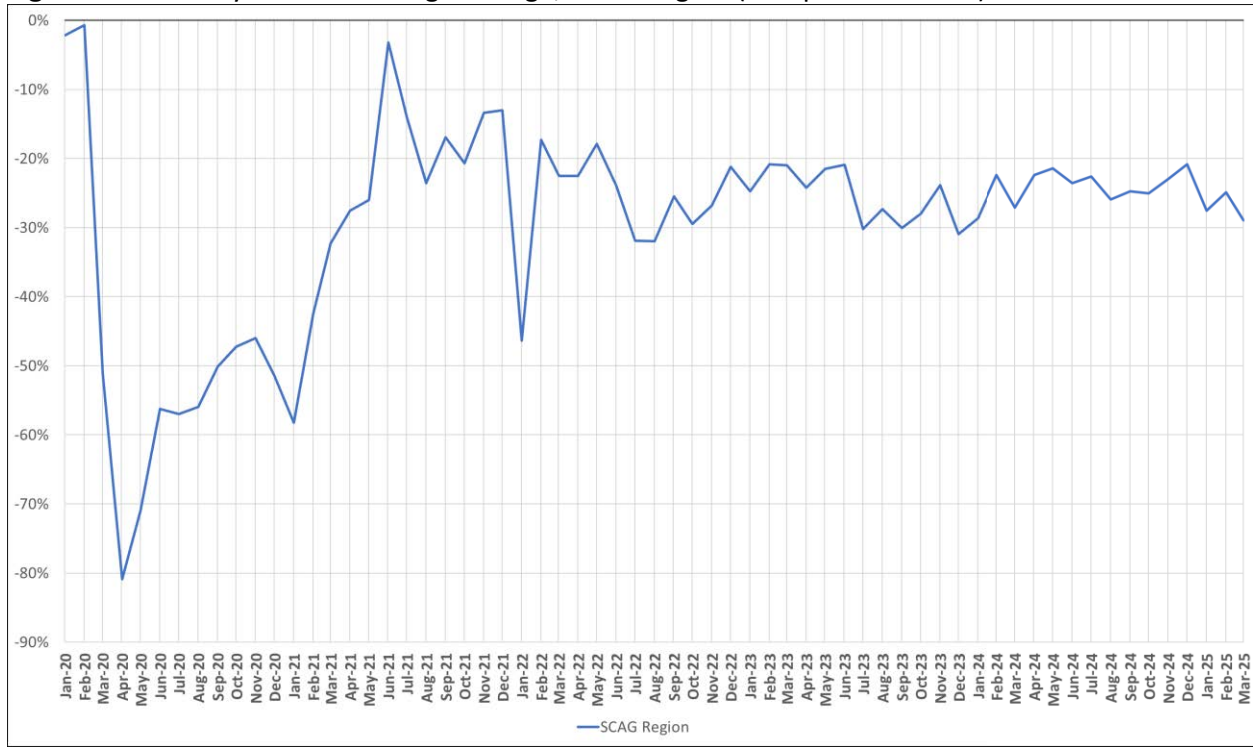


Source: California Performance Measurement System (PeMS), as of May 2025.

According to data collected and reported through PeMS, vehicle hours of delay (VHD) levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, hovering between 20 percent and 30 percent below the pre-pandemic baseline since Fall 2022.

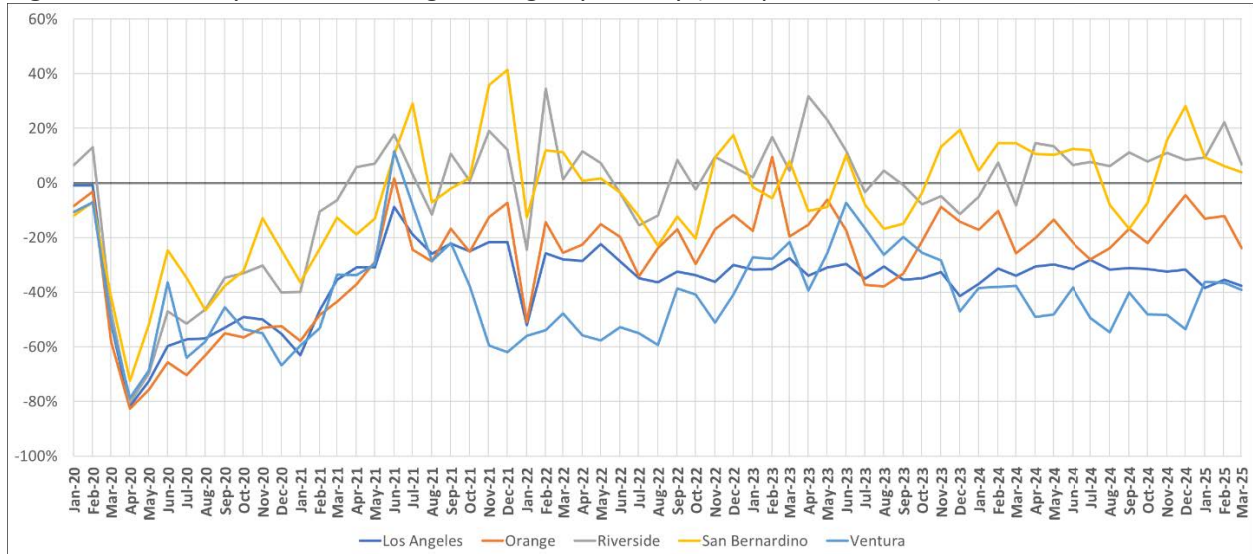
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of May 2025.

Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)



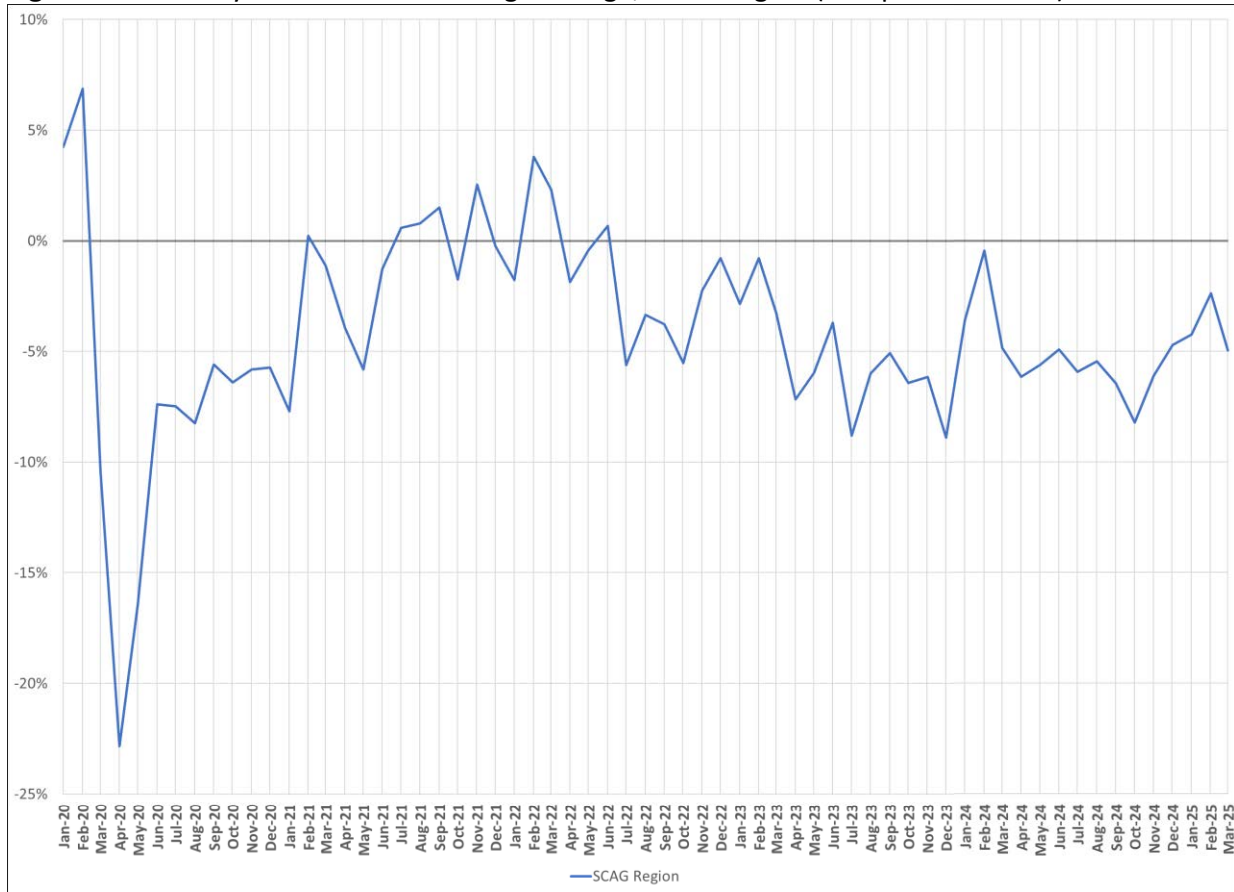
Source: California Performance Measurement System (PeMS), as of May 2025.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the onset of the pandemic. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about five percent below the pre-pandemic baseline by the end of March 2025. In general, the regional trend in truck VMT since the middle of 2022 seems to be continued regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels, before achieving near-parity with pre-pandemic levels in February 2024. Since February 2024, truck VMT levels have hovered around -5 percent.

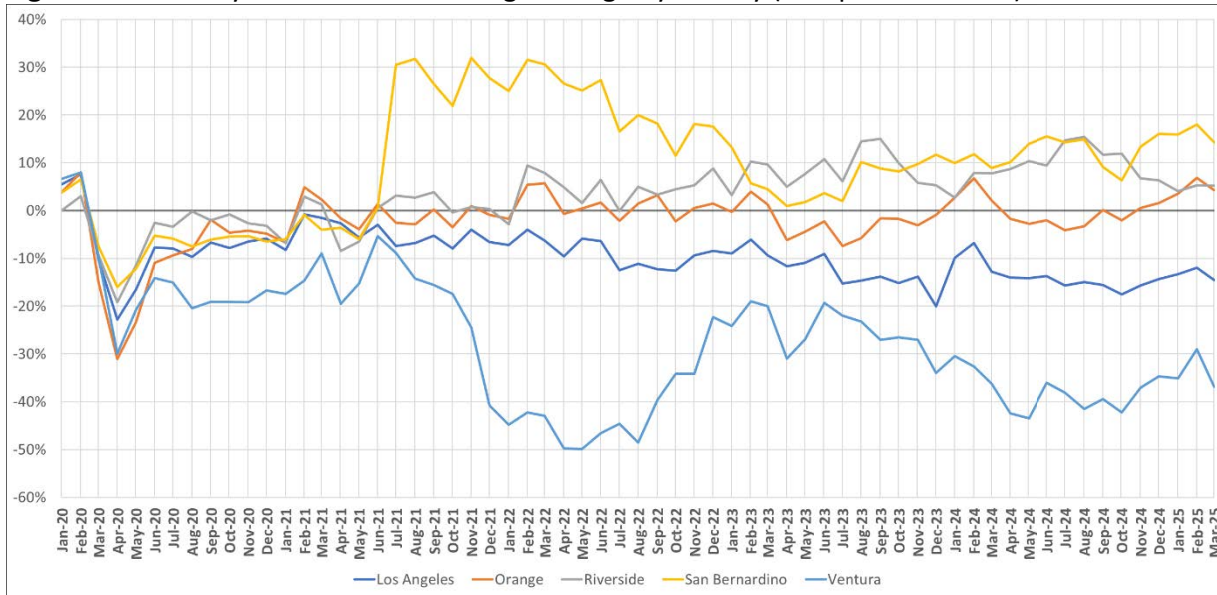
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Figure 12. Monthly Truck VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of May 2025.

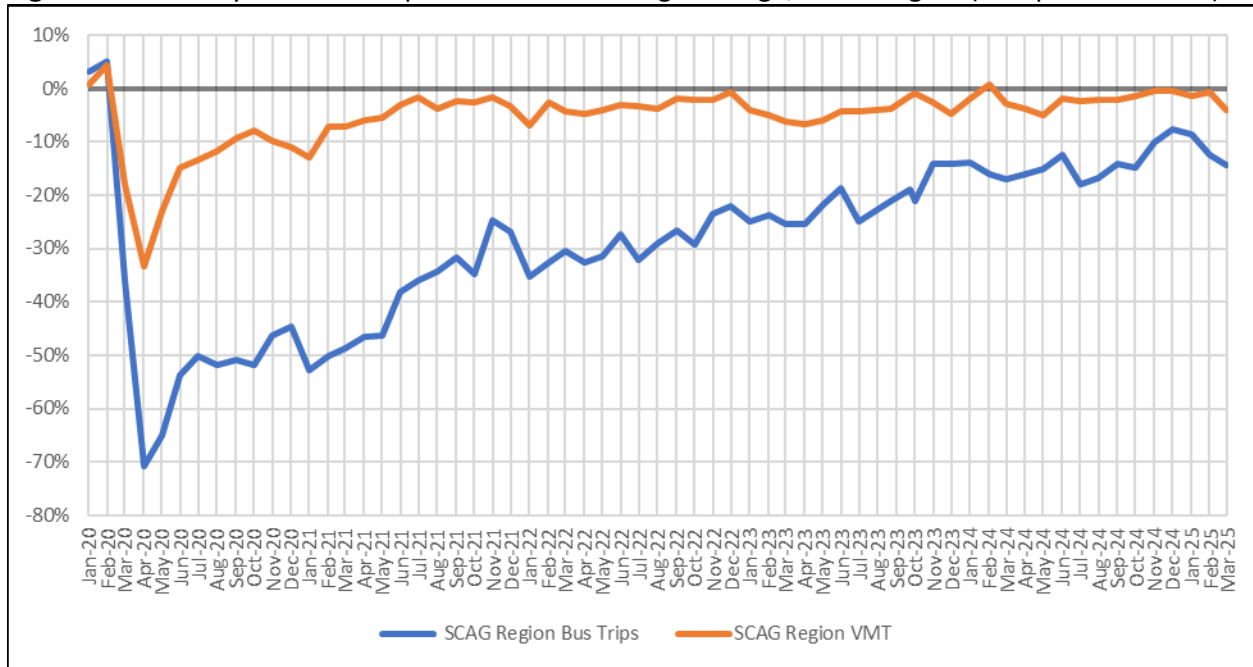
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of May 2025.

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month's totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about 14 percent below its pre-pandemic baseline level as of May 2025, is greater than the deficit in VMT of about four percent below its pre-pandemic baseline level in March 2025. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic, and both continue to gradually approach their pre-pandemic baselines.

Figure 14. Monthly Bus Ridership and VMT Percentage Change, SCAG Region (Compared to 2019)

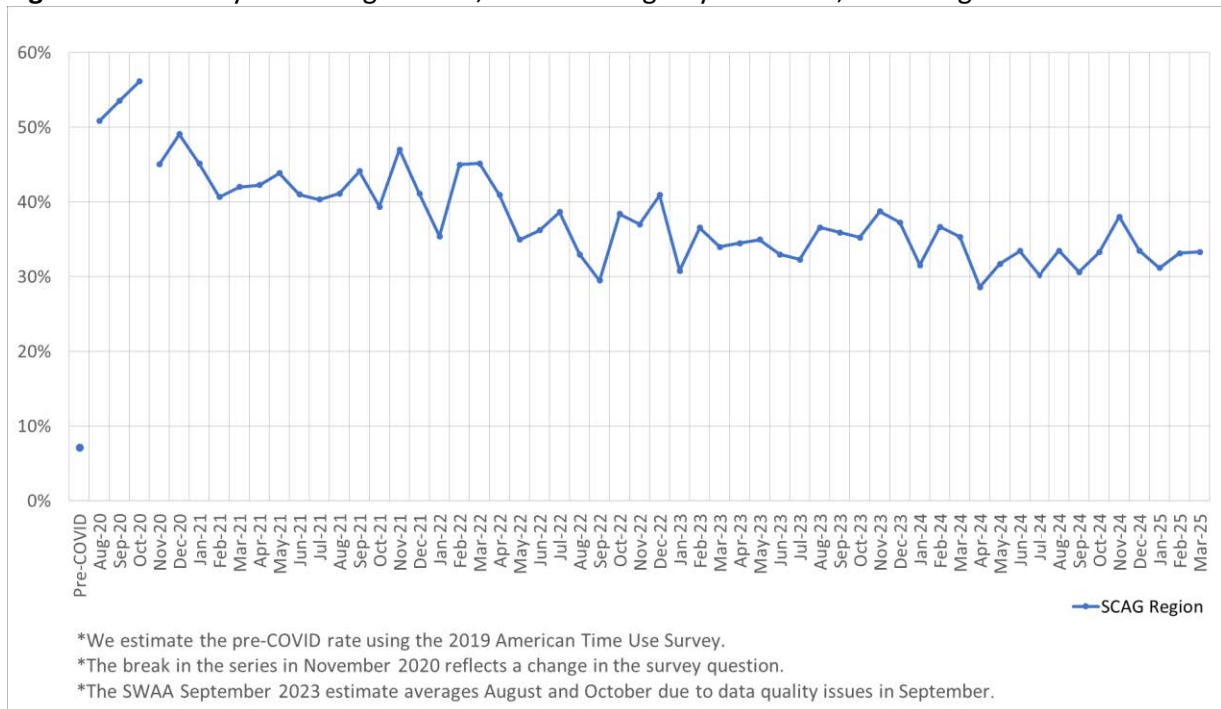


Source: [Federal Transit Administration National Transit Database](#) and California Performance Measurement System (PeMS), as of May 2025.

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 **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained relatively consistent, hovering between 30 and 35 percent. As of March 2025, the current rate stands at 33 percent.

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



Source: The work-from-home statistics are derived based on microdata from www.wfhresearch.com, re-weighted to be representative of the Los Angeles Combined Statistical Area (LA CSA, consisting of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties), and updated as of February 2025.

NEXT STEPS:

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

FISCAL IMPACT:

None.



AGENDA ITEM 4

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional
Planner (213) 236-1973, agyemang@scag.ca.gov
Subject: CalSTA Transit Transformation Task Force Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Senate Bill 125 (SB 125, Chapter 54, Statutes of 2023) established the Transit Transformation Task Force (Task Force), led by the California State Transportation Agency (CalSTA), to develop statewide recommendations to grow transit ridership, improve the transit customer experience, and address long-term operational needs. The Task Force includes 25 members, including representatives from the California Department of Transportation (Caltrans), local agencies, academic institutions, nongovernmental organizations, and other stakeholders. Southern California representation on the Task Force includes SCAG, the Los Angeles County Metropolitan Transportation Authority (Metro), Move LA, the Riverside County Transportation Commission (RCTC), and the University of California, Los Angeles Institute of Transportation Studies (UCLA ITS). The work will culminate in a report of findings and policy recommendations to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The Task Force's work is aligned with Connect SoCal's vision of a future where transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's vision of more livable and equitable communities. This staff report provides updates on the work of the Task Force to date.

BACKGROUND:

Connect SoCal 2024 envisions a future in which transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's

vision of more livable and equitable communities. This also supports the larger vision for the region, to create a healthy, prosperous, and connected region for a more resilient and equitable future.

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. Per the recent ridership updates to the Transportation Committee, as of March 2025, bus ridership is still approximately 14 percent below pre-pandemic levels overall. Notably, however, many transit agencies continue to see ridership recovery on their systems. The Los Angeles County Metropolitan Authority's (Metro's) bus ridership has recovered more than rail ridership (down 12 percent vs. 29 percent, respectively, in March 2025, relative to March 2019). Many other lingering challenges threaten ridership growth beyond the purview of transit agencies. These pandemic impacts, along with increasing demand for sustainable transportation options, advancements in technology, and changes in urban environments, will shape the future for transit/rail recovery.

In addition to assembling the Regional Transit Technical Advisory Committee to discuss relevant issues for improving transit in the region, SCAG continues to explore ways to advance transit and as part of implementing Connect SoCal 2024. SCAG is currently finalizing the process to secure consultant support to conduct an Innovative Clean Transit Regional Assessment Study to assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans (required by the California Air Resources Board (CARB)) and to assess the readiness of the region to transition to zero-emission transit fleets. SCAG anticipates exploring opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness and identifying potential roles for SCAG to play in facilitating the transition to clean transit.

Transit Transformation Task Force

As reported in previous updates to the Transportation Committee, SB 125 required the establishment of the Transit Transformation Task Force, led by the California State Transportation Agency (CalSTA), and including representatives from the California Department of Transportation, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders across the state. SCAG's Executive Director, Kome Ajise, serves on the Task Force, along with other Southern California representatives from Metro, Move LA, RCTC, and UCLA ITS. CalSTA, in consultation with the Task Force, is required to prepare and submit a report of findings and policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025.

The Task Force held its 10th meeting on April 25, 2025, in San Francisco. At this meeting, the Task Force discussed recommendations for accessible transportation and transportation needs of older adults; recommendations for Transportation Development Act (TDA) reform for transit operations funding; performance measures; and recommendations for improving capital construction costs

and timelines. The Task Force also reviewed and discussed recommendations for addressing additional funding needs and revenue generation and the plan for the report to the Legislature in October 2025.

The Task Force discussed updates to the strategies on recommendations for accessible transportation and addressing the needs of older adults under strategies:

- MM. Coordinate paratransit services efficiently between transit agencies and non-profit, private, and healthcare providers;
- NN. Develop customer-facing and backend tools to improve the process of booking and dispatching rides;
- OO. Improve accessibility of transit stops for all riders;
- PP. Reform planning process for paratransit; and
- QQ. Explore options to improve funding mechanisms for paratransit.

The recommendations are outlined in this [staff report](#)¹ shared with the Task Force.

The Task Force recommended that CalSTA and Caltrans staff adjust language for some of the strategies and recommendations. For example:

- Revise MM.1. to “Support and coordinate with transit agencies to conduct statewide training, procurement, vehicle maintenance, and insurance costs through sustainable transportation planning grant (STPG).”
- Revise MM.2. to “Empower transit agencies to provide more ‘one-seat ride’ services, or services to limit the number of transfers when services originate and/or end within an agreed upon expanded service area by creating frameworks for revenue sharing and paratransit service coordination.”
- Revise MM.3. to “Encourage healthcare and social service providers to engage in strategic planning with transit operators to better plan and coordinate public and private transport to healthcare in jurisdictions, to identify optimal times for healthcare appointments, allowing for shared rides.”
- Revise MM.4. to “Encourage the Legislature to change Medi-Cal managed care reimbursements to a per capital payment model per trip (rather than per medical recipient). Use ongoing revenue streams to subsidize and reimburse transit agencies that provide microtransit and paratransit services.”
- Revise NN.1. to “Encourage transit operators to improve information describing paratransit services and required eligibility documentation to use paratransit services and the ride request process.”

¹ April 25, 2025 Transit Transformation Task Force Staff Report on Findings and Policy Recommendations related to accessible transportation, capital construction costs and timelines and TDA Reform: https://calsta.ca.gov/-/media/calsta-media/documents/ttff_10_staff_report_for_item_4-recommendations-a11y.pdf

- Revise OO. to “Improve accessibility of transit stops for all riders in order to create a more consistent transit system for all riders.”
- Revise OO.1. to “Conduct inventories of transit stop accessibility (e.g., ramps, wayfinding/signage, audio announcements) in line with the Master Plan for Aging initiatives and explore statewide standards and guidelines for access to transit information.”
- Review QQ.1 to “Conduct a needs assessment for accessible transportation in California, covering the following topics: funding for paratransit due to increased demand of paratransit and service improvements, including in areas not currently covered by paratransit. Align needs assessment with the goals listed in the Master Plan for Aging Initiatives and address concerns with robust public engagement with people with lived experience.”
- Remove QQ.3. “Encourage legislature to change Medi-Cal managed care reimbursements to a per capital payment model per trip (rather than per medical recipient), to reimburse transit agencies that provide paratransit trips.”

The Task Force also voted and redirected staff to revisit all strategies and recommendations for capital construction costs and timelines and present these revisions at a future meeting.

The Task Force discussed the strategies for TDA reform transit operations, funding and unmet needs process:

- UU. Simplify reporting requirements for funding & increase transparency to the public, VV. Improve predictability of long-term funding; and
- WW. Align Incentives for transit operations, (also available in the staff report, under Item C) and proposed revisiting some of the recommendations.

The Task Force suggested the following adjustments during the meeting:

- Remove VV.2. Ensure processes to distribute and use funding are consistent with transit transformation goals (e.g., strengthening criteria to determine unmet needs).
- Revise VV.3 to “Eliminate the unmet transit needs process to require money is spent on transit and if there is no transit system in that area then the money can be redirected to other transportation needs.”

The Task Force reviewed recommendations for additional funding needs and revenue generation for transit outlined in this staff report.² CalSTA and Caltrans staff presented the following potential options for new revenue sources for discussion:

- Government sources of funds;
- Fare and roadway revenue;

² April 25, 2025 Transit Transformation Task Force Staff report on Additional Funding Needs and Revenue Generation: https://calsta.ca.gov/-/media/calsta-media/documents/tttf_10_staff_report_for_item_5-funding_options-a11y.pdf

- Property and related activities (e.g., density bonuses);
- Other directly generated revenue (e.g., sponsorships and partnerships, advertising, private charters, and right-of-way leasing for telecommunications);
- Reallocation of other revenues; and
- Additional Task Force recommendations for review (e.g., income taxes, payroll taxes, corporate taxes).

The recommendations flagged for future meetings will be recirculated at a future meeting for Task Force members to confirm changes before they are incorporated into the report to the Legislature. Meeting materials and updates on the work of the Task Force can be found on the CalSTA [webpage](#). The next Task Force meeting will be held on June 10, 2025, in the LA Metro Board Room.

The Task Force's dedicated Technical Working Group (TWG) continues to support the Task Force's work, conducting research and gathering information related to the Task Force's meeting themes. TWG members include management and staff from a variety of organizations from across the state, including representation from Southern California, specifically, SCAG, the Orange County Transportation Authority, and the San Bernardino County Transportation Authority.

FISCAL IMPACT:

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



AGENDA ITEM 5

REPORT

Southern California Association of Governments
June 5, 2025

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

EXECUTIVE DIRECTOR'S
APPROVAL

Energy and Environment Committee (EEC)

From: Annaleigh Ekman, Associate Regional Planner
(213) 630-1427, ekman@scag.ca.gov

Subject: Connect SoCal 2024: Implementation Strategies Update

Kome Ajise

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

CONNECT SOCAL 2024 IMPLEMENTATION

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

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

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

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

Since adoption of Connect SoCal 2024, SCAG has made progress on 79 of the 93 Implementation Strategies. The attached report details the 52 actions and milestones that have occurred since the last semi-annual update in November 2024. Several additional strategies have made internal progress with initial research or drafting of Scopes of Work. As those projects progress, they will be included in future Connect SoCal Implementation Strategy Progress Reports.

Generally, successful implementation of Connect SoCal 2024 relies on many actors and decision makers beyond SCAG. The attached report includes a brief list of some of the accomplishments made by local agencies in the SCAG region since last fall. Accomplishments include securing significant project funding, progress toward zero emission bus fleets, opening affordable housing developments, successful tests of zero-emission passenger trains, construction of significant infrastructure projects that meet community needs, and more.

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

Collaboration and Policy Leadership

- SCAG Regional Council President Curt Hagman delivered remarks during SCAG's "2024 Southern California Economic Update," featuring SCAG's annual economic reporting, presentations from SCAG's Economic Roundtable, and in-depth discussion about the state of the economy among Regional Council members on December 5, 2024.
- SCAG's Chief Government and Public Affairs Officer Javiera Cartagena traveled to Washington, D.C. on March 11, as part of the LA Area Chamber of Commerce's ACCESS D.C. delegation, where she met with Rep. Julia Brownley (D-Thousand Oaks), who serves on the House Transportation and Infrastructure Committee, to discuss SCAG's priorities for the next Surface Transportation Reauthorization Bill.
- SCAG Executive Director Kome Ajise moderated a panel of experts at the ITS America Events 2025 Policy Summit. The panel, "Maintaining Consumer Privacy in a Connected Ecosystem," discussed the transportation industry's best practices for maintaining consumer data privacy. The panel also discussed the potential for a federal data privacy framework and other ways to shape and improve consumer education practices.
- SCAG Regional Council President Hagman, Chief Operating Officer Darin Chidsey, and a delegation of SCAG Regional Council members held a mobile workshop in the city of Ontario, touring the Amazon Robotics Fulfillment Center on April 11, 2025. These mobile workshops are critical to understanding the growing and evolving transportation planning needs of the region, as well as providing an opportunity to see how the transportation planning and funding is being implemented.

Federal Funding Administration

- SCAG's Regional Council approved the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) Program Guidelines on March 6, 2025, and initiated the project nomination process, which will award \$1.2 billion in federal funds to cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions in the SCAG region.
- SCAG received FHWA approval for the final transportation conformity analyses for 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Amendment 1 in December 2024.

- SCAG's Regional Council approved the 2025 Regional Active Transportation Program on April 3, 2025, which is funded with a combination of state and federal dollars. The program is comprised of 15 projects (totaling \$35.023 million) and 113 contingency projects (totaling \$972.2 million) that support walking, bicycling, and other forms of active transportation in the region.
- SCAG received a \$6 million grant from the U.S. DOT for the Events and Games Pedestrian Safety Program to improve pedestrian safety in Los Angeles ahead of major international events.

Data Collection, Analysis, and Research

- SCAG released numerous data and best practices resources:
 - SCAG published the "Southern California Zero Emissions Truck Infrastructure Study," a study on the potential zero-emission charging and fueling demand across the SCAG region that includes a phased blueprint and action plan for a regional network of charging and fueling infrastructure. The study also was conducted to answer key questions about how stations in the region may operate to service different truck markets and business functions.
 - SCAG published the "Mobility Hub Design and Implementation Guide," which provides a supportive framework for local implementation, equipping local jurisdictions and potential partners with resources to conceptualize, design, and implement mobility hubs. To support local practitioners, SCAG hosted a Mobility Hubs Toolbox Tuesday training session on March 18, 2025.
 - SCAG published the SoCal Transportation Safety Predictive Modeling Platform, a web-based traffic safety planning tool for local planners and decision-makers to analyze, model, and predict transportation system safety risks. The tool will assist local agencies reduce the number and severity of traffic collisions by employing a data-focused approach to the assessment of roadway safety performance and for targeting transportation system safety investments where they are most needed. This tool provides important decision support resource for elected officials and planners to identify emerging local safety issues so that investments and risk mitigation efforts may be strategically prioritized as part of a performance-based approach to transportation safety planning. SCAG hosted two Toolbox Tuesday training sessions (Part I and Part II) for the tool in January 2025.
- FHWA awarded SCAG a Strategic Innovation for Revenue Collection (SIRC) grant to test how a mileage-based user fee can work in tandem with existing revenue collection mechanisms, including tolling. With this grant, SCAG, in partnership with NextMove by Cintra, will test a

concept for transportation revenue collection technology to capture the full picture of drivers' transportation fees while evaluating policy parameters to holistically address inequity in transportation. This project will help determine viability of a mileage-based user fee at the regional level and uncover how a user-based mechanism can coexist with existing tolling infrastructure.

- SCAG initiated work on the “Innovative Clean Transit Regional Assessment” and issued a request for proposals in January 2025. To support SCAG’s local transit agencies in meeting CARB’s Innovative Clean Transit regulations, the study will assess the efforts of the region’s transit operators to develop and implement zero-emissions bus rollout plans and assess the readiness of the region to transition to zero-emission transit fleets. With the transition to zero-emission bus fleets by 2040, the region stands to benefit from improved air quality and reduced greenhouse gas emissions.
- SCAG initiated work with a consultant on the “Natural & Agricultural Lands Economic and Resilience Benefits Study,” which will consist of a white paper and resource appendix on the ecosystem services, resilience benefits, and economic benefits of natural and agricultural lands in the SCAG region.

Local Technical Assistance Resources

- SCAG Regional Council approved funding for 13 projects through the 2024 Sustainable Communities Program Active Transportation and Safety call for projects, awarding a total of \$8.1 million. Projects include community plans, areawide plans, and quick-build projects that encourage active transportation (e.g., walking, biking, and transit) and improve roadway safety to help achieve the mobility goals, planning policies, strategic investments, and implementation strategies of Connect SoCal 2024.
- SCAG kicked off several projects supported by the Regional Utilities Supporting Housing (RUSH) program, focused on investments in utility infrastructure planning and capital improvements that will support jurisdictions in meeting the housing production goals defined in the 6th cycle RHNA, housing elements and REAP 2.0 Program objectives. Several more projects are expected to begin by the end of this fiscal year.
- SCAG conducted two Streetlight Insight trainings and seven Toolbox Tuesday sessions. Streetlight Insight is a big data platform that provides insights into travel behavior trends in an easy-to-use interface. SCAG provides licenses to local agency staff so that they can analyze changes in walking, biking, vehicle, and truck volumes, estimating vehicle-mile-traveled (VMT) impacts of development projects, evaluating transportation safety changes, and determining changes in local and regional travel patterns. Toolbox Tuesday sessions provide a range of planning knowledge and technical skills for local planners at no cost. It is a forum for SCAG to

provide technical assistance and share best practices on emerging planning topics such as equity, environmental justice, traffic safety, housing, transportation, sustainability, spatial analytics, programming language, and data literacy.

- SCAG initiated work on the “Regional Resilience Toolkit,” a resource that provides a stepwise approach to resilience planning, including guidance on identifying potential shocks and stressors for local communities and information on funding and financing options. This resource is anticipated to be completed and shared with local and regional partners in Spring 2026.
- SCAG and the Mobile Source Air Pollution Reduction Review Committee issued reimbursements for 11 more projects for a total of 14 projects through the Last Mile Freight Program, implementing freight-related clean vehicles, equipment, and infrastructure to support air quality goals.

Regional Performance Monitoring: SCAG continues to monitor regional trends to demonstrate how the region is performing relative to the goals of Connect SoCal and to support performance-based decision-making. The attached report includes a table and summary of 18 performance measures between 2019 and 2023. Through this trend analysis, the impact of the COVID-19 pandemic on travel and economic outcomes are clear, though several of the measures are outperforming pre-pandemic statistics.

NEXT STEPS:

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

FISCAL IMPACT:

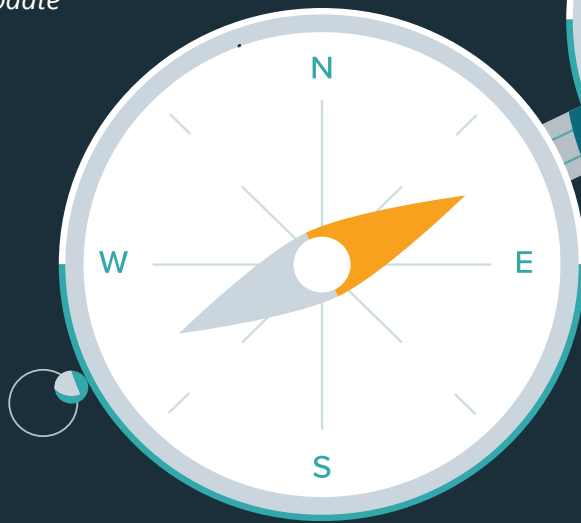
Work associated with this item is included in the FY 24-25 Overall Work Program (Connect SoCal 2024 Implementation Strategies, 310.4874.02).

ATTACHMENT(S):

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

Connect SoCal 2024

Implementation
Strategies Update



June 5, 2025

Our Role in the Region



Vision and Goals

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

Leadership

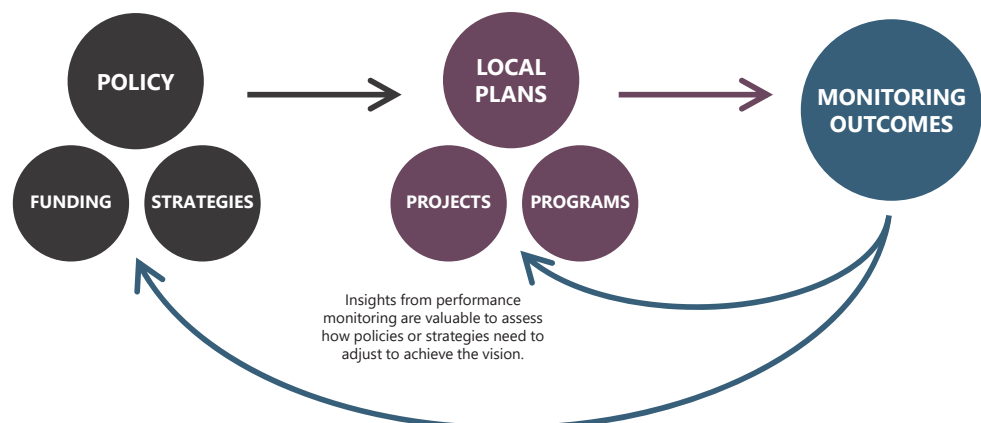
SCAG works with local jurisdictions, transportation commissions, state and federal agencies and various stakeholder groups to identify how we will work together to achieve the regional vision.

Implementation

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

Evaluation

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



Plan Impact: Implementation



Regional Leadership

Collaboration and Policy Leadership

Federal Funding Administration

Data Collection, Analysis and Research

Local Technical Assistance Resources

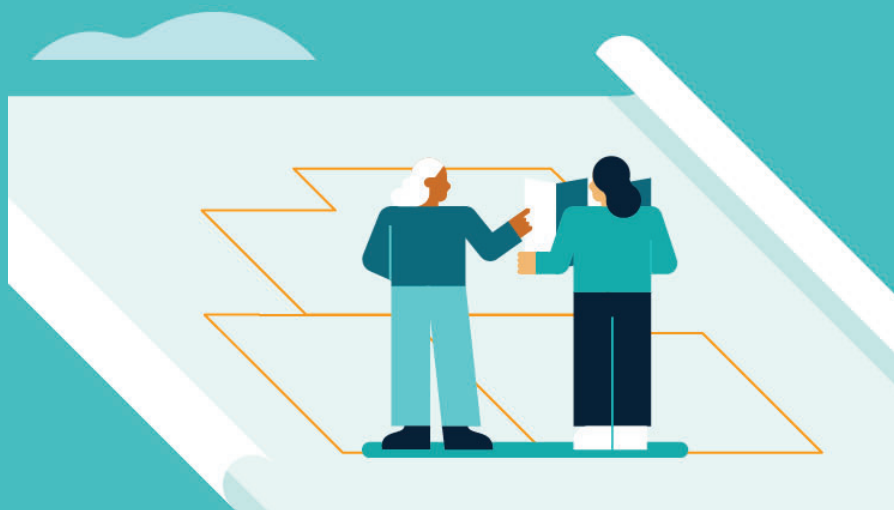
3

Connect SoCal 2024 Implementation Progress



June 2025 Update

- Second semi-annual progress update since adoption of Connect SoCal 2024 in April 2024
- Milestone updates for **52** Implementation Strategies. In total, SCAG progressed on **79 of 93** strategies since April 2024.
- Local Accomplishments
- Performance Measures



4

Vision and Goals



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



MOBILITY

Build and maintain an integrated multimodal transportation network



ENVIRONMENT

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



COMMUNITIES

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



ECONOMY

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

5

Connect SoCal 2024 Implementation Progress



Mobility

Communities

Environment

Economy

Complete Streets and Safety

- Regional Council approved the 2025 Regional Active Transportation Program and funding for 13 projects through the 2024 Sustainable Communities Program Active Transportation and Safety.

Funding the System and System Preservation and Resilience

- Adopted the FFY2026-27 and FFY2027-28 STBG/CMAQ Program Guidelines and initiated the project nomination process.

Transit and Multimodal Integration

- Published the Mobility Hub Design and Implementation Guide, to conceptualize, design, and implement mobility hubs.

6

Connect SoCal 2024 Implementation Progress



Mobility

Communities

Environment

Economy

Housing the Region

- Issued agreements and kicked-off several projects for the Regional Utilities Supporting Housing (RUSH) program.
- *Local Accomplishment:* Los Lirios, a 64-unit affordable housing development, opened and is located adjacent to the Metro E Line Soto Station.

7

Connect SoCal 2024 Implementation Progress



Mobility

Communities

Environment

Economy

Clean Transportation

- Issued a request for proposals for the Innovative Clean Transit Regional Assessment to assess the efforts of the region's transit operators to develop and implement Zero-Emissions Bus Rollout Plans and assess the readiness of the region to transition to zero-emission transit fleets.

Natural and Agricultural Lands Preservation

- Issued a contract for the Natural & Agricultural Lands Economic and Resilience Benefits Study and completed 25 stakeholder interviews to inform the study.

8

Connect SoCal 2024 Implementation Progress



Mobility

Communities

Environment

Economy

Goods Movement

- Published the Southern California Zero Emissions Truck Infrastructure Study.

Workforce Development

- Conducted stakeholder outreach and worked on county-level profiles for SCAG's Inclusive Economic Recovery Strategy research.

9

THANK YOU!

For more information, please visit:

www.scag.ca.gov



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

10

Connect SoCal 2024: Implementation Strategies Update, June 2025

(79 of 93 strategies)

SCAG's role in implementing Connect SoCal 2024 rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their planning efforts. In total, 79 of the 93 strategies have progressed since the adoption of Connect SoCal 2024. Since the update on implementation strategies in November 2024, 44 strategies continued to make significant progress, and 8 strategies began to make progress. Below are key actions and milestones from November 2024 to May 2025 under those four categories:

- **Collaboration and Policy Leadership**
 - SCAG Executive Director Kome Ajise attended the groundbreaking of the Calexico Intermodal Transportation Center (ITC) on February 28, 2025, marking a major step forward for safer, more efficient, and sustainable transportation options in the region.
 - SCAG Regional Council President Hagman, Chief Operating Officer Darin Chidsey, and a delegation of SCAG Regional Council members held a mobile workshop in the city of Ontario, touring the Amazon Robotics Fulfillment Center on April 11, 2025.
- **Federal Funding Administration**
 - SCAG's Regional Council approved the [Surface Transportation Block Grant \(STBG\) and Congestion Mitigation and Air Quality \(CMAQ\) Program](#) Guidelines and initiated the project nomination process to award \$1.2 billion in federal funds.
 - SCAG's Regional Council approved the [2025 Regional Active Transportation Program](#), which includes 15 projects (totaling \$35.023 million) and 113 contingency projects (totaling \$972.2 million) that support active transportation in the region.
- **Data Collection, Analysis and Research**
 - SCAG released several data and best practices resources, including the “[Southern California Zero Emissions Truck Infrastructure Study](#),” “[Mobility Hub Design and Implementation Guide](#),” and the SoCal Transportation Safety Predictive Modeling Platform.
- **Local Technical Assistance Resources**
 - SCAG Regional Council approved funding for 13 projects through the 2024 [Sustainable Communities Program](#) Active Transportation and Safety call for projects, awarding a total of \$8.1 million.
 - SCAG kicked off several projects supported by the [Regional Utilities Supporting Housing \(RUSH\) program](#), focused on investments in utility infrastructure planning and capital improvements.

The tables on the following pages provide additional progress details for the 52 of 93 Implementation Strategies that have progressed between November 2024 and May 2025, organized by each of the four Connect SoCal 2024 goal pillars: Mobility, Communities, Environment, and Economy.

MOBILITY

Category	Strategy	Status	Action or Milestone
Complete Streets	Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	In Progress	SCAG Regional Council approved 13 projects (11 quick-build projects and 2 plans) for funding through the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on December 5, 2024.
Complete Streets	Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	In Progress	SCAG Regional Council approved 13 projects (11 quick-build projects and 2 plans) for funding through the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on December 5, 2024.
Complete Streets	Encourage data-driven approaches to inform Complete Streets policies	In Progress	SCAG staff attended the second Project Advisory Committee meeting for the California Active Transportation Data Portal.
Complete Streets	Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	In Progress; Ongoing	SCAG staff convened quarterly meetings of the Safe and Active Streets Working Group in December 2024 and March 2025.
Complete Streets	Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	In Progress; Ongoing	SCAG staff attended several statewide meetings: State Active Transportation Program Technical Advisory Committee (November 2024 and February 2025), California Walk and Bike Technical Advisory Committee (November 2024 and February 2025), and Strategic Highway Safety Plan (SHSP) Bicyclist & Pedestrian Challenge Area (November 2024).
Funding the System/User Pricing	*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Ongoing	FHWA awarded SCAG a Strategic Innovation for Revenue Collection grant to test how a mileage-based user fee can work in tandem with existing revenue collection mechanisms, including tolling. With this grant, SCAG, in partnership with NextMove by Cintra, will test a concept for transportation revenue collection technology to capture the full picture of drivers' transportation fees while evaluating policy parameters to holistically address inequity in transportation. This project will help determine viability of a mileage-based user fee at the regional level and uncover how a user-based mechanism can coexist with existing tolling infrastructure.

Category	Strategy	Status	Action or Milestone
Funding the System/User Pricing	*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination	Ongoing	FHWA awarded SCAG a Strategic Innovation for Revenue Collection grant to test how a mileage-based user fee can work in tandem with existing revenue collection mechanisms, including tolling and other congestion-based pricing programs. SCAG continues to support build-out of the regional express lane network through the Federal Transportation Improvement Program (FTIP) and STBG/CMAQ call for project nomination process.
Funding the System/User Pricing	*Continue development and support for job-center parking pricing, including through Smart Cities and the Mobility Innovations Sustainable Communities Program (SCP) grant program	In Progress	SCAG Regional Council adopted the federal fiscal year (FFY) 2026-2027 and FFY 2027-2028 Surface Transportation Block Grants (STBG)/Congestion Mitigation and Air Quality (CMAQ) Improvement Program Guidelines on March 6, 2025 and initiated the project nomination process. The program prioritizes transportation demand management projects, including parking pricing projects.
Funding the System/User Pricing	*Continue to coordinate with regional partners to support build-out of regional express lanes network	Ongoing	SCAG Regional Council adopted the FFY 2026-2027 and FFY 2027-2028 STBG/CMAQ Program Guidelines on March 6, 2025 and initiated the project nomination process. The program prioritizes transportation system management and goods movement projects, including managed lanes projects. SCAG continues to support build-out of the regional express lane network through the FTIP and STBG/CMAQ call for project nomination process.
Funding the System/User Pricing	Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility	Upcoming	FHWA awarded SCAG a Strategic Innovation for Revenue Collection grant to test how a mileage-based user fee can work in tandem with existing revenue collection mechanisms, including tolling. With this grant, SCAG, in partnership with NextMove by Cintra, will test a concept for transportation revenue collection technology to capture the full picture of drivers' transportation fees while evaluating policy parameters to holistically address inequity in transportation. This project will help determine viability of a mileage-based user fee at the regional level and uncover how a user-based mechanism can coexist with existing tolling infrastructure.

Category	Strategy	Status	Action or Milestone
Safety	Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools.	In Progress	SCAG staff hosted two Toolbox Tuesday sessions to demonstrate use of the SoCal Transportation Safety Predictive Modeling Platform in January 2025. SCAG released the SoCal Transportation Safety Predictive Modeling Platform at SCAG's General Assembly in May 2025.
Safety	Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee.	Ongoing	SCAG Regional Council adopted the 2025 Regional Transportation Safety Targets on February 6, 2025. Staff have continued to represent MPOs at meetings of the SHSP Steering Committee and the SHSP Bicyclist & Pedestrian Challenge Area Working Groups (November 2024).
Safety	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region.	Ongoing	SCAG continued to upgrade both the FTIP and the Connect SoCal transportation project list tools to better track contributions to the federal performance measures, including safety. SCAG Regional Council adopted the FFY2026-27 and FFY 2027-28 STBG/CMAQ Program Guidelines on March 6, 2025 and initiated the project nomination process. The program selection criteria emphasize federal performance measures, including transportation system safety. SCAG staff are developing a framework to guide integration of a performance-based planning foundation throughout the regional planning process.
Safety	Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHG.	Ongoing	SCAG Regional Council approved 13 projects (11 quick-build projects and 2 plans) for funding through the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on December 5, 2024. SCAG staff attended several statewide meetings: State Active Transportation Program Technical Advisory Committee (November 2024 and February 2025), California Walk and Bike Technical Advisory Committee (November 2024 and February 2025), and SHSP Bicycle & Pedestrian Challenge Area Working Groups (November 2024). SCAG staff convened quarterly meetings of the Safe and Active Streets Working Group in December 2024 and March 2025.

Category	Strategy	Status	Action or Milestone
System Preservation and Resilience	Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Ongoing	SCAG staff continued to coordinate with the California Transportation Commission and Caltrans on the development of the SB 1121 Transportation Needs Assessment and 2026 Transportation Asset Management Plan. SCAG joined FTA's Transit Asset Management Peer Working Group to learn more from other MPOs who are collecting and evaluating transit data.
System Preservation and Resilience	Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Ongoing	SCAG's STBG/CMAQ call project nomination process started in March 2025, providing opportunities for financial support to repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair.
System Preservation and Resilience	Collaborate to work toward a regional asset management approach	Ongoing	SCAG joined FTA's Transit Asset Management Peer Working Group to learn more from other MPOs who are collecting and evaluating transit data.
System Preservation and Resilience	Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system performance targets	Ongoing	SCAG continued to upgrade both the FTIP and the Connect SoCal transportation project list to better track contributions to the federal performance measures, including system preservation. SCAG Regional Council adopted the FFY2026-27 and FFY 2027-28 STBG/CMAQ Program Guidelines on March 6, 2025 and initiated the project nomination process. The program selection criteria emphasize Federal performance measures, including National Highway System performance.
Technology Integration	Implement Intelligent Transportation Systems (ITS) priorities to improve the safety and efficiency of the current transportation system	Ongoing	SCAG Regional Council adopted the FFY2026-27 and FFY 2027-28 STBG/CMAQ Program Guidelines on March 6, 2025 and initiated the project nomination process. The program prioritizes transportation system management and goods movement projects, including ITS elements.
Transit and Multimodal Integration	* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	In Progress	SCAG published the Mobility Hub Design and Implementation Guide in March 2025, which provides a supportive framework for local implementation, equipping local jurisdictions and potential partners with resources to conceptualize, design, and implement mobility hubs. SCAG staff partnered with four local jurisdictions to develop mobility hub conceptual designs. SCAG staff hosted a Mobility Hubs Toolbox Tuesday training session for local practitioners on March 18, 2025.

Category	Strategy	Status	Action or Milestone
Transit and Multimodal Integration	*Transit/Rail. Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators.	In Progress	SCAG Executive Director Kome Ajise continued to serve as a member of the CalSTA Transit Transformation Task Force. SCAG staff shared updates and sought feedback on recommended strategies and actions via the Regional Transit Technical Advisory Committee and the County Transportation Commission Planning Directors' meetings.
Transit and Multimodal Integration	* Transit/Rail. Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	In Progress	SCAG continues to monitor progress on land use developments along transit/rail corridors including the RCTC Core Capacity Innovative Study, and other LA Metro and Metrolink efforts.
Transit and Multimodal Integration	* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools). Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's Go Human initiative	In Progress	SCAG Regional Council approved 13 projects (11 quick-build projects and 2 plans) for funding through the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on December 5, 2024.
Transit and Multimodal Integration	* Active Transportation. Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	In Progress	SCAG Regional Council approved 13 projects (11 quick-build projects and 2 plans) for funding through the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on December 5, 2024.
Transportation System Management	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region	Ongoing	SCAG continued to upgrade both the FTIP and the Connect SoCal transportation project list to better track contributions to the federal performance measures, including system reliability. SCAG Regional Council adopted the FFY2026-2027 and FFY 2027-2028 STBG/CMAQ Program Guidelines on March 6, 2025 and initiated the project nomination process. The program selection criteria emphasize Federal transportation performance measures.
Transportation Demand Management	Incentivize and promote the development of more Transportation Management Agencies/Organizations (TMAs/TMOs)	Upcoming	SCAG issued a request for proposals for the 2028 Games TDM Support Plan, which includes work on TMA/TMOs partnerships.

Category	Strategy	Status	Action or Milestone
Transportation Demand Management	Facilitate partnerships and provide a forum between public and private sector Transportation Demand Management (TDM) practitioners and stakeholders to develop and implement policies, plans and programs that encourage use of transportation alternatives.	Ongoing	SCAG convened monthly Games Mobility Executives TDM Subcommittee meetings to coordinate planning for the 2028 Olympic and Paralympic Games. SCAG issued a regional TDM survey to collect information on TDM efforts across the region and confirm interest in engagement and planning for the Games. SCAG staff are planning for the first Regional TDM Forum in April 2025.
Transportation Demand Management	Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies.	Upcoming	SCAG issued a request for proposals for the 2028 Games TDM Support Plan, which includes an evaluation of pilot and permanent projects and programs.
Transportation Demand Management	Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school.	Upcoming	SCAG issued a request for proposals for the 2028 Games TDM Support Plan, which includes support on communications.

COMMUNITIES

Category	Strategy	Status	Action or Milestone
Housing the Region	Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	In Progress	SCAG has executed 3 MOUs for the Regional Utilities Supporting Housing (RUSH) program and expects the remaining projects executed by the end of May 2025.

ENVIRONMENT

Category	Strategy	Status	Action or Milestone
Air Quality	Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Ongoing	SCAG received final federal approval of the transportation conformity determination for the FTIP and Connect SoCal 2024 Amendment 1. SCAG staff hosted monthly Transportation Conformity Working Group meetings and processed at least 11 project-level conformity review requests. SCAG coordinated with federal (EPA and FHWA), state (Caltrans), and local (SBCTA) partners on the development of the highway project list in response to the highway sanction in the Mojave Desert area, while actively engaging with the Mojave Desert AQMD to identify ways to resolve the highway sanction. SCAG collaborated with San Joaquin Valley MPO on reviews of and comments for CARB's new EMFAC202Y model. SCAG coordinated with CARB to test new conformity budgets for the 2015 70ppb ozone state implementation plans.
Clean Transportation	Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.	Ongoing	SCAG provided technical support on grant applications for local agencies, including the U.S. Joint Office of Energy and Transportation Ride and Drive Electric grant program to fund projects to improve performance, reliability, and resiliency of electric vehicle (EV) charging while strengthening the EV workforce, and the U.S. National Science Foundation Smart and Connected Communities grant program that aims to accelerate the creation of novel intelligent technologies and concepts through high-risk/high-reward research that addresses major challenges and issues faced by communities across the nation.
Clean Transportation	Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure	Ongoing	SCAG staff provided support on applications and programming development for truck fleet operators and Clean Cities Coalition stakeholders.

Category	Strategy	Status	Action or Milestone
Clean Transportation	Investigate how zero-emission vehicles can strengthen resilience through vehicle to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources	Ongoing	SCAG staff developed programming for the 2025 General Assembly focused on zero-emission vehicles, resilience, electrification, and grid capacities. SCAG provided technical support on grant applications for local agencies, including the U.S. Department of Energy's Vehicle Technologies Office Program Wide Funding for Vehicle Technology Integration, which includes a focus on local power grid hosting capacity, future upgrade plans, and the costs of grid interconnection and energization which require multi-megawatt capacity at scale.
Clean Transportation	Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners	In Progress	SCAG provided technical support on grant applications for local agencies focused on the installation of EV charging in multiunit dwellings. This includes the California Energy Commission's Reliable, Equitable, and Accessible Charging for Multi-family Housing 3.0 grant that focuses on demonstrating replicable and scalable business and technology models for large-scale deployment of EV charging infrastructure to maximize access for multifamily housing residents.
Clean Transportation	Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology rule	Upcoming	SCAG issued a request for proposals for the Innovative Clean Transit Regional Assessment in January 2025. SCAG anticipates awarding contracts by June 2025.
Climate Resilience	Research existing and potential options to fund the climate resilience efforts of implementation agencies.	Complete	SCAG integrated panels into the Energy and Environment Committee and the Community, Economic, and Human Development Committee in March 2025 that focused on the structure and uses of Climate Resilience Districts (CRDs) and Enhanced Infrastructure Financing Districts (EIFDs) for increasing local funding for climate resilience.
Climate Resilience	Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems.	In Progress	SCAG researched and interviewed a Groundwater Sustainability Agency and several other water agencies to gather information on water management challenges related to water supply, including groundwater for Phase I of the Water White Paper.
Climate Resilience	Support use of systems-based risk-management methods and tools to help implementation	In Progress	SCAG is pursuing a partnership with the State of California to implement the SoCal Greenprint Tool and support regular data and functionality updates.

Category	Strategy	Status	Action or Milestone
	agencies identify and reduce resilience risks for vulnerable communities.		
Climate Resilience	Provide local and regional partners with resources, education and trainings to identify and protect areas vulnerable to climate effects and other resilience shocks and stressors, particularly for low-income communities and communities of color.	In Progress	SCAG initiated work on the Regional Resilience Toolkit, a resource that provides a stepwise approach to resilience planning, including guidance on identifying potential shocks and stressors for local communities and information on funding and financing options. This resource is anticipated to be completed and shared with local and regional partners in Spring 2026.
Climate Resilience	Support implementing agencies' efforts to include climate-ready home-hardening strategies in new construction as well as the retrofitting of existing structures to minimize the potential loss of housing units stemming from climate-related hazards.	In Progress	SCAG hosted a panel on post-wildfire recovery at a special February meeting of the Joint Policy Committees. Included in the panel were the Planning Directors for the City of Los Angeles and County of Los Angeles where home hardening strategies for a resilient recovery were discussed.
Climate Resilience	Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies.	In Progress	SCAG initiated work on the Regional Resilience Toolkit, a resource that provides a stepwise approach to resilience planning, including guidance on identifying potential shocks and stressors for local communities and information on funding and financing options. This resource is anticipated to be completed and shared with local and regional partners in Spring 2026.
Natural and Agricultural Lands Preservation	Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands.	In Progress	SCAG released the request for proposals for the Natural & Agricultural Lands Economic and Resilience Benefits Study and issued a contract in March 2025. SCAG staff completed 25 stakeholder interviews to inform the study.
Natural and Agricultural Lands Preservation	Explore opportunities to increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands—and pursue funding for implementation and demonstration projects.	In Progress	SCAG released the request for proposals for the Natural & Agricultural Lands Economic and Resilience Benefits Study and issued a contract in March 2025. SCAG staff completed 25 stakeholder interviews to inform the study.
Natural and Agricultural Lands Preservation	Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts.	In Progress	SCAG released the request for proposals for the Natural & Agricultural Lands Economic and Resilience Benefits Study and issued a contract in March 2025. SCAG staff completed 25 stakeholder interviews to inform the study.
Sustainable Development	Monitor and pursue funding opportunities that can foster sustainable and equitable land use and development across the SCAG region. Explore the	In Progress	SCAG continues to implement the Programs to Accelerate Transformative Housing (PATH) program, which includes projects that establish and provide funding to revolving loan and similar

Category	Strategy	Status	Action or Milestone
	feasibility of creating a pilot grant program to support local planning and/or implementation.		programs. These programs support the creation of affordable housing in various areas throughout the region.
Sustainable Development	Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure.	Ongoing	SCAG staff researched incentives for rebuild/recovery for a number of water and energy-efficient building practices, including fire resilient homes, fire resilient landscapes/water efficient landscapes/low impact development, cool roofs, solar systems/battery storage, as well as energy and water efficiency installations. This research was integrated into LA County's Rebuilding Resources Guide to facilitate and accelerate the repair and/or rebuilding of homes destroyed in the Eaton and Palisades fires.

ECONOMY

Category	Strategy	Status	Action or Milestone
Goods Movement	Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure.	In Progress	SCAG completed the Southern California Zero Emissions Truck Infrastructure Study and will be presenting the final report to SCAG's Transportation Committee in June 2025. SCAG staff continue to manage multiple agreements with local agencies as part of the Last Mile Freight Program for both near-zero and zero-emission technology implementation in the South Coast Air Basin.
Goods Movement	Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities.	In Progress	SCAG and the Mobile Source Air Pollution Reduction Review Committee issued reimbursements for 11 more projects for a total of 14 projects through the Last Mile Freight Program. SCAG Regional Council directed funds for the Last Mile Freight Program Phase 1 component toward the deployment of Class 4 and Class 5 battery-electric vehicles.
Goods Movement	Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program, to position the SCAG region for further funding opportunities	In Progress	SCAG hosted a quarterly Goods Movement Regional Partner Agency Meeting with the local seaports and county departments of transportation and a Caltrans Headquarters/District Meeting in March 2025. SCAG continued monthly coordination with Caltrans Headquarters and SANDAG.
Workforce Development	Encourage the growth of, and equitable access to, living-wage jobs throughout the region	In Progress	SCAG's consultant is developing county-level profiles that synthesize strategies and research from California Jobs First collaboratives and SCAG's Inclusive Economic Recovery Strategy research to inform local decision-making.

Category	Strategy	Status	Action or Milestone
Workforce Development	Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	In Progress	SCAG conducted stakeholder outreach to inform a report on expanding access to apprenticeships in the SCAG region.

Local Accomplishments

SCAG plays a key role in leading, partnering, and supporting actions to implement Connect SoCal 2024, but local agencies are critical in making the most immediate and impactful changes in the region. To highlight some of the successes in local implementation of Connect SoCal 2024, here is a brief list of some of the accomplishments in the SCAG region since last fall:

- In August 2024, Valley Express Dial-A-Ride and VCTC began a fixed-route service connecting Fillmore and Moorpark.
- In October 2024, Brightline West received \$3 billion of federal funding for a high-speed rail project between Southern California and Las Vegas with plans for three stations in California (Victor Valley, Hesperia, Rancho Cucamonga) and connections to existing Metrolink stations. Construction is expected to begin in 2025.
- In October 2024, ICTC was awarded \$12.6 million by the state to construct a transit facility at the Calexico Port of Entry which will integrate various modes of transportation. The planning phase is expected to start in early 2025.
- In November 2024, RCTC was awarded \$40.5 million for a new Metrolink station and mobility hub in the unincorporated community of Mead Valley. Metrolink 91/Perris Valley Line will bring more transportation options to the region, especially rapidly growing communities along the I-215 corridor.
- In November 2024, the OCTA Board of Directors approved the purchase of 40 hydrogen-fuel cell buses and 10 battery electric buses to replace buses at the end of their useful lifespan. This milestone aligns with CARB's 2018 Innovative Clean Transit Rule. The new buses are expected to start service in late 2026.
- In November 2024, a 64-unit affordable housing project called Los Lirios opened. This was a project under LA Metro's Joint Development Program and is located adjacent to the Metro E Line Soto Station.
- Starting in November 2024, North America's first federally compliant self-powered, zero-emission passenger train was being tested along Metrolink's Arrow corridor on the San Bernardino Line. The Zero-Emission Multiple Unit (ZEMU) uses a hybrid hydrogen and battery technology to propel the train and power onboard electrical systems. After the test ends, the ZEMU is intended for safe entry into service in early 2025.
- In December 2024, the City of Barstow celebrated the completion of the North First Avenue Bridge project that replaces a structure built in 1930 that no longer met modern safety and functionality standards. Spanning approximately 1,179 feet, the new

concrete bridge features a modern design with enhanced amenities, including a wider pedestrian walkway, eight-foot shoulders for bicyclists, and a lookout point over the railway.

- In January 2025, construction began on Riverside County’s I-15 Smart Freeway Pilot Project. Once complete, the project will be the first of its kind with the goal of improving traffic flow.
- In January 2025, OCTA shared the 2025 Board and CEO Strategic Initiatives and Action Plan to guide agency efforts throughout the coming year, with the focus on continuing to deliver the public with a transportation network that is balanced, reliable, and equitable, while remaining fiscally responsible and resilient.
- In February 2025, ICTC broke ground on the new Calexico Intermodal Transportation Center (ITC). The ITC in downtown Calexico, located within a few blocks of the West Port of Entry, will provide multiple transportation services in one place.
- In February 2025, the OCTA Board of Directors voted to advance four priority projects under the Coastal Rail Stabilization Priority Project, a significant milestone in safeguarding the rail corridor.
- In March 2025, the SBCTA Board of Directors approved their Final Long Range Multimodal Transportation Plan.

Performance Measures Update

SCAG monitors regional performance through the use of a variety of metrics. Although the impact of Connect SoCal 2024 may not be detectable only one year out from adoption, SCAG continues to monitor regional trends to demonstrate how the region is performing relative to the goals of Connect SoCal and to support performance-based planning and decision-making.

Table 1 summarizes regional performance trends for 18 measures between 2019, the base year for Connect SoCal 2024 analysis, and 2023, the latest available full year of data for the measures. This provides a snapshot of regional performance in the years since the previous Connect SoCal 2020 adoption and leading up to adoption of Connect SoCal 2024. Through this trend analysis, the impacts of the COVID-19 pandemic are clear, though we are starting to see measures that outperform pre-COVID statistics. As shown in the table, the comparison of metrics between 2019 and 2023 reveals the following:

- Due to the increases in work from home, non-single occupancy vehicle commute mode share increased significantly by 7.2 percentage points, while mode share for active transportation and transit decreased slightly (0.1 and 0.6 percentage points, respectively).
- Daily vehicle miles traveled (VMT) per capita is 1.1 miles below 2019 levels, however the trend between 2020 and 2023 shows that it is steadily increasing.

- The total number of collision-related fatalities decreased by 40 fatalities, but the total number of collision-related serious injuries increased by 274 victims.
- The median annual household income increased by \$20,510 (an increase of about 28.5 percent).
- The number of new housing units permitted increased by 9,061, for a total of 62,134 units permitted in 2023.

Table 1: Selected Connect SoCal 2024 Performance Measures, 2019-2023

Performance Measure	2019	2020	2021	2022	2023	2019 vs 2023
Average Commute Travel Time (mins) ¹	32.0	31.1	30.9	30.6	30.8	-1.2
Non-SOV Commute Travel Mode Share ¹	24.0%	25.5%	27.5%	29.2%	31.2%	+7.2
Active Transportation Commute Mode Share ¹	2.7%	2.7%	2.5%	2.6%	2.6%	-0.1
Transit Commute Mode Share ¹	3.8%	3.9%	3.6%	3.4%	3.2%	-0.6
Vehicle Miles Traveled (VMT) per capita ^{2,3}	22.9	20.4	21.3	21.7	21.8	-1.1
Number of Collision-Related Fatalities ⁴	1,601	1,732	1,916	2,012	1,561	-40
Number of Collision-Related Serious Injuries ⁵	7,162	6,553	7,964	7,881	7,436	+274
Number of Active Transportation Fatalities and Serious Injuries ^{4,5}	2,261	2,009	2,354	2,487	2,441	+180
Household Housing Cost Burden ¹	27.6%	27.2%	27.0%	26.8%	26.7%	-0.9
Annual Household Income ¹	\$71,994	\$75,262	\$80,450	\$88,006	\$92,504	+\$20,510
New Housing Units Permitted ⁶	53,073	41,201	11,569	59,136	62,134	+9,061
Household Broadband Access ¹	85.8%	88.2%	93.1%	93.3%	94.4%	+8.6
No Health Insurance Coverage ¹	9.0%	8.6%	8.5%	7.7%	7.4%	-1.6
Unemployment Rate ^{1,3}	6.2%	6.4%	8.8%	5.5%	5.5%	-0.7
Income Below Poverty Line ^{1,3}	14.0%	13.2%	12.8%	12.6%	12.4%	-1.6

Sources:

1: U.S. Census Bureau

2: California Public Road Data from the Highway Performance Monitoring System

3: California Department of Finance

4: National Highway Traffic Safety Administration Fatality Analysis Reporting System

5: California Highway Patrol, Statewide Integrated Traffic Records System

6: Southern California Association of Governments



AGENDA ITEM 6

REPORT

Southern California Association of Governments
June 5, 2025

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)

From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Connect SoCal 2024: Sustainable Communities Strategy Acceptance and Target Updates

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR EAC, CEHD, AND TC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority

EXECUTIVE SUMMARY:

On May 7, 2025, the California Air Resources Board (CARB) notified SCAG staff that they have accepted SCAG's determination that the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy achieves the greenhouse gas (GHG) emission reduction targets set by CARB. This affirms the work by SCAG to integrate land use planning with transportation policies and investments to achieve statewide climate goals. However, the prolonged review process leading up to CARB's acceptance underscores the issues raised by SCAG about the need to revisit the SB 375 framework to better focus on implementation.

BACKGROUND:

In April 2024, the SCAG Regional Council adopted Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In July 2024, SCAG submitted the SCS to the California Air Resources Board (CARB) for their evaluation that the SCS would, if implemented, meet the greenhouse gas (GHG) emission reduction targets. Pursuant to Government Code Section § 65080(b)(2)(J)(ii) review by CARB "shall be limited to acceptance or rejection of the metropolitan planning organization's determination that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction targets established by the State Air Resources Board. The State Air Resources Board shall complete its review within 60 days."

Review of Connect SoCal 2024

On May 7, 2025, CARB staff confirmed via email that they have accepted SCAG's determination that Connect SoCal 2024 meets the GHG emission reduction targets. They stated that their formal report will take some time to complete and publish. CARB's acceptance was received 10 months after SCAG's initial SCS submittal. This protracted review process highlights the challenges metropolitan planning organizations (MPO) have raised in response to the upcoming 2026 target update process. Specifically, it reflects the degree to which the current SB 375 framework has evolved towards an extensive technical process instead of prioritizing implementation¹. The additional, post-submission engagement with CARB staff for their review did not relate to or result in any updated policies, programs or investments in Connect SoCal 2024.

2026 SB 375 Target Update Process

Pursuant to Government Code Section § 65080(b)(2)(A)(iv) CARB shall update regional targets every eight years. SCAG's targets were last updated in 2018, keeping the 8% reduction from 2005 levels by 2020 and updating the target for 2035 to a 19% reduction from 2005 levels. The next target update process must be concluded by 2026 to meet the eight-year statutory requirement.

CARB initiated the target update process in July 2024 with a public workshop. In response to their request for detailed data from MPOs, the four largest MPOs in California wrote a joint letter to CARB requesting that the current SB 375 Targets and SCS Guidelines process be paused to allow for a holistic review of SB 375. In the letter, the MPOs requested to engage in a government-to-government dialogue with CARB, the California Transportation Commission, Caltrans, and the California Department of Housing and Community Development to collaboratively discuss how to achieve multiple state and regional goals and shift the focus towards implementation. In response, CARB stated that they cannot commit to pausing the SB 375 target update process given the statutory requirements and necessity to advance "analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics".²

In response to the requested government-to-government dialogue, CARB agreed to participate. From October 2024 to February 2025, SCAG and other MPOs from across the state met collectively with representatives from each of the above state agencies to discuss challenges with and potential solutions for the SB 375 framework. This forum allowed for robust dialogue which helped to solidify MPO perspectives on the principles for SB 375 reform. Going forward, SCAG will continue to engage with CARB directly and through the public target setting process.

¹ SCAG Energy and Environment Committee, November 7, 2024: Senate Bill 375: Joint MPO Letter to CARB <https://scag.igmp2.com/Citizens/FileOpen.aspx?Type=1&ID=2528&Inline=True#page=25>

² Ibid.

On May 21, 2025, CARB staff hosted a public workshop on the target setting process which included proposed target scenarios. SCAG will submit a joint public comment letter reiterating issues raised during earlier meetings about the applicability of the Scoping Plan scenario to MPO targets and the need to clarify what technical assumptions will be used in both the target setting and the SCS evaluation. SCAG and other MPOs across the state have requested that CARB maintain the current targets. Given the economic and demographic headwinds in achieving GHG reductions and the inability to take credit for the electric vehicle transition, MPOs will face challenges in maintaining their current target achievement.

Next Steps

CARB anticipates releasing a draft target report in fall 2025 and then a final report and environmental assessment in spring 2026. Updated targets will apply to SCAG's next SCS, currently anticipated to be adopted in 2028. SCAG will continue to engage with CARB as the process progresses and will update SCAG's Policy Committees once CARB's draft report is released. Concurrently, SCAG will continue to work with local stakeholders and other MPOs to seek potential legislative reform to address the issues with the current SB 375 framework and the barriers to SCS implementation. Staff will bring these matters to the Policy Committees and the Legislative/Communications and Membership Committee for discussion.

FISCAL IMPACT:

Work associated with this item is included in the FY 24-25 Overall Work Program (310.4874.01: Connect SoCal Development).



AGENDA ITEM 7

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)
From: Alexis Murillo-Felix, Senior Regional Planner
(213) 630-1461, felix@scag.ca.gov
Subject: California High Speed Rail Authority Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The California High-Speed Rail Authority (CHSRA) continues to advance the state's high-speed rail project, with construction well underway in the Central Valley and ongoing planning efforts for key segments in Southern California and the Bay Area. Recent milestones include kick-off of the Railhead Project in Kern County in preparation for track laying work and substantial completion of construction of a 22-mile sub-segment in the Central Valley near the Tulare/Kern County line. At the June 5 Transportation Committee meeting, representatives from CHSRA will share updates on two critical topics: the forthcoming Draft Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the Los Angeles to Anaheim Project Section, set for release in mid-2025, and the recent federal inquiry into the California High-Speed Rail project initiated by U.S. Transportation Secretary Duffy. This presentation will provide Transportation Committee members with an opportunity to engage directly with CHSRA staff regarding the project's progress, environmental considerations, and potential federal implications.

BACKGROUND:

The California High-Speed Rail Authority (CHSRA) is responsible for developing the nation's first state-of-the-art high-speed rail system connecting major metropolitan regions across California. The project aims to provide a fast, reliable, and environmentally friendly alternative to highway and air travel. The system is currently under phased development, with the Central Valley section under construction and environmental clearance almost completed for its Phase 1 systems connecting San Francisco to Los Angeles/Anaheim. The Los Angeles to Anaheim Project Section is the final piece of the system approved by California voters in the passage of Proposition 1A in 2008. The CHSRA

collaborates with federal, state, and local agencies to ensure the project aligns with regional transportation and sustainability goals.

The Central Valley segment construction spans 119 miles across Madera, Fresno, Kings, Tulare, and Kern counties, with the goal of extending this segment to create a 171-mile line connecting Merced and Bakersfield. Testing of the initial electrified high-speed rail line is planned to commence in 2028. As of January 2025, there are 25 active construction sites in the Central Valley, with more than 60 miles of guideway completed and nearly five miles of bridges and other structures in place, paving the way for track laying to begin. Additionally, 463 of the 494 miles between the Bay Area and Los Angeles County have received full environmental clearance. The CHSRA is also focusing on extending the line to Merced and Bakersfield, advancing design work, right-of-way mapping, and utility relocation efforts.

LOS ANGELES TO ANAHEIM SEGMENT:

The Los Angeles to Anaheim section of the high-speed rail system is a critical link in the statewide network, connecting two of Southern California's busiest mobility hubs: Los Angeles Union Station and Anaheim Regional Transportation Intermodal Center (ARTIC). This segment will enhance connectivity between regional and intercity rail services, reducing travel times and alleviating congestion on major highways such as I-5. Additionally, the project is expected to generate substantial economic benefits, including job creation in construction and operations, increased tourism, and improved access to employment centers. The integration of high-speed rail with existing transit services will also contribute to the region's sustainability goals by reducing greenhouse gas emissions and promoting transit-oriented development.

SPEAKER INTRODUCTION:

The Transportation Committee will be joined by LaDonna DiCamillo, who serves as the Southern California Regional Director for the California High-Speed Rail Authority. With extensive experience in transportation planning and project development, she plays a crucial role in advancing the high-speed rail program in Southern California. Ms. DiCamillo previously held leadership positions in the rail and freight industries, providing her with a deep understanding of infrastructure and regulatory challenges. Her expertise ensures effective coordination between CHSRA and key regional stakeholders, including SCAG, local governments, and transportation agencies.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. CHSRA Update to Transportation Committee



CALIFORNIA High-Speed Rail Authority

Statewide and Southern California Update

SCAG – Transportation Committee

June 5, 2025

LaDonna DiCamillo, Southern California Regional Director

State Organization



Under the leadership of the Governor, the executive branch is responsible for administering and enforcing the laws of California. In practice the executive branch works closely with the legislative branch in shaping proposed legislation.



The California State Transportation Agency (CalSTA) is a cabinet-level agency focused solely on addressing the state's transportation issues.



CALIFORNIA
High-Speed Rail Authority

The California High-Speed Rail Authority is tasked with building the nation's first high-speed rail.



Connecting California

Program Highlights

- **Phase 1**
 - 494 Miles
 - San Francisco to Los Angeles/Anaheim
 - Trip time: less than 3 hours
- **Phase 2**
 - After Phase 1 - Extends 300 Miles
 - Connections to Sacramento and San Diego

Electrified service at speeds up to 220 mph
Up to 24 Stations



Where We Are Today

Today:

- Under construction on 119 Miles extending to 171 by advancing design on 52 miles north into Merced and south into Bakersfield
- Environmentally Clearing Full 494 Miles Between San Francisco and Los Angeles Basin
 - 463 Miles Environmentally Cleared To-Date
 - Anticipating 494 Miles Environmentally Cleared by 2026
- Advancing statewide Bookend Projects
- Station Design for four Central Valley Stations
 - Merced, Fresno, Kings/Tulare and Bakersfield



New Leadership, New Focus

Under new leadership – tighter focus on delivery:

- » Analyze every aspect of this project to deliver this system efficiently and effectively
- » Engage with industry to accelerate delivery and refine our approach
- » Shift how we deliver the system by:
 - Building smarter, faster, more economically
 - Prevent costly delays
 - Structuring into a project delivery team
- » Work with legislature to provide more jurisdictional authority to CAHSRA
- » Find innovative ways to stabilize funding/financing
- » Advance development of the Southwest High-Speed Rail Network



The Southwest Regional High-Speed Rail Network



- High-speed trains carry 10 times the passengers as commercial airlines
- Help lead the building of a Southwest Regional High-Speed Rail Network
- Expanding capacity of existing highway and air travel costs twice as much as high-speed rail
- Emissions reductions by up to 90 percent

Southwest Regional High Speed Rail Network

- Unique Palmdale Station connects several transit modes
 - ✓ California High Speed Rail
 - ✓ High Desert Corridor (Brightline)
 - ✓ Metrolink
 - ✓ Local Bus
 - ✓ Long Distance Bus
- Station area planning ongoing with the City of Palmdale
- Continuing coordination with High-Desert Corridor Joint Powers Association



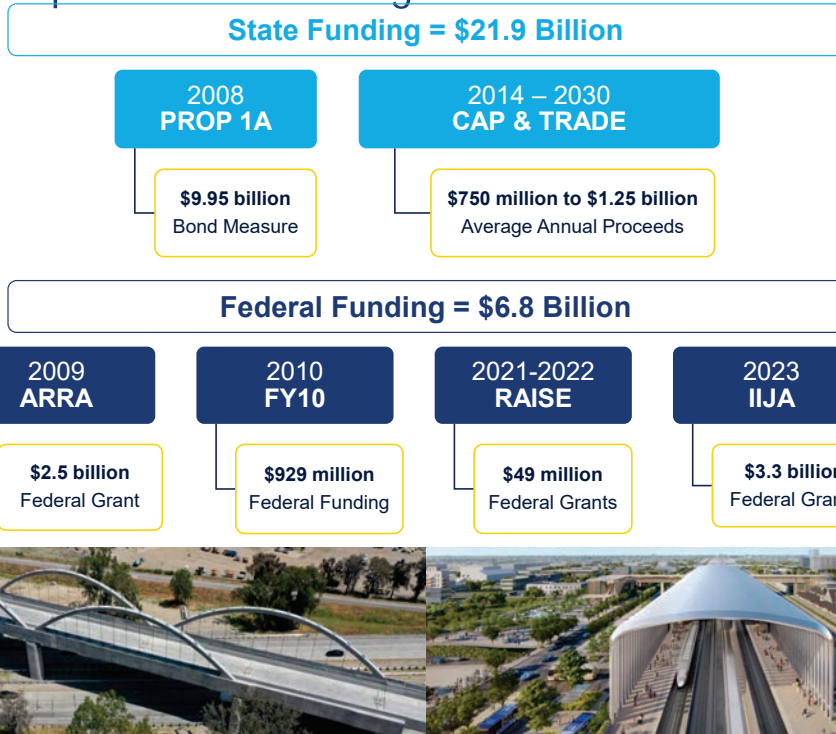
Highlights

- **15,241 Construction Jobs Created**
 - In 2024, Record Number of Workers Dispatched Daily
 - Active Construction in the Central Valley
 - Average 70% Workers from Disadvantaged Communities
- **908 Small Businesses Employed****
 - 317 are Disadvantaged Business Enterprises
 - 112 Disabled Veteran Business Enterprises
 - Jobs Creation for Residents of Disadvantaged Communities
- **Leading In Sustainability**
 - Currently Using Tier IV Equipment on Construction
 - Will Run on 100% Renewable Energy
 - Recognized as a Platinum Sustainable Infrastructure Project

(*as of March 31, 2025) (**as of February 28, 2025)



California High-Speed Rail Funding Sources



High-Speed Rail in Southern California

Phase 1

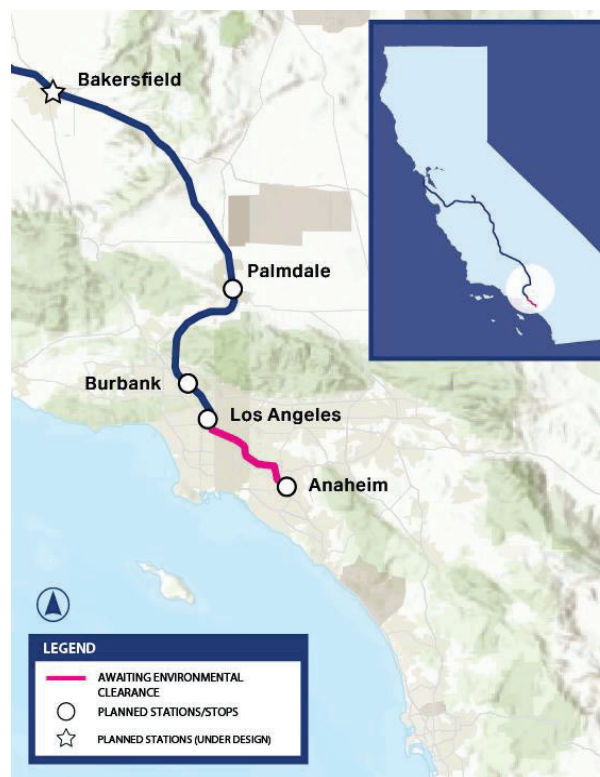
Four Project Sections



165 miles

Southern California – Highlights

- Pursuing funding for Bakersfield to Palmdale
- Environmentally cleared Palmdale to Burbank section, June 2024
- Board adopted Preferred Alternative for Los Angeles to Anaheim in a “shared corridor”; continuing to engage with partners on section toward DEIR/S in Fall 2025



Los Angeles to Anaheim



Shared Passenger Track Alternatives

Draft EIR/EIS Build Alternatives

Draft EIR/EIS will consider two build alternatives:

Preferred Alternative Shared Passenger Track Alternative A

- SoCal LMF at 26th Street (Vernon)
- No Intermediate Station
 - » Fullerton and Norwalk/Santa Fe Springs HSR Stations will be evaluated as design options
- Mostly at-grade crossings within City of Anaheim

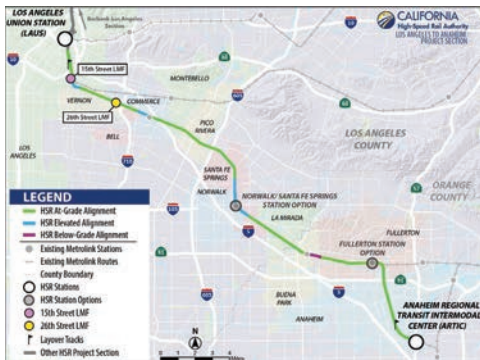
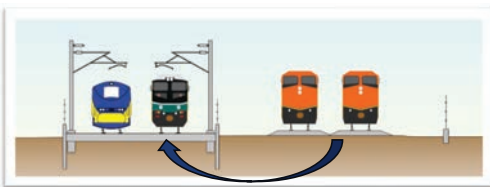
Shared Passenger Track Alternative B

- Similar to Alternative A, except:
 - » SoCal LMF at 15th Street (Los Angeles)



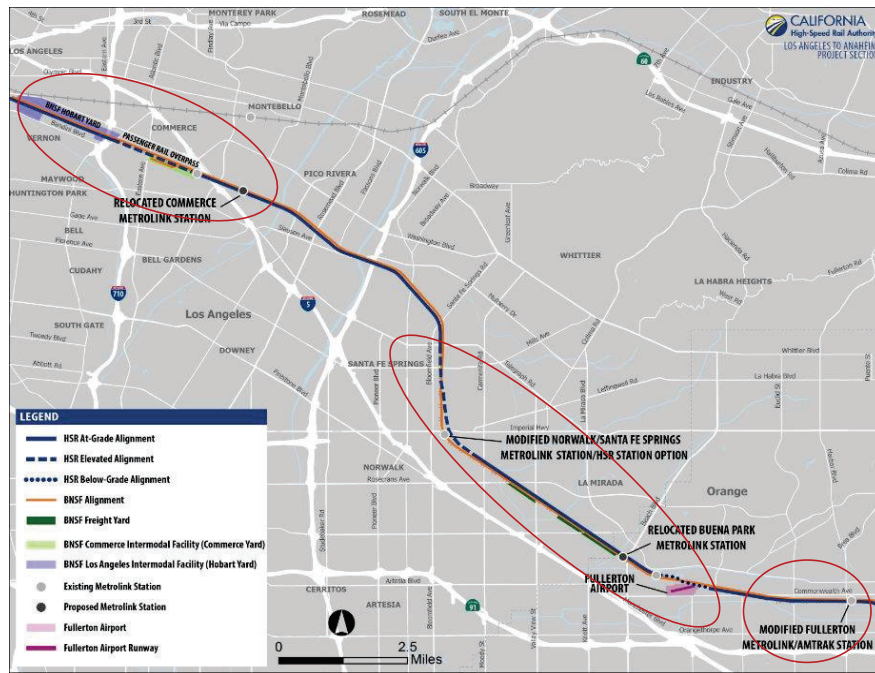
Shared Passenger Track Alternatives

Overview



- Key Features of Shared Passenger Track Alternatives:
 - » Construct one additional mainline track within portion of Corridor
 - » Electrify two of four mainline tracks
 - » Other proposed modifications at locations including Commerce viaduct, Norwalk/SFS station, Fullerton station, and Metrolink's Buena Park and Commerce stations
- BNSF could utilize up to four mainline tracks within its right-of-way
 - » Tracks not dedicated for passenger rail service only
- HSR operations would slightly reduce levels (two trains per hour per direction) when compared to previous alternatives and San Francisco to Los Angeles Union Station operations

Improving Corridor Efficiency – Removing Freight and Passenger Rail Conflict



SoCal Light Maintenance Facilities (LMF)

- Facility where trains are inspected, cleaned, serviced, and stored
- Provides localized, regular maintenance and operations of trains near terminal stations
- Includes a service point for any trains in need of emergency repair
- Supplies trains and crews to the project section for the start of passenger service



SoCal Light Maintenance Facility (LMF)

26th Street Option (Vernon)

Characteristics

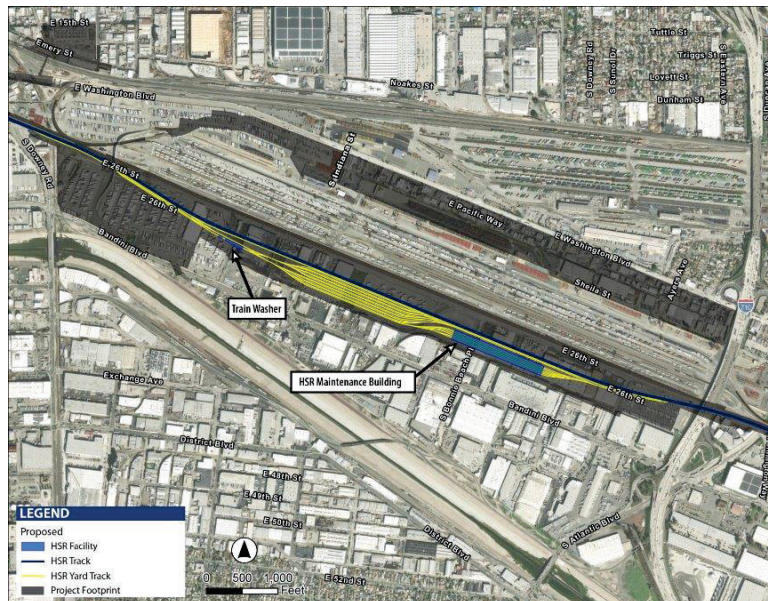
- Located between I-710 and S Downey Rd
- Capacity for 24 trainsets, 6 shop tracks
- 40+ Acres

Benefits

- More flexible site layout for operations – double ended yard
- Fewer constraints in area – mainly warehouses
- Fewer impacts to Amtrak operations
- Utilizes properties already slated for acquisition

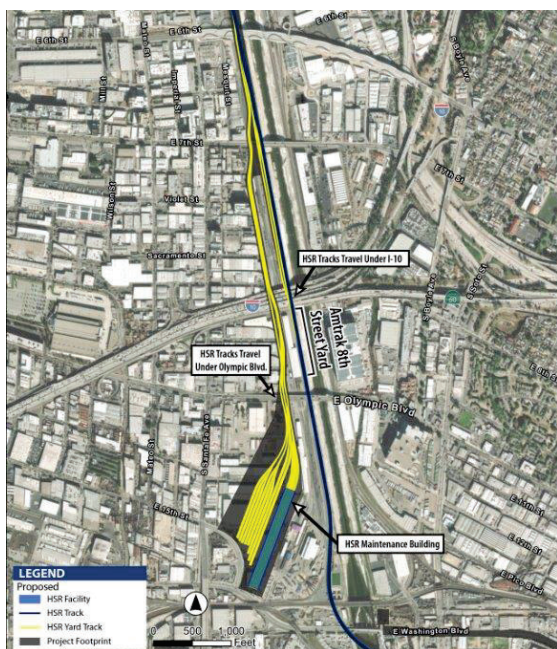
Concerns

- Further from LAUS – longer deadhead moves
- Potentially more operational interaction with BNSF freight trains



SoCal Light Maintenance Facility (LMF)

15th Street Option (Los Angeles)



Characteristics

- Located between I-10 and E Washington Blvd
- Capacity for 20 trainsets, 6 shop tracks
- 50+ Acres

Benefits

- Closer to LA Union Station

Concerns

- Potential Impacts to historic Los Angeles River bridges
- Potential Impacts to operations of Amtrak 8th St yard
- Less flexible site layout for operations – single ended yard

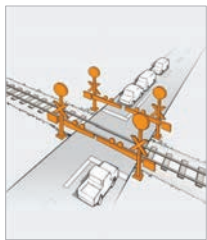
Shared Passenger Track Alternatives

Grade Crossing Considerations

Grade Crossing – Intersection where a roadway crosses railroad tracks at-grade

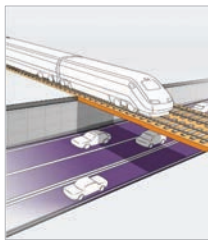
Grade Separation – A roadway that is re-aligned over or under a railway to eliminate hazard

- » Any crossing with four or more rail tracks or operational speeds over 125 mph are assumed by the Authority to require grade separation



At-Grade

- Low capital cost
- Higher traffic delays
- Smaller footprint
- Minimal Construction Impacts
- May have safety implication for emergency response equipment



Grade Separation

- High capital cost
- Reduced traffic delays
- Larger footprint
- High construction impacts, e.g., traffic and air quality



Street Closure

- Moderate capital cost
- May have safety implication for emergency response equipment
- May disrupt community cohesion

New Grade Separations

Shared Passenger Track Alternatives

Roadway	Current Configuration	Proposed Configuration
Pioneer Blvd	At-Grade	Grade Separation (Undercrossing)
Norwalk Blvd/ Los Nietos Rd	At-Grade	Grade Separation (Undercrossing)
Lakeland Rd	At-Grade	Grade Separation (Passenger rail on aerial structure, freight rail to remain at-grade)
Cerritos Ave	At-Grade	Grade Separation (Undercrossing)
State College Blvd	At-Grade	Grade Separation (Undercrossing)



LA-A Milestones



Questions?



Stay Connected

Social Media, Newsletters and Websites



@CaliforniaHighSpeedRail



@CaHSRA



/CAHighSpeedRail



@CaHSRA



/California-high-speed-rail-authority

Visit the California High Speed Rail Authority website at hsr.ca.gov
and Build HSR California at BuildHSR.com



CALIFORNIA High-Speed Rail Authority



AGENDA ITEM 8

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Brightline West Update

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Brightline West continues to advance its high-speed rail project connecting Rancho Cucamonga, California, to Las Vegas, Nevada. The project reached a major milestone with the April 22, 2024, groundbreaking of the 218-mile corridor, following significant progress in planning, permitting, and federal funding. Construction is expected to be completed in 2028. At the June 5 Transportation Committee meeting, Asha Jones, Vice President of Government Affairs for Brightline West, will provide a status update, including construction timelines, Southern California station development, and interagency coordination. The presentation will also address the project's anticipated economic impact, environmental benefits, and implications for regional mobility.

BACKGROUND:

Brightline West is a privately led high-speed rail initiative designed to provide electric train service between Southern California and Nevada, with operating speeds up to 200 mph. The corridor will run along the I-15 right-of-way and include planned stations in Las Vegas, Victor Valley, Hesperia, and Rancho Cucamonga. The project secured a \$3 billion federal grant in December 2023 through the Infrastructure Investment and Jobs Act (IIJA) and has completed key milestones in right-of-way acquisition, environmental clearance, and station area planning.

Once complete, Brightline West will offer a high-capacity rail alternative to I-15, serving an estimated 11 million passengers annually and significantly reducing vehicle trips between Southern California and Nevada. The project is expected to generate more than 35,000 construction-related

jobs, approximately 1,000 permanent operations and maintenance jobs, and \$10 billion in overall economic impact, including indirect benefits tied to regional development and tourism.

SOUTHERN CALIFORNIA SEGMENT:

The Southern California segment is anchored by the planned Rancho Cucamonga station, which will serve as the system's gateway to the Los Angeles Basin via a direct connection to Metrolink's San Bernardino Line. This intermodal link will allow high-speed rail riders to access Los Angeles Union Station in approximately one hour, expanding the reach of the system without duplicating existing infrastructure. Additional infrastructure improvements—such as grade separations and track upgrades—are planned to ensure system integration and safety.

Station area planning in Rancho Cucamonga is being coordinated with local jurisdictions to support land use strategies focused on transit-oriented development, housing, and first/last-mile connectivity. The high-speed rail investment is expected to stimulate long-term economic growth in the Inland Empire, with projected increases in employment, tax revenues, and private development activity in proximity to the station.

SPEAKER INTRODUCTION:

The Transportation Committee will be joined by Asha Jones, Vice President of Government Affairs for Brightline West. Ms. Jones plays a key role in advancing Brightline West's public sector partnerships and ensuring strong collaboration with regional agencies, local jurisdictions, and federal partners.

FISCAL IMPACT:

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

ATTACHMENT(S):

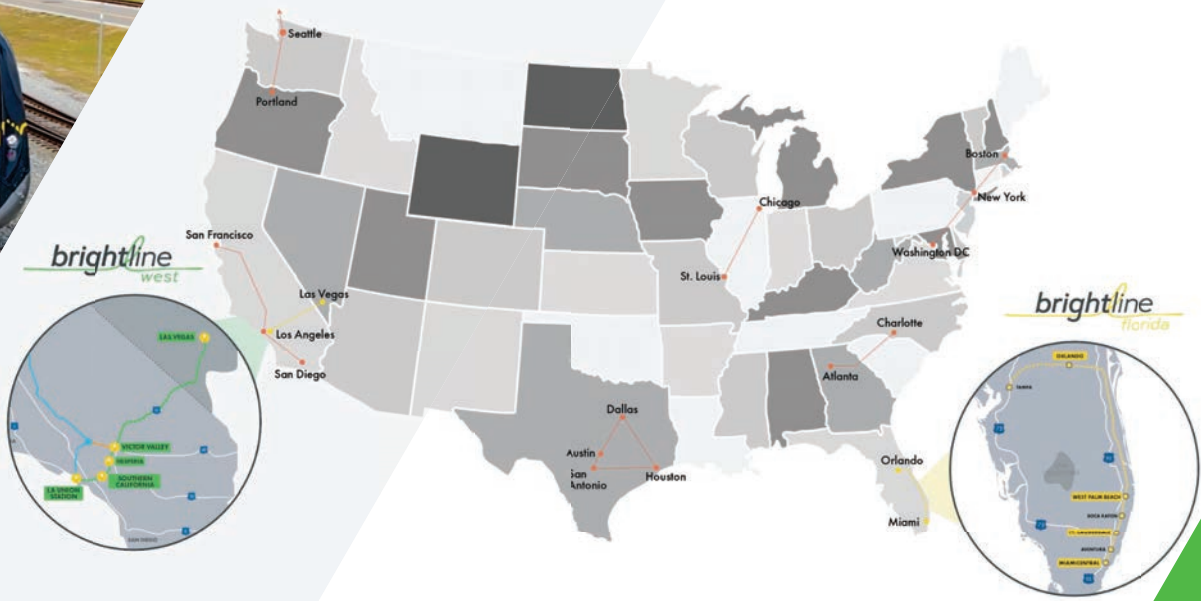
1. PowerPoint Presentation - Brightline West





COMPANY GOAL IS TO CONNECT CITY PAIRS THAT ARE

"TOO LONG TO DRIVE
AND TOO SHORT TO FLY"



BRIGHTLINE FLORIDA

Our First Passenger System

- Brightline opened in 2018, with stations in Miami, Fort Lauderdale, and West Palm Beach
- Inline stations opened in Aventura and Boca Raton in December 2022
- Expansion to a flagship station in Orlando was launched in 2023
- Reimagined train travel to be more hospitality focused, driving wide customer satisfaction
- Our presence has re-energized neighborhoods, through transit oriented-development

KEY DOWNTOWN LOCATIONS



MiamiCentral features office, residential and retail

CURRENT STATIONS

- MIAMICENTRAL
- AVENTURA
- FORT LAUDERDALE
- BOCA RATON
- ORLANDO

LEAD CUSTOMER SATISFACTION

brightline	75
THE RITZ-CARLTON	75
jetBlue	74
amazon	68
Apple	63
NETFLIX	62
Blue Cross of Florida	60
airbnb	43



What We're Building Next

BRIGHTLINE WEST Connecting Las Vegas and Southern California

All-electric trains
in a protected corridor with
zero
at-grade crossings
218-mile trip
Las Vegas to Rancho
Cucamonga
+8.6 million
one-way passengers/year
Up to 186 mph
true high-speed rail



SIEMENS AMERICAN PIONEER 220

- Fully electric-powered trains capable of 200+ mph
- Approx. 450 passengers per train
- Trains can be coupled to double capacity
- Initial order of 10 trainsets
- Interoperable with CAHSR



brightline
west

BRIGHTLINE WEST BENEFITS



Plants the Flag for True American High-Speed Rail

- There are many “too long to drive, too short to fly” city pairs in U.S.
- Start of high-speed train “industry” in America
- Blueprint spurring more systems to be built



Creating High-Quality, Good-Paying Jobs

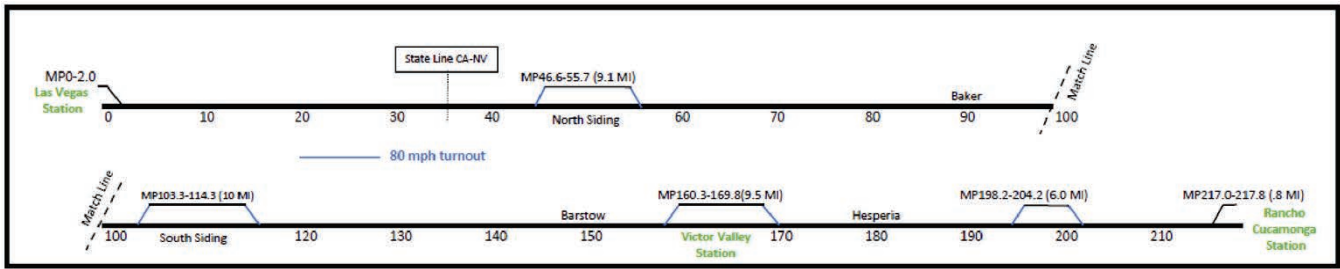
- Project will generate \$10B+ in economic impact
- 10K+ field jobs during construction
- 1,000 permanent operations & maintenance jobs



Green & Safe

- Emission-free trains & power result in 400K ton annual CO2 decrease
- Equal to 3M cars off the road + 16K short-haul flights not flown
- Also results in large reduction in highway-related deaths & injuries

CONCEPT OF OPERATIONS - OVERVIEW



Total Single-Track Miles	180.4	83%
Total Double-Track Miles	37.4	17%
Total Miles	217.8	100%

Primarily a single-track railroad with passing sidings
 Designed for 60-minute Headways (Hourly Service)
 Trip Time: ~2 hrs 10 min

CONTRACTOR SUMMARY

Contracting strategy involves breaking up the construction into 9 key contracts utilizing specialized counterparties

- Contract with Siemens for rolling stock was signed in Spring 2024
- Remaining contracts in final stages of negotiations and will be signed in 2025

Civil Infrastructure

218 Miles
 of highway work,
 structures, grading
 track, ballast

Track and Systems

New Train Controls
 signaling, communications
 & overhead catenary system

Rolling Stock

10 New
 high-speed
 trainsets

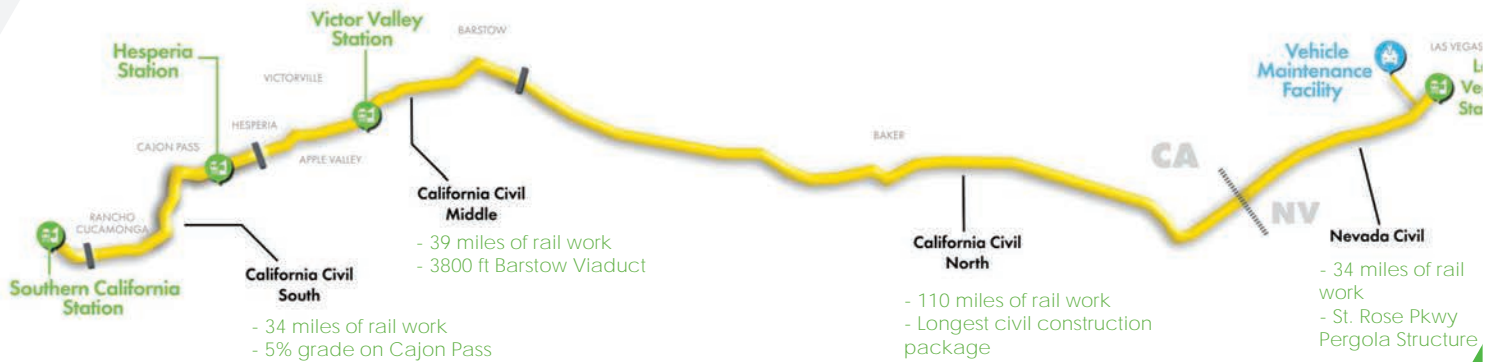
Other Project Costs

Utilities, Project
 Management, and
 Other Soft Costs(1)

Stations & Vehicle Maintenance Facility

4 stations (Las Vegas, Victor Valley, Hesperia, Southern California) and maintenance facilities for trainsets and the track/rail corridor

CIVIL WORK ZONES



brightline
west

Attachment: PowerPoint Presentation - Brightline West (Brightline West Update)



LAS VEGAS STATION

- **Brightline Trains owns 110 acres** on Las Vegas Blvd.
- **Proximate to major Las Vegas hotels, casinos, sports stadiums, and convention center**
- **Adjacent to I-15 & I-215 / One mile from major international airport**
- **Centrally located in Las Vegas' most actively developed region**

brightline
west



High Desert Stations



VICTOR VALLEY

- Located Near Dale Evans Parkway
- Full-Service Station for the High Desert
- Platform in median of I-15 connected to station via tunnel



HESPERIA

- Located near Joshua St. at the top of Cajon Pass
- Commuter Focused Service in Morning/Evening
- Basic Amenities including Security

SOUTHERN CALIFORNIA STATION



■ A Highly Connected, Multi-Modal Hub

- Highly accessible from Greater L.A. and other key areas across San Bernardino, Riverside, and Orange Counties
- Site of existing Metrolink stop on the system's busiest line
- Will coordinate with resorts and other partners to provide seamless pick-ups and drop-offs
- 3,700+ space on-site parking structure to provide convenience for travelers originating all over Southern CA

COORDINATION WITH METROLINK

- ✓ Synchronized schedule/transfers
- ✓ Single ticket, integrated ride
- ✓ Express and weekend trains
- ✓ BLW connection to Downtown L.A. at Union Station

American Manufacturing Establishing a National Supply Chain Network



More than **50** suppliers
in **28** States/Territories

■ Rolling Stock Suppliers
■ Track Suppliers
■ Systems Suppliers



- | | |
|------------------|------------------------------|
| 1 Alabama | 15 Missouri |
| 2 Arizona | 16 Nevada |
| 3 California | 17 New Jersey |
| 4 Colorado | 18 New York |
| 5 Connecticut | 19 North Carolina |
| 6 Georgia | 20 Ohio |
| 7 Idaho | 21 Pennsylvania |
| 8 Illinois | 22 South Carolina |
| 9 Indiana | 23 Tennessee |
| 10 Kentucky | 24 Texas |
| 11 Maryland | 25 Utah |
| 12 Massachusetts | 26 Virginia |
| 13 Michigan | 27 Wisconsin |
| 14 Mississippi | 28 Puerto Rico ¹⁶ |

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LINKEDIN

Brightline Trains
Brightline Florida
Brightline West Trains
Brightline West

THANK YOU!

brightline
west



AGENDA ITEM 9 REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Marisa Laderach, Principal Regional Planner
(213) 236-1927, laderach@scag.ca.gov

Subject: SCP Smart Cities & Mobility Innovations Program Conclusion

Kome Ajise

RECOMMENDED ACTION:

Informational Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

This staff report provides an update on the results and key takeaways from the Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) program. The SCMI program concluded on December 31, 2024, and a final summary report is available at: <https://scag.ca.gov/sites/default/files/2025-04/25-417-SMTCTS-0139-SCP-SCMI-Report-Final.pdf>

Findings from the program will inform the next round of the SCP Smart Cities & Mobility Innovations Call for Projects, anticipated in the upcoming fiscal year. Additionally, as part of SCAG's Smart Cities program, and building on insights from the SCP SCMI program and other initiatives—including Clean Technology, Broadband, the Future Communities Pilot Program, and Connect SoCal—staff is preparing to develop a Smart Cities Strategic Plan. This plan will guide and advance SCAG's efforts in smart technology integration approaches that can improve transportation, enhance quality of life, and promote sustainable growth across the region.

BACKGROUND:

The 2020 Connect SoCal Sustainable Communities Program (SCP) Call for Projects represents a multi-year program, active since FY21-22, inclusive of 40+ SCAG jurisdictions, and totals over \$15 million dollars. The program was comprised of four Calls focused on Active Transportation & Safety, Housing & Sustainable Development, Smart Cities & Mobility Innovations, and Civic Engagement, Equity & Environmental Justice. Each of the four Calls for Projects have served a crucial role in helping the SCAG region implement innovative strategies from the region's RTP/SCS, also known as Connect SoCal, and most of the program has recently concluded. This staff report provides an

update on the 2020 Connect SoCal Smart Cities & Mobility Innovations (SCMI) program and shares project summaries and key findings. The SCMI program concluded in December 2024 and totaled approximately \$2.5 million dollars in technical assistance and program support.

The SCMI program was designed to support cities struggling with challenges such as on- and off-street parking, congestion, and first- and last-mile connectivity, among others. With the general rise in vehicle ownership, emergence of disruptive technologies like Transportation Network Companies (TNCs) and dockless electric scooters, and the growing demands of e-commerce, curb space has become one of the most contested spaces in a city. The increased reliance on delivery services and the shift of commercial activities to sidewalks since the COVID-19 pandemic have further highlighted the need for effective curb management, and data and assessments of curb usage have become critical to addressing these growing challenges across the region.

The increasing complexity of transportation systems and connected technologies calls for innovative methods and management practices to better inventory and understand the interconnected nature of smart city technologies, communication infrastructure, and mobility systems. Building on SCAG's curb space management study, the SCMI program aimed to establish best practices that support sustainable mobility, enhance public space, and support small businesses and the local economy. The SCMI program prioritized addressing emerging equity issues, improving transit and bike networks at the curb, and exploring the potential of optimizing curb space management through asset valuation. Furthermore, the program sought to develop comprehensive technology assessments and adoption plans to address the growing complexity of transportation systems and connected technologies, focusing on emerging topics such as connected vehicles, V2X communications, public rights-of-way management, dynamic parking, and curb space management. Findings from the SCMI projects will inform future SCP funding cycles and Calls for Projects. More information for each project is below and the program's final report is available online: <https://scag.ca.gov/scp/smart-cities-mobility-innovations>

Smart Cities & Mobility Innovations (SCMI) Projects

- City of Los Angeles: Curb Zone Data Inventory for Digital Curb Management
- City of Long Beach: Curb Space Management Study
- City of Stanton: Citywide Curb Management Plan
- San Gabriel Valley Council of Governments: GoSGV Engagement & Evaluation
- City of Desert Hot Springs: Downtown and Light Industrial Parking Plan
- City of Garden Grove: Curb Data Parking Study
- City of Laguna Woods: Mobility Technology Plan
- City of Rialto: Smart Cities Plan for Warehousing and Logistics

Cities of Los Angeles, Long Beach, and Stanton: Curb Space Projects

Building off SCAG's 2022 Curb Space Management Strategy, a study was conducted to collect, digitally manage, and assess curb space inventory and usage to address challenges and opportunities in three focus cities in the SCAG region. The Cities of Los Angeles, Long Beach, and Stanton participated in the study and were all provided with a pilot project and associated workplan to implement within their jurisdictions based off the data and input collected for the study. Los Angeles' project aimed to optimize commercial loading activities and advance digital stewardship, Long Beach's project focused on underserved communities, and Stanton's project aimed to improve safety and quality of life.

For the City of Los Angeles, key findings included high demand for short-term parking (70% of parking demand observed occupied a space for less than one hour), consistent parking availability (occupancy never exceeded 75% during weekdays or 35% during weekend days), and low usage of loading zones. The Westwood Neighborhood Flex Zone pilot project was recommended for Gayley Avenue between Kinross Avenue and Weyburn Avenue. The pilot proposed a more flexible use of curb space throughout the day to accommodate competing needs, including deliveries, passenger pickup and drop-off, short-term parking, and on-street parking.

For the City of Long Beach, key findings included high demand for short-term parking (100% of parking demand observed during the week occupied a space for less than one hour, with an average of 78% occupying the same during the weekend), high activity during daytime lunch hours (parking demand peaked at over 90% by 2 p.m. on a weekend), and illegal parking for commercial deliveries. The Automated Enforcement Pilot Program project was recommended for 2nd Street between Granada Avenue to Corona Avenue. The pilot proposed automated enforcement to support and complement the newly installed loading zones. To further the City of Long Beach Department of Public Works' vision for curb management, the primary pilot objectives are to increase compliance with on-street parking regulations, increase safety related to loading, and set the foundation for a modern citywide enforcement program.

Lastly, for the City of Stanton, the team focused on neighborhoods where curbside pressures were most immediate. Data was collected in an area with an active residential parking permit (RPP) program, including residential streets such as Lowden Street, Middlesex Drive, Hamden Avenue, Lowell Street, Thunderbird Lane, Idylwild Drive, Asbury Avenue, Courson Drive, and Ramblewood Drive. Key findings included consistent parking availability (occupancy never exceeded 35% during the periods surveyed), unevenly distributed demand (higher demand was observed adjacent to more dense multi-family housing), and low demand for short-term parking (the majority of vehicles were parked for longer than 2 hours). The Permit Parking Program Update pilot project was recommended for the RPP area located south of Cerritos Avenue and west of Western Avenue. The pilot proposed a three-phase approach to updating the City's RPP program.

San Gabriel Valley Council of Governments: GoSGV Engagement & Evaluation

The San Gabriel Valley Council of Government's (SGVCOG) project aimed to study, evaluate, and quantify vehicle miles traveled (VMT) reductions and aggregated location-based data to identify opportunities for increasing participation in the GoSGV regional electric bike share program, particularly among low-income communities. The project also sought to develop tools and processes to measure the program's impact on e-bike adoption and overall climate goals. Recommendations were provided to improve program operations and related community engagement efforts in the area.

The GoSGV program's evaluation revealed that e-cargo bike users predominantly utilized their bikes for errands (88%) and school drop-offs (81%), whereas standard e-bike users mainly rode for leisure (50%) and errands (43%). Despite a median usage of 5.0 miles per week, e-cargo bikes logged approximately 2.5 times more weekly mileage than standard e-bikes. The program achieved a reduction in vehicle miles traveled (VMT) by about 5.9 miles per bike monthly for standard e-bikes and 23 miles for e-cargo bikes. Community feedback highlighted barriers such as insufficient safe biking infrastructure and secure parking, leading to recommendations for longer rental periods, expansion of the e-cargo bike fleet, investment in lighter bikes with stronger motors, and enhanced community engagement to boost e-bike adoption.

City of Desert Hot Springs: Downtown and Light Industrial Parking Plan

The City of Desert Hot Springs prepared a plan that analyzed current parking and access needs for the Downtown and Industrial Cannabis Area districts to plan for future growth. The plan examines parking supply and demand, land use patterns, and available shared mobility services. It also includes short- and long-term strategy recommendations to help shape parking demand and travel behavior to better align with the City's numerous goals for economic vitality, environmental sustainability, and community health and wellness.

The Plan emphasizes efficient land use, innovative parking solutions, and multimodal transportation. Studies show that downtown areas have ample, underutilized parking, while industrial cannabis zones generally meet employee parking needs, except for occasional issues during shift changes. Community outreach highlights desires for economic development, improved street safety, and enhanced multimodal options, with many employees unaware of existing shared mobility services and commuter incentives. Recommendations include repealing minimum parking requirements, promoting shared parking, supporting mixed-use developments, and investing in parking technologies.

City of Garden Grove: Curb Data Parking Study

The City of Garden Grove prepared a study that analyzed and quantified current residential parking and access challenges, needs, and opportunities in six study areas. The study includes an overview of the existing planning context, residential street parking supply and demand quantification and observations, key stakeholder and community outreach, considerations for future growth, and a

menu of planning and policy options that align with the City's goals to address existing and future parking issues.

Key findings show that residents are experiencing significant parking difficulties, with certain areas exceeding 85% street parking utilization, hindering vehicle access and signaling a need for parking demand management. Anticipated residential growth is expected to further escalate street parking demand, exacerbating the current challenges. Recommended strategies include intensifying enforcement of existing regulations, separating parking costs from housing prices, considering the establishment of Residential Parking Permit (RPP) districts post-enforcement and with clear objectives, promoting shared parking agreements, mandating transportation demand management for sizable new residential projects, and introducing a comprehensive Traffic Reduction and Transportation Improvement Fee for new developments.

City of Laguna Woods: Mobility Technology Plan

The City of Laguna Woods prepared the Mobility Technology Plan to support a connected and autonomous vehicle future. The plan outlines steps to establish a new autonomous mobility service for City residents, businesses, and visitors while also serving as a roadmap for an autonomous vehicle (AV) pilot program that can be adapted by other municipalities. It identifies innovative technology to support lifelong mobility, particularly for older adults and persons with disabilities, and includes recommendations for transportation and communication infrastructure, key performance indicators, best practices, and information on communication and sensor attacks.

Public engagement revealed that residents, particularly older adults and individuals with disabilities, emphasize the need for accessible and reliable transportation options, including services for those without smart devices. Key concerns include ensuring the sustainability of existing transit services, addressing local traffic congestion, and integrating on-demand with fixed-route services to improve first and last-mile connectivity. The plan proposes a phased approach toward autonomous vehicle (AV) integration and highlights the importance of selecting appropriate vehicles, forming partnerships with private operators, developing AV-specific regulations, and engaging the community with a focus on safety and reliability.

City of Rialto: Smart Cities Plan for Warehousing and Logistics

The City of Rialto prepared the Smart Cities Plan for Warehousing and Logistics, to assess existing warehousing and logistics conditions, quantify costs and benefits, and evaluate technological and policy solutions. The plan focuses on the City's adopted truck routes, residential areas along those routes, and warehousing hubs. It also includes an implementation plan for a pilot project, outlining goals, policies, and programs for regulatory changes and investment in intelligent transportation infrastructure.

Key strategies proposed include access restrictions, active transportation management, advanced pavement design, adoption of zero and near-zero emission vehicles, speed management, and the use of emerging delivery modes like drones and cargo bikes. Stakeholder engagement revealed mixed opinions on truck traffic's economic benefits versus its environmental and congestion impacts. A pilot project deploying Freight Signal Priority technology was recommended to improve traffic flow and reduce emissions on key corridors. The plan emphasizes the need for clear communication with the community regarding any implemented measures.

Smart Cities Strategic Plan

With the evolution of technology and significant advancements in smart cities solutions since SCAG's 2017 Future Communities Framework, coupled with the proactive approach to mobility and sustainability outlined in Connect SoCal, there is a clear need for a new Smart Cities Strategic Plan for the region.

While smart cities encompass a wide range of topics, this planning effort will primarily focus on mobility, transportation, and the clean, emerging technologies that support these areas. The Smart Cities Strategic Plan will advance SCAG's efforts in smart technology integration approaches that can improve transportation, enhance quality of life, and promote sustainable growth across the region.

The Plan aims to:

- Evaluate emerging technologies, trends, and research
- Establish and manage a working group or technical advisory group
- Recommend partnerships, policies, and actionable next steps
- Align with SCAG's long-term planning objectives and strategies

This initiative represents a comprehensive update to SCAG's smart cities programs and projects, integrating past accomplishments and regional progress. To support its development, staff anticipates releasing a Request for Proposals (RFP) this summer.

FISCAL IMPACT:

In FY24-25 OWP, the labor budget for the SCMI final report and program conclusions is included under project number 275.4895.02, and labor and non-labor budget for the Smart Cities Strategic Plan is included in project number 100.4911.01.

ATTACHMENT(S):

1. PowerPoint Presentation - SCP Smart Cities & Mobility Innovations Program Conclusions



SCP Smart Cities & Mobility Innovations (SCMI) Program

June 5, 2025

WWW.SCAG.CA.GOV

SCAG Work Efforts

- SCAG's Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5
- Electric Vehicle Charging Site Suitability Study and the Plug-in Electric Vehicle Atlas Update
- Clean Technology Compendium
- Emerging Technology Guiding Principles
- Goods Movement Partnerships
 - Zero Emission Truck Infrastructure (ZETI) Study
 - Last Mile Freight Program (LMFP)
- Southern California Clean Cities Coalition DOE Partnership
 - Collaborations with entities like the Los Angeles Clean Tech Incubator and the University of California, Irvine
- Pilot Programs and Technology Demonstrations
 - Future Communities Pilot Program (FCPP)
 - Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Program



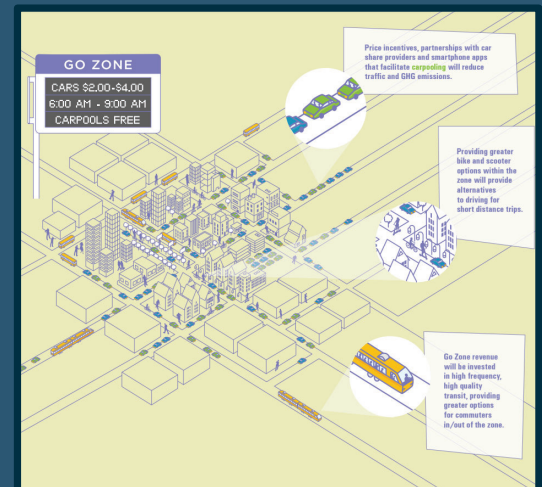
Sustainable Communities Program (SCP, FY20-21)

- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- SCP provides multiple opportunities to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies, and support regional goals
 - **Call 1: Active Transportation & Safety (AT&S)**
 - **Call 2: Housing & Sustainable Development (HSD)**
 - **Call 3: Smart Cities & Mobility Innovations (SCMI)**
 - **Call 4: Civic Engagement, Equity & Environmental Justice (CEEJ)**



Smart Cities & Mobility Innovations (SCMI) Program

- The Smart Cities & Mobility Innovations Call focused on the implementation of three Connect SoCal Key Connections:
 - **Smart Cities & Job Centers**
 - **Go Zones**
 - **Shared Mobility & Mobility as a Service**
- Projects emphasized the use of technology and innovation by implementing curb space management measures and establishing best practices.



Smart Cities & Mobility Innovations Project Types



**Curb Space Data
Collection &
Inventory**



**Technology
Assessment or
Adoption Plan**



**Parking
Management
Plan**

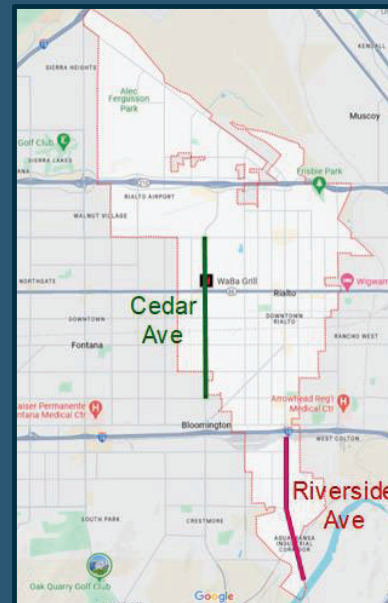
Smart Cities & Mobility Innovations Awards

- **City of Los Angeles:** Curb Zone Data Inventory for Digital Curb Management
- **San Gabriel Valley Council of Governments:** GoSGV Engagement & Evaluation
- **City of Laguna Woods:** Mobility Technology Plan
- **City of Rialto:** Smart Cities Plan for Warehousing and Logistics
- **City of Long Beach:** Curb Space Management Study
- **City of Stanton:** Citywide Curb Management Plan
- **City of Desert Hot Springs:** Downtown and Light Industrial Parking Plan
- **City of Garden Grove:** Curb Data Parking Study



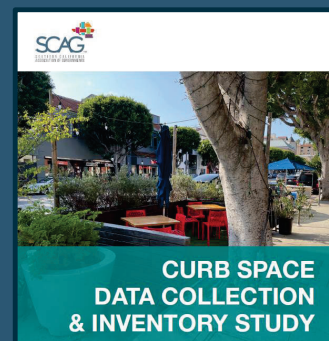
City of Rialto: Smart Cities Plan for Warehousing and Logistics

- Studied existing warehousing and logistics conditions, defined and quantified costs and benefits, and evaluated technological and policy solutions
- Focused on the City's adopted truck routes, residential areas along those routes, and warehousing hubs,
 - Intended to address changes that can be made in the first and last miles of trips
- Produced an implementation plan of a pilot project that includes goals, policies, and programs for regulatory changes and investment in intelligent transportation infrastructure
 - The pilot seeks to:
 - Reduce traffic congestion for all
 - Reduce pavement degradation
 - Improve traffic safety around intersections
 - Reduce air pollution
 - Save fuel and fuel costs



Cities of Los Angeles, Long Beach, and Stanton Curb Bundle

- Builds off SCAG's 2022 Curb Space Management Strategy
- Study conducted to collect, digitally manage, and assess curb space inventory and usage to address challenges and opportunities in three focus cities in the SCAG region
- Includes a pilot project and associated workplan for each of the three cities to implement within their jurisdictions based off the data and input collected for the study
- Study Objectives:
 - Assess curb occupancy and usage
 - Develop and demonstrate digital curb zone inventory
 - Complete an inventory and field study of the street network
- Recommended Pilot Projects
 - **City of Los Angeles:** Westwood Neighborhood Flex Zone
 - **City of Long Beach:** Automated Enforcement Pilot Program
 - **City of Stanton:** Permit Parking Program Update



San Gabriel Valley Council of Governments: GoSGV Engagement & Evaluation

- Assessment and analysis of the current GoSGV Bikeshare Program
- Project aims to study, evaluate, and quantify VMT reductions and aggregated location-based data to identify opportunities for Program and/or bike infrastructure expansion
- Identify and recommend changes to increase GoSGV adoption as well as its effectiveness in reducing VMT
- Implemented innovative community engagement campaigns geared towards residents
 - Dedicated GoSGV pop-up events
 - Ongoing tabling/pop-ups
 - Bike month special promotion
 - Outreach to local universities, colleges, and vocational schools
 - Outreach at City Council meetings
 - Ongoing social media presence
 - Distribute printed promotional materials at local libraries and community centers
 - Community surveys



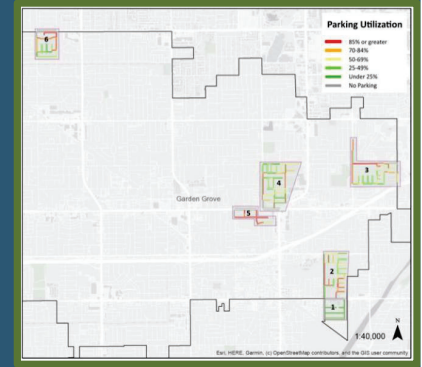
City of Desert Hot Springs: Downtown & Light Industrial Parking Plan

- Analyzed current parking and access needs for the Downtown and Industrial Cannabis Area districts to plan for future growth
- Focused on parking supply and demand quantification, land use patterns, and available shared mobility services
- Short-term and long-term strategies include:
 - Repeal minimum parking requirements
 - Facilitate shared/public parking and discourage unshared parking
 - Invest in new parking technologies
 - Create a parking benefit district
 - Prepare and expand the management of public parking



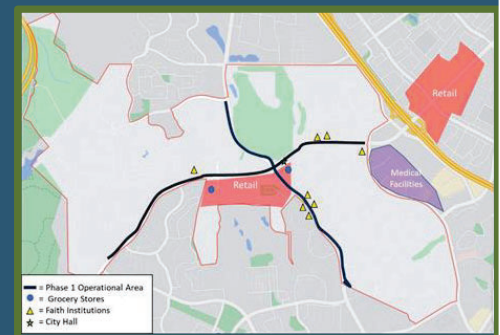
City of Garden Grove: Curb Data Study

- Analyzed and quantified current residential parking and access challenges, needs, and opportunities in six study areas
- Many areas in the City have a street parking utilization that exceeds 85%, indicating accessibility obstacles and the need for parking demand management interventions
- Menu of planning and policy options to address existing and future parking issues included:
 - Continuing efforts to increase enforcement of existing parking regulations
 - Exploring a process for establishing Residential Parking Permit (RPP) districts only after current regulations are enforced and realistic RPP goals and limitations have been agreed to and communicated
 - Facilitating shared parking agreements
 - Establishing transportation demand management (TDM) requirements for new residential developments of a certain size
 - Implementing a comprehensive Traffic Reduction and Transportation Improvement Fee for new developments



City of Laguna Woods: Mobility Technology Plan

- Serves as a roadmap for an autonomous vehicle (AV) pilot program with opportunities to apply the same framework to other municipalities
- Plan identifies innovative technology to support lifelong mobility, particularly for older adults and persons with disabilities
 - **Phase 1 (Preparation for Mobility Improvements):** Physical modifications, infrastructure improvements, and digital modifications to operate an AV service in the study area
 - **Phase 2 (AV Pilot):** Creation of a replicable and comprehensive AV pilot and framework to prepare for program expansion (larger scales or additional locations)
 - **Phase 3 (AV Pilot Expansion):** Expansion to include additional use cases and serve as a model for other cities
- Includes recommended transportation and communication infrastructure for the AV pilot, key performance indicators, best practices, and information on communication and sensor attacks



Upcoming Smart Cities Program Activities

- Smart Cities Strategic Plan RFP
 - The Plan will outline and advance SCAG's efforts in smart technology integration approaches that can improve transportation, enhance quality of life, and promote sustainable growth across the region.
 - Evaluation of emerging technologies, current trends, and research
 - Recommendations for partnerships, policies, and actionable next steps
 - Alignment with SCAG's long-term planning objectives and strategies
- Future SCP Call for Projects: Smart Cities & Mobility Innovations



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/sustainable-communities-program>

Questions? Contact:

Marisa Laderach (laderach@scag.ca.gov) or Shannon McAlpine (mc Alpine@scag.ca.gov)



AGENDA ITEM 10

REPORT

Southern California Association of Governments
June 5, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Jonathan Raspa, Senior Regional Planner
213-630-1551, raspa@scag.ca.gov

Kome Ajise

Subject: Southern California Zero Emissions Truck Infrastructure Study Findings &
Final Report

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

The purpose of this staff report is to provide an update on the modeling and technical analysis efforts conducted as part of the Southern California Zero Emissions Truck Infrastructure (ZETI) Study. The ZETI Study's goal is to create a phased blueprint and action plan towards realizing a regional network of zero emission charging and fueling infrastructure, and to answer key questions about how stations in the region may operate to serve different truck markets and business functions. Details related to the quantity, distribution, and characteristics of charging and fueling stations will be quantified to help plan for infrastructure needs and investments.

The ZETI Study includes three technical analysis components to develop an understanding of future public charging and hydrogen fueling demand across the region: Analyzing statewide truck travel to determine trip characteristics of the fleet; simulating that travel as battery electric (BEV) or hydrogen trucks to generate aggregated energy demand metrics; classification of locations across the region into typologies that can meet demand when and where it occurs with adequate power levels and charging/fueling taps. This technical work was guided by an industry-focused technical advisory committee (TAC).

Based on ZETI's findings on future projected demand, public agencies, utilities, and the private sector will need to ramp up development of charging sites, working together to find available land in proximity to industrial and warehousing districts to ensure prompt grid interconnection, while also considering innovative approaches such as fast-tracking permitting. The region will

need an estimated 3,267 chargers distributed across 191 locations, consuming 1.6 gigawatt-hours of energy during peak demand. Public site demand is anticipated to be 62% of all truck charging by 2040; these sites are especially critical for long-haul truck markets that often lack reliable parking or overnight domiciles.

Concerns about the potential repeal of the state's Advanced Clean Fleets Rule (ACF) and other clean air rules under the Environmental Protection Agency's waivers to California will have impacts to the timeframe of the expected demand scenarios. ZETI's analysis was completed before the ACF rule was withdrawn, which creates a potentially longer ramp up of fleet transition and rising energy demand. However, the State and other stakeholders may take additional actions to incentivize ZE truck purchases and supporting infrastructure, which will continue to drive the industry forward.

BACKGROUND:

Connect SoCal includes a technology advancement plan for the regional goods movement system, as well as action steps to be taken by SCAG and its regional partners. This includes a focus on the long-term goal of a zero-emission goods movement system where technically feasible and economically viable, while also integrating near-zero emissions technologies that serve as bridging options to continue to reduce emissions below current levels.

To support this work, SCAG has received a California Energy Commission (CEC) Research Hub for Electric Technologies in Truck Applications (RHETTA) grant as a sub-recipient to the Electric Power Research Institute (EPRI). The larger grant effort was designed to fund applied research and development (AR&D) and technology demonstration and deployment (TD&D) activities through the creation of a Research Hub for Electric Technologies in Truck Applications. The larger study will demonstrate and evaluate corridor-based charging strategies for zero emission truck solutions. Phase 1 of the larger project has been funded for \$13,000,000. Of this, SCAG received \$600,048 associated with its study of supporting infrastructure for medium and heavy-duty (MHD) zero emission trucks. This grant was accepted by the Regional Council on Jan 6, 2022, under Resolution # 22-639- 1.

SCAG kicked off the Southern California Zero Emissions Truck Infrastructure Study (ZETI) in January 2023, with Cambridge Systematics Inc. as the consultant selected to lead the work. After completing a robust round of engagement with the trucking and logistics industry, electrical utilities, zero emission (ZE) fueling site developers, and related agencies, the project team used stakeholder perspectives and survey results to inform the approach to technical modeling and site classification.

ZEV Charging and Hydrogen Demand Simulation with HEVI-LOAD

Truck trip data preparation and modeling was completed in May 2024 and handed off to the Lawrence Berkeley National Laboratory (LBNL) simulation team to calibrate HEVI-LOAD for statewide zero emission vehicle (ZEV) charging and fueling demand simulations. Three future years: 2030, 2035, and 2040 were completed as a baseline set of results, which serve as the primary focus of this staff report. These baseline simulations were also calibrated to match the CEC's own forecasts of overall ZEV fleet conversion in each county (known as AATE3¹), ensuring consistency with statewide planning that will allow ZETI's approach to serve as a model for the state's own simulation efforts. These forecasts consider the California Air Resource Board's (CARB) Advanced Clean Trucks (ACT) and Advanced Clean Fleets (ACF) regulations, which require both manufacturers and truck fleets to increase their share of ZEV medium- and heavy-duty trucks that are manufactured and operated in California. Repeal of the ACF regulation may delay or scale back the level of fleet transition assumed in these projections, but there are several other compelling reasons that the switch to ZE fleets will continue:

OEMs have made significant capital investments to create new product lines, supply chains and production tooling for ZE trucks. These are unlikely to be abandoned completely, given the billions of dollars invested in factories across the globe that support ZE trucks in both the U.S. and other countries that are investing more heavily in zero-emissions fleets.

California can still fund incentives with state funds that will support OEMs, fleets, and charging infrastructure developers. While the total amount of funding for incentives decreases without federal support, this also lets the state design incentives programs to target specific industries and accelerate adoption, rather than operating under federal rules and requirements that increase the oversight and compliance requirements associated with federal funds.

Truck fleet operators are currently dependent on incentives to purchase trucks, but they also recognize the nearly 40% savings in operations and maintenance for a battery-electric truck compared to diesel.

The availability of charging infrastructure is a major near-term constraint for fleets that would otherwise begin purchasing ZE trucks. As grid operators build capacity for other industries that are undergoing a shift to electrification, this will also be available for charging infrastructure interconnections and charging site development.

Hydrogen fuel cell trucks, especially for long-haul routes, is still developing as a technology. As more trucks, electrolyzers, fuel cells, and storage/transport technologies come online, hydrogen's commercial viability can become another alternative energy technology for truck transport.

¹ Additional Achievable Transportation Electrification, Source:

<https://efiling.energy.ca.gov/GetDocument.aspx?tn=247954>, 2022, California Energy Commission

Public peak-hour charging demand in 2030 and 2040 across the SCAG region is shown in Figure 1 and Figure 2. While last-mile, regional delivery, and drayage markets are expected to be the earliest adopters of ZE trucks, they do not account for more than 20% of total energy demand and are less dependent on public charging facilities compared to long-haul trucks in 2040. Public charging is needed to meet half of all demand in 2030, as there are fewer sites available in the near term; it becomes critical in 2040 as long-haul fleets transition to ZEVs. Long haul heavy-duty trucks (HDTs) eventually account for almost 75% of public charging demand, and 55% of all trucking energy consumption in the region.

Figure 1. 2030 Regional Public Peak Hour Charging Demand

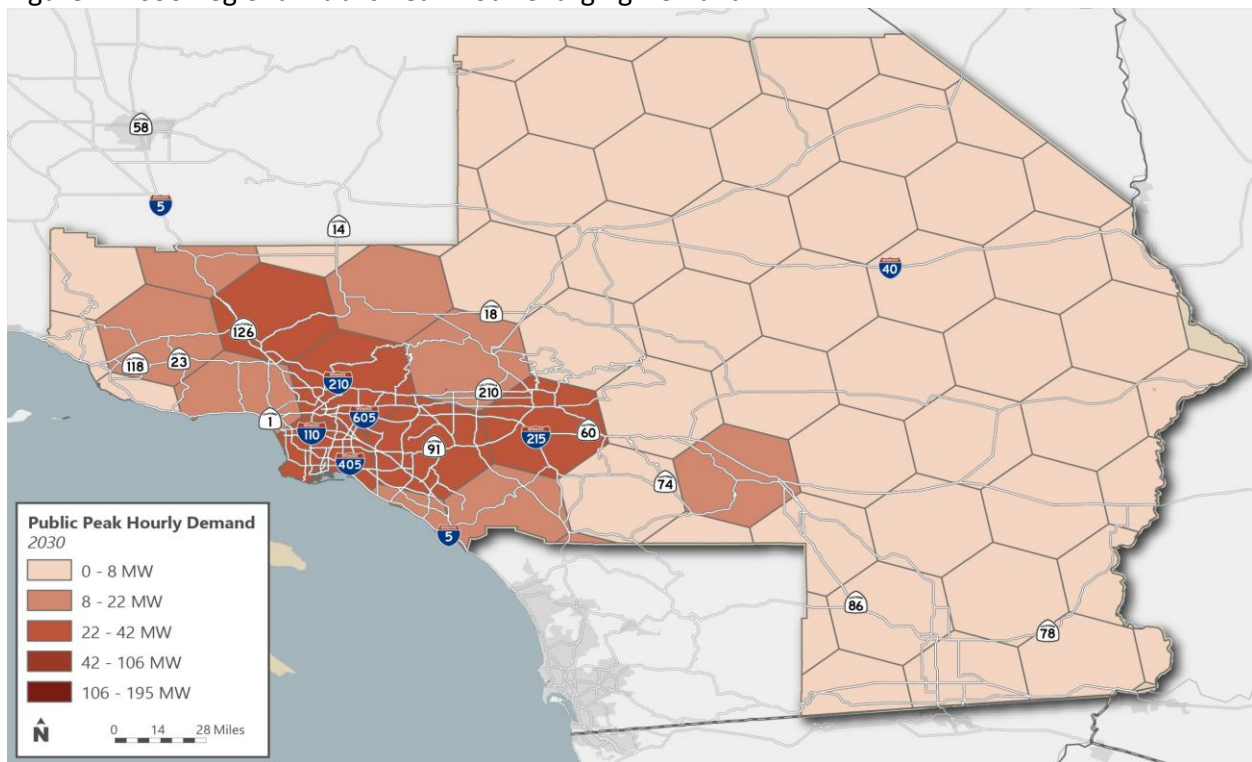
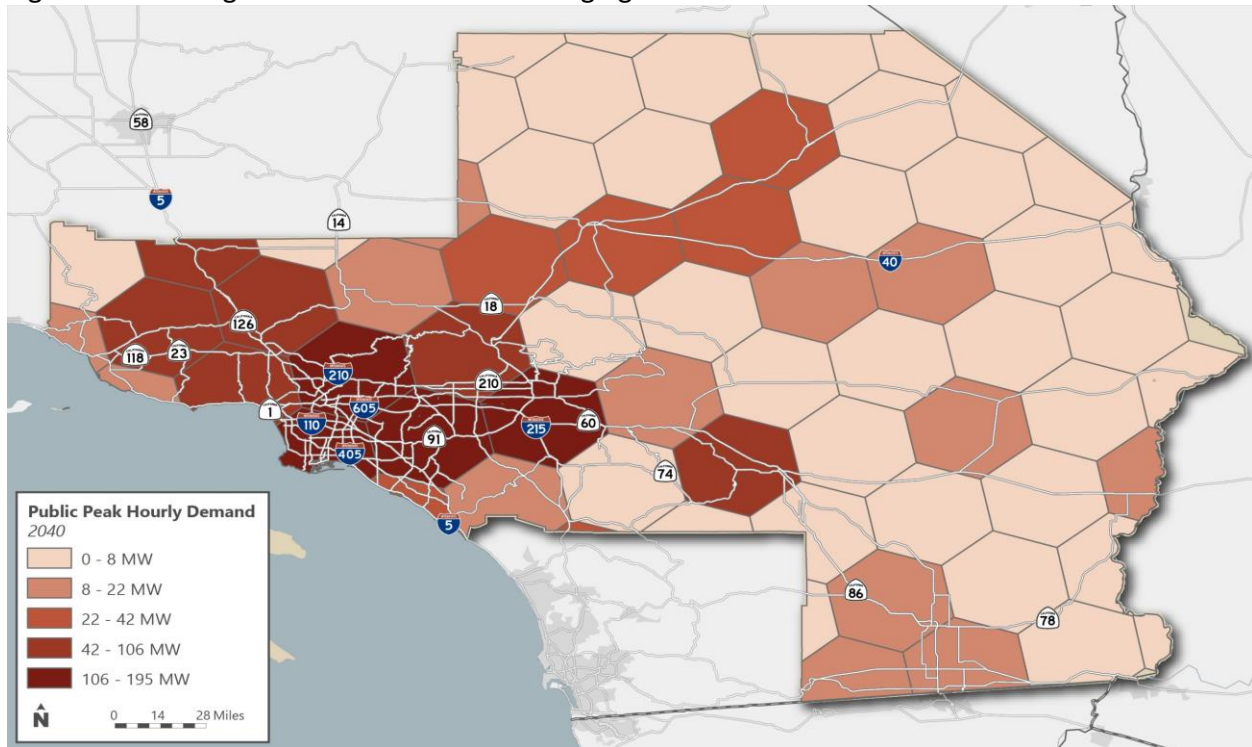


Figure 2. 2040 Regional Public Peak Hour Charging Demand



Total peak energy demand of the baseline scenario is shown in Table 1, including the range of chargers and site sizes needed. Total daily energy demand reaches 49.6 gigawatt-hours (GWh) in 2040 to support a fleet of 1.1 million regional ZEV truck trips needing nearly 263,000 charging sessions throughout the day. However, these are not all simultaneous, and operational efficiencies can be realized by implementing fleet and power management strategies as more ZE trucks and charging stations come online.

Table 1. Peak BEV Demand Requirements, 2030-2045

Year (Scenario)		2030 (Base)	2035 (Base)	2040 (Base)
Peak Hour Public Charging Energy Demand (KW-h)		353,115	915,052	1,620,379
Grid Capacity Required (kW)		356,500	1,081,150	1,766,950
Number of Chargers	150 kW Chargers	150	458	737
	350 kW Chargers	155	472	784
	750 kW Chargers	293	891	1,456
	1,000 kW Chargers	60	179	290
	Total Chargers	658	2,000	3,267
Number of Sites	Small Sites	39	65	93
	Medium Sites	21	58	86
	Large Sites	1	5	12
	Total Sites	61	128	191

Notable in the results was that nearly half of demand can be served by 150-350kWh charging equipment, which is commercially available today, and can charge drayage and regional fleet trucks for a full day's worth of energy demand. Medium-duty trucks (MDT) in particular represent a near-term opportunity: MDTs are more than half of the trucks operating in the SCAG region, and most have operational requirements that can be met by battery electric or hydrogen models. From a utility perspective, MDTs will have far less impact on the grid, requiring only 23% of energy demand but for approximately 40% of all truck vehicle miles travelled (VMT) in the region to zero-emissions by 2040. MDT's can also utilize the current slate of 150-350kWh charging equipment available now and have more consistent charging schedules when compared to HDTs.

Prioritizing MDT conversion to ZEVs would facilitate the accelerated deployment of vehicles and infrastructure in a zero-emission transportation system, as well as prioritizing community and environmental justice concerns as recommended by the "Clean Transportation" and "Goods Movement" Regional Planning Policies. This opportunity is also aligned with the program design of SCAG's Last Mile Freight Program, which will be incentivizing the purchase of zero-emission MDTs in its next program phase, scheduled to begin later this summer.

While a delay in the projected ACT or ACF implementation deadline may reduce the initial level of energy demand projected by HEVI-LOAD, ZETI's outreach found that additional time was needed for OEMs to ramp up production to stimulate demand, and for dealerships and fleets to acquire ZE trucks. There are also critical delays related to grid interconnection and permitting that are go/no-go criteria for site developers; additional time to meet ACF deadlines will expand the feasibility of

development. However, ACF implementation delays should not serve as justification to abandon efforts at electrification; this would strand millions of dollars in local investments in ZE trucks, charging or hydrogen development in both the public and private sectors, and eliminate thousands of jobs in manufacturing, construction, and maintenance of ZE vehicles and infrastructure.

The ZETI Study found that public-private partnership development with local agencies was a key operating model that helped prioritize charging infrastructure, utilize un- or under-utilized public parcels, and align with land use planning in local jurisdictions. It also ensures that development incorporated equity criteria and safety concerns. Each site also has different energy needs based on truck travel patterns and the type of trucks stopping at the sites, so developing a deeper understanding of each of those sites both from travel and land-use perspective in partnership with local agencies is essential. Combining local knowledge with the ZETI study's findings allows sites to also integrate better into regional planning needs and broader truck travel patterns in Southern California.

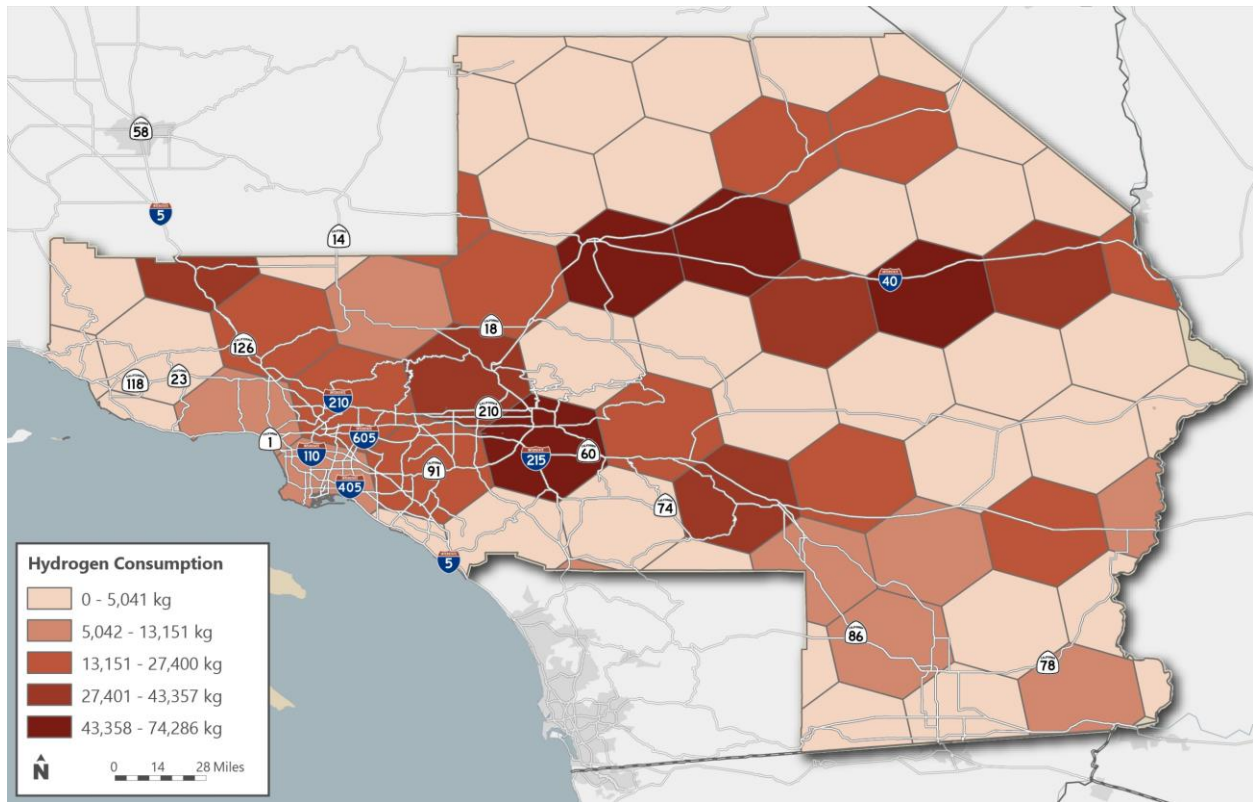
Hydrogen Fueling Demand

Across the region, hydrogen fuel demand is concentrated along major interstates, particularly I-10, I-15, and I-40, where long haul HDTs are key contributors to consumption. It is important to note that hydrogen fuel consumption or demand is based on total demand for fuel, whereas BEV charging demand is measured at peak capacity, which is why hydrogen's equivalent BEV energy consumption is higher than the aggregated total at the county level. It should be noted that hydrogen is more appropriate for HDTs than MDTs, as the fuel cell, tanks and buffer battery system is large and does not as easily integrate into truck chassis like BEV battery packs.

However, hydrogen trucks do offer some weight advantages for Class 8 tractor trailers, which supports potentially higher range and payloads for their intended long-haul market. Hydrogen fueling demand in 2040 is shown in Figure 3 below, where demand is highest along long-haul interstate routes, rather than around ports or intermodal facilities. It is also expected that hydrogen fueling sites will be needed around major transfer points for long-haul cargo, such as the warehouse districts along the I-710, I-10, and I-15 corridors in Los Angeles, San Bernardino, and Riverside counties.

Future development of gaseous hydrogen pipelines and liquefaction facilities will also influence the distribution of very large fueling sites that require direct pipeline connections, or those that are supported by regular deliveries of liquefied hydrogen. Long haul hydrogen trucking will also be dependent on the development of similar fueling infrastructure in other Southwestern states, which are often the first point of rest for truckers leaving Southern California.

Figure 3. 2040 Regional Hydrogen Fuel Demand



Based on feedback from industry and technical advisory committee (TAC) members, hydrogen site developers expect each refueling site to serve a larger geographic area, given the higher costs of developing a single site and facilitating regular deliveries of liquefied hydrogen. Sites also must be larger to allow for compression, chilling, and pump equipment. Since hydrogen fuel cells are expected to only be feasible for HDTs, medium duty equipment is not included in the simulation projections. Table 2 lists the key measures for hydrogen demand.

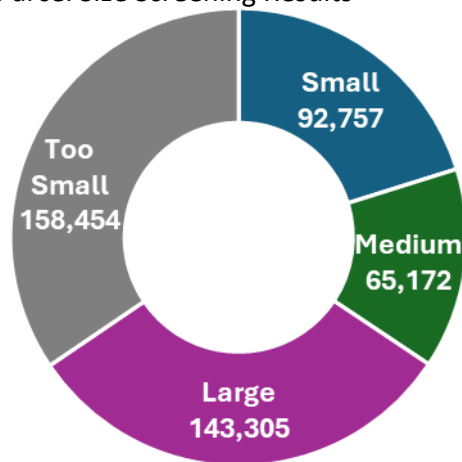
Table 2. Daily Hydrogen Demand Requirements, 2040

		2040
Market Segment Demand	Drayage HDT	28,078 kg (4%)
	Long Haul HDT	517,755 kg (66%)
	Regional Home HDT	33,905 kg (4%)
	Regional non-Home HDT	209,280 kg (27%)
	Total Daily Hydrogen Demand	789,018 kg
Number of Sites²	Small (2 dispensers)	98
	Medium (6 dispensers)	126
	Large (12 dispensers)	56
	Total Sites	280

Site Prioritization Analysis

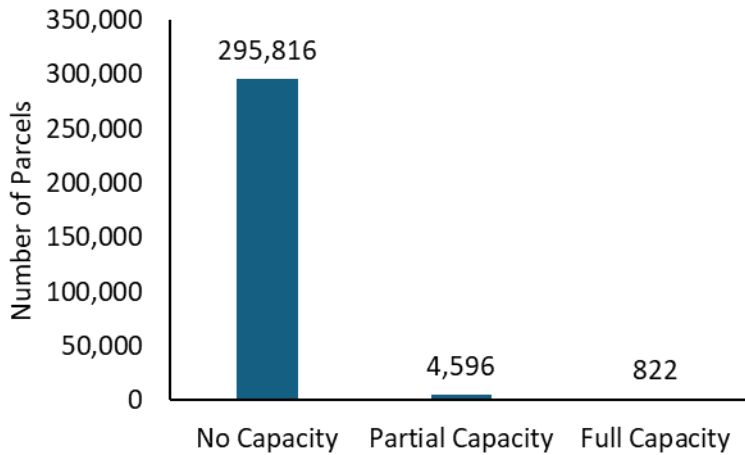
ZETI also conducted a regional screening analysis to narrow down the number of potential parcels that were considered for development. This served to refine the overwhelming number of sites to a manageable number that would warrant detailed assessment and operational validation. The Siting Prioritization Tool screened 5 million parcels from 0 to 10 using criteria weights set by the TAC. Out of approximately 300,000 that met land use and space criteria (Figure 5), 5,418 had partial or full capacity to meet demand (Figure 4), and 2,555 had very high energy demand scores that would justify large-scale charging development.

Figure 4. Parcel Size Screening Results



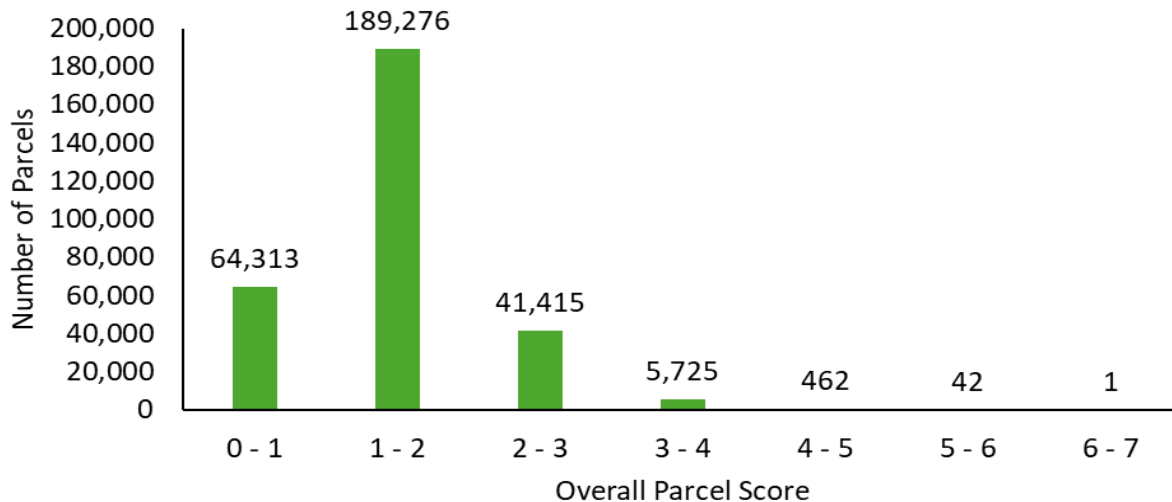
² Analysis assumes that each fueling tap can dispense up to 500kg of hydrogen per day. This may differ in practice based on site size, hydrogen delivery rate, or capacity for on-site electrolysis production of hydrogen.

Figure 5. Parcel Size Screening Results



High-scoring sites (4+) are mainly in major industrial/commercial distribution centers and along key freight corridors, but there were no sites that scored well across all criteria. Some existing truck parking sites, which are considered ideal given their place in existing truck travel patterns, scored low due to insufficient grid capacity or being located within SB 535 disadvantaged communities. The tool deprioritizes sites within disadvantaged communities to reduce truck traffic and safety impacts that were expressed by stakeholders during the engagement phase. Hydrogen parcel prioritization scores largely mirrored the BEV scoring distribution, with the exception of reduced scores for areas around existing hydrogen truck fueling sites, as the tool avoided duplicating existing hydrogen development.

Figure 6. Overall Parcel Scoring Distribution



The parcel screening and scoring found that there is enough partial capacity to begin development of small and medium sites without waiting 12-36 months for utility upgrades or even longer for substation upgrades. Combined with the charging demand results that found immediate benefits from MDT fleet transitions that have lower charging power requirements, strategic locating of new public charging stations could continue to build momentum for clean trucks in the region. Another strategy would involve co-locating around industrial or warehouse districts in scattered site configurations or shared charging networks. Figure 7 shows a number of 4+ scored sites in the Rancho Dominguez area adjacent to Interstate 110 (I-110) that could support small or medium charging installations in an area with diverse freight and industrial service markets.

Figure 7. Rancho Dominguez- Scattered Site Example



Policy and Program Recommendations

There are a wide range of existing policies and programs that support the development of EV charging infrastructure. While public agencies will play a key role in supplying incentive funding, there are other considerations for ensuring that the future system of charging and fueling stations match the regional needs of international trade, regional logistics, and local delivery or services. Transportation agencies and utilities need to coordinate plans to improve alignment between electric infrastructure and transportation/freight patterns.

- Transportation agencies and departments should look carefully at energy/utility plans to provide input to ensure that grid capital planning includes future electric vehicle (EV) charging needs.
- Finding sites with existing electrical capacity and needing minimal capital investment is ideal for more immediate cost recovery and will allow for a faster installation process with less infrastructure to install.

- Encourage and engage private industry to share their plans to transition fleets or operations to ZEs. If local agencies are aware of mid- and long-term plans, they can provide concierge services to companies as an incentive.

Using the ZETI study's findings as a springboard and engaging through regional working groups or SCAG's regular convening of partner agencies will keep the rollout of infrastructure coordinated. SCAG's Clean Cities Coalition is an example of regional coordination and resource-sharing to help local agencies further develop local blueprints for ZE truck infrastructure. Fortunately, ZETI's approach developed tools to support this specific need. Agencies that want to partner with SCAG to develop more detailed siting analyses can:

- Use the detailed charging/fueling demand data to understand future needs for truck fleets and markets in their jurisdiction, as well as grid capacity upgrades that would facilitate this.
- Leverage the parcel prioritization tool to understand the best locations for truck charging based on land use, demand, and other supporting criteria that matter to them. Since the parcel criteria can be adjusted, this will allow jurisdictions to customize the approach for their focus on specific needs like community impacts, maximizing site utility, or co-locating ZEV infrastructure with other key amenities.
- Use ZETI's site classification data to see where small, medium or large sites could be needed, allowing them to develop or set aside parcels for future development that meet the specific needs of their current and future planning.
- ZETI's tools and plan documents can also serve as reference material for local specific planning efforts for industrial corridor or zone development, long-term utility upgrade plans, or local freight plans.

Funding

Funding is a major challenge for fleet operators and drivers, site developers and local agencies. Equipment and utility upgrades are expensive, and initial demand has been lower than expected for some early adopters. Both original equipment manufacturers (OEMs) and site developers will need to continue priming the market by creating a steady supply of vehicles and charging capacity to ensure fleet investments are not idle or struggling to meet normal operational requirements.

- Local agencies can both kick-start demand and meet their own greenhouse gas (GHG)-reduction and sustainability targets by transitioning municipal truck fleets to ZEVs.
- Funding programs should consider the accountability of the developers they partner with. Agreements should ensure that timelines are adhered to, private funding is fully secured in advance of awards, and sites are in full-service operation before completion.
- Performance measures for funding should advance the industry by encouraging high utilization and minimal downtime for funded sites.
- Vehicle or equipment purchase incentives should be predictable once awarded. Start-and-stop or long review cycles require applicants to extend capital for longer than many can

realistically afford. Reimbursement requirements and timelines should be consistent regardless of the applicant.

- Consider how local revenue can be generated from these sites without depressing demand. A fully zero-emissions fleet is a long-term goal, and excessive user fees or utility taxes can make a site unprofitable (and therefore infeasible) to a site operator who needs a successful business operations model.

Permitting is another major difficulty for site developers, and not all local agencies are fully prepared to assess and approve large truck charging sites. Local agencies can look to successful permitting programs in other parts of the region and state to model their approach after them.

- Using similar code language, requirements and model ordinances can make it easier for site developers to add charging capacity across different jurisdictions.
- Dedicated training for permitting and inspection staff to understand how the needs of truck charging and fueling differ from passenger vehicle zoning, ordinance requirements, and electrical energy needs.
- Construction permits and plans should factor in longer lead times for the charging and load management equipment and consider requirements that allow sites to be scalable to permit future demand or on-site energy storage systems.
- Create incentives at the local level for use of charge management systems, shared charging arrangements, or public-private partnership agreements.

Next Steps

The ZETI study's work products and findings are already informing other technical work and program development that SCAG is either directly working on or partnering with others in the region. Other public agencies have expressed interest in the sharing of ZETI's datasets and tools, especially to develop their own strategic plans for ZE truck infrastructure, utility upgrades, land banking or partnership opportunities in the freight sector. Staff are also working to incorporate ZETI's findings as input to other regional planning efforts, including the Last Mile Freight Program and the upcoming Comprehensive Sustainable Regional Freight Plan update. SCAG has also been keeping regional partners and county transportation commissions updated on ZETI's progress and outcomes at regular regional partner meetings. Staff are also preparing to present ZETI's results at statewide, national, and international conferences focused on zero emissions, electrification, and freight planning.

FISCAL IMPACT:

Work associated with this item is included in the FY 2024-2025 Overall Work Program (OWP) Task 100.4911.04 Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study.

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG-ZETI

Southern California Zero Emission Truck Infrastructure (ZETI) Study

June 5, 2025



WWW.SCAG.CA.GOV

Presenters



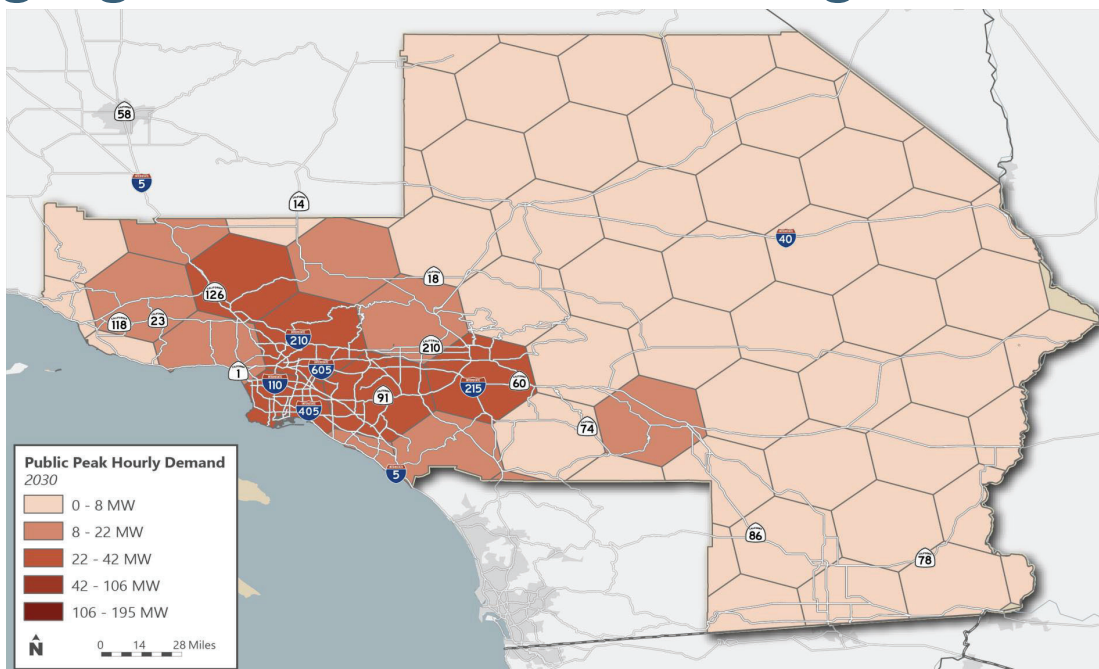
Jonathan Raspa

*Senior Planner & ZETI Project
Manager, SCAG*

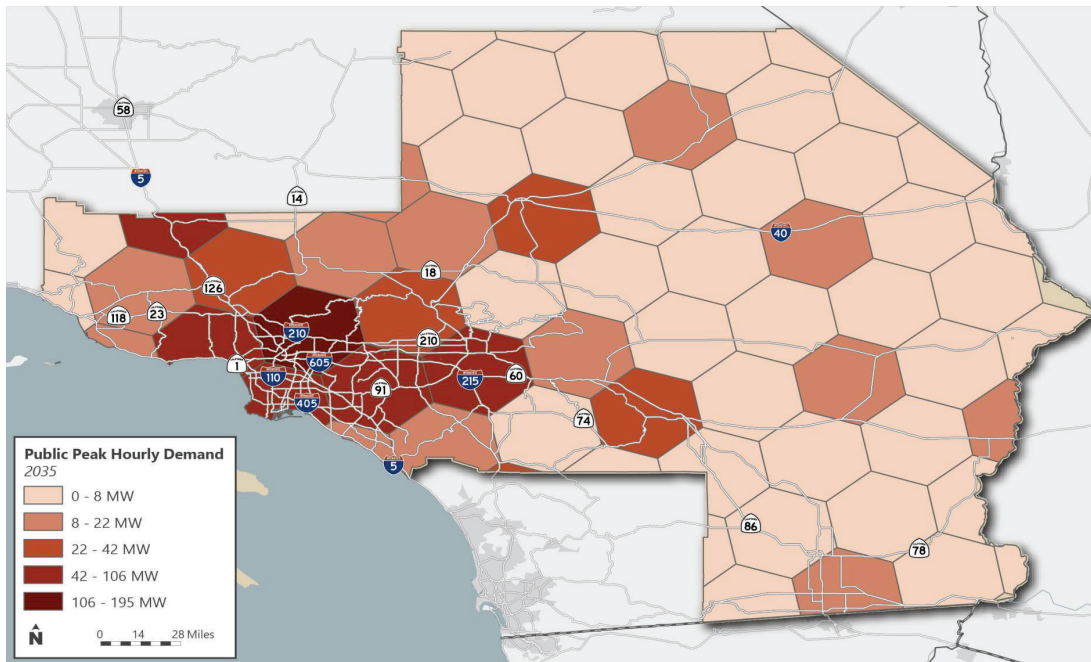


ZETI CHARGING DEMAND SIMULATION

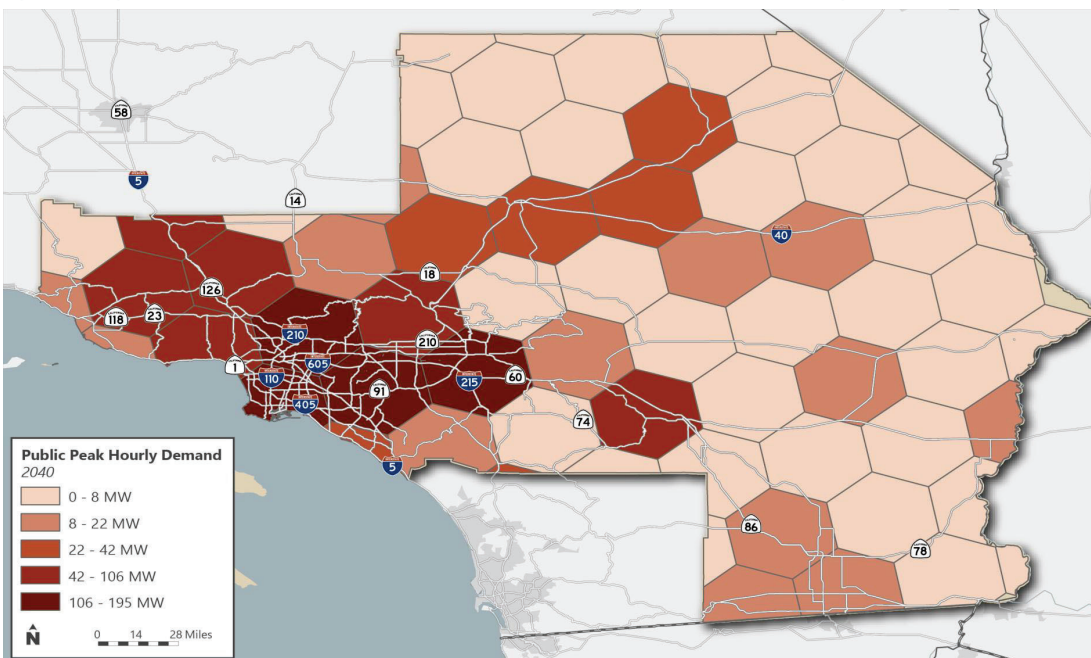
Charging Needs 2030 SCAG Region



Charging Needs 2035 SCAG Region



Charging Needs 2040 SCAG Region

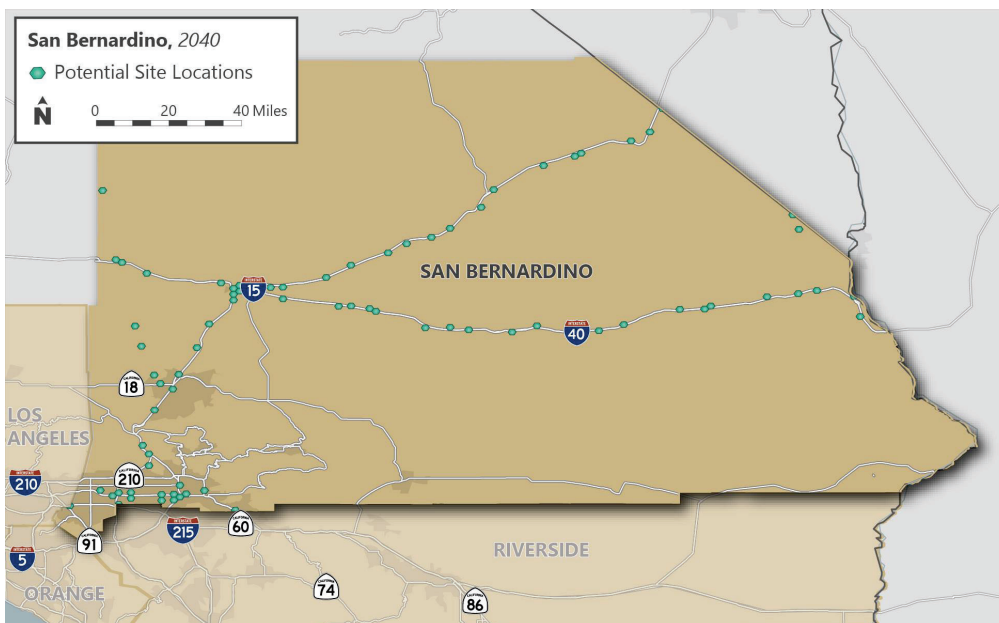


Total Energy Requirements by County – Horizon Years

Counties	2030	2035	2040
Los Angeles	2,380 (1,160)	5,800 (3,180)	8,900 (5,290)
Riverside	1,120 (410)	2,390 (1,070)	3,850 (1,850)
San Bernardino	1,240 (440)	2,380 (1,330)	3,990 (2,460)
Orange	770 (310)	1,610 (700)	2,630 (1,390)
Ventura	280 (160)	740 (350)	1,360 (790)
Imperial	110 (80)	220 (170)	490 (330)
Total	5,890 (2,560)	13,150 (6,790)	21,220 (12,110)

*Total (Public) daily energy consumption in MW-h

Charging Needs by County 2040



San Bernardino County Potential Charger Combination

Charger Power Level	Number of Chargers
150 kW	187
350 kW	220
750 kW	260
1,000 kW	39
Total	706

San Bernardino County Potential Charger Combination

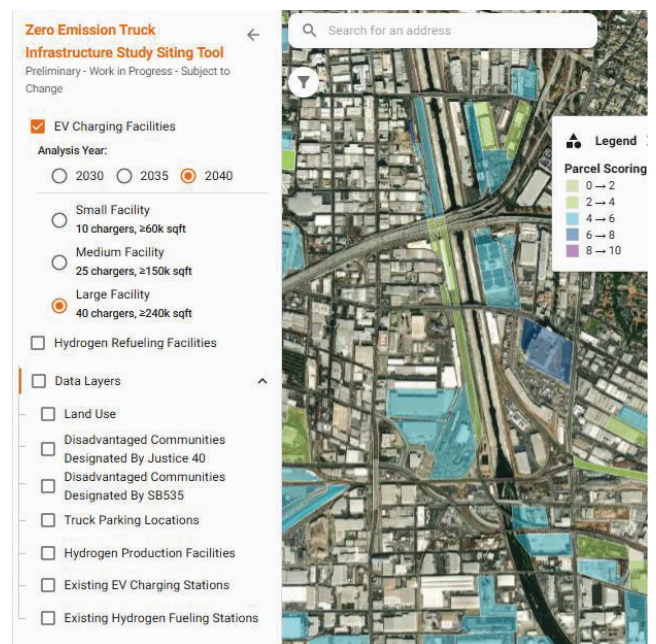
Charger Power Level	Number of Chargers
150 kW	0
350 kW	180
750 kW	196
1,000 kW	130
Total	506



SITE PRIORITIZATION TOOL

Siting Prioritization Tool

- The tool serves primarily as a screening mechanism to narrow down potential parcels for further consideration
- Results from the tool should refine and guide analysis rather than serve as final decisions for charging or hydrogen refueling infrastructure placement.
- Deployment decisions will require further analysis, including site assessments and operational requirement validation.



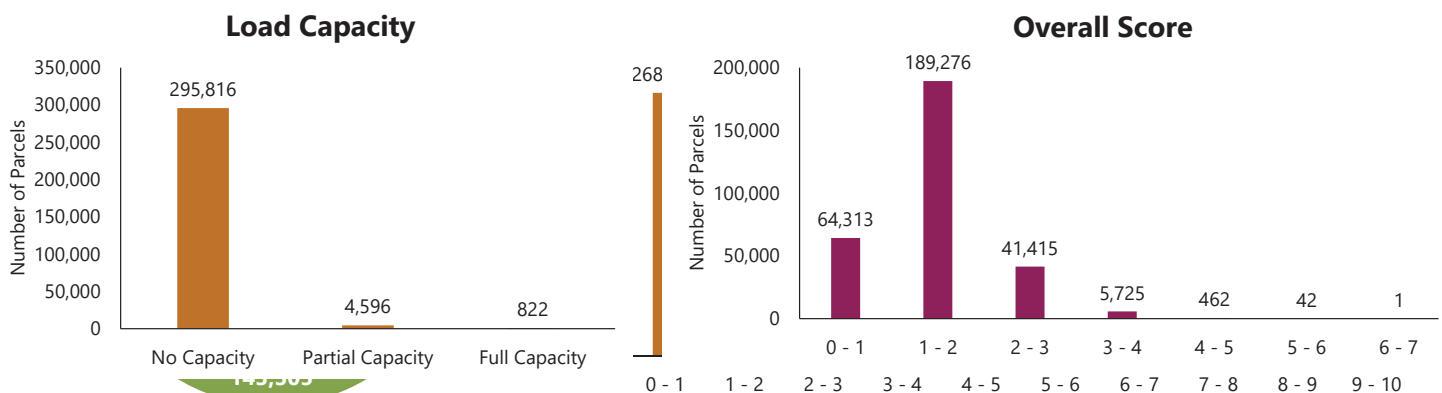
Zero Emission (ZE) Vehicle Infrastructure Siting Criteria

- Five main groups of siting criteria for EV charging and hydrogen fueling infrastructure:



Results Statistics

- 5 million total parcels, only 460k meet the land use criteria
- 300,000 meet land use and space criteria
- Charging demand and load capacity do not always overlap



Near Major Corridors & Distribution Centers



Permitting & Construction



Site Selection & Zoning – Ensure the site complies with local zoning laws, has sufficient space for truck maneuverability, and is close to existing power infrastructure.



Permitting Requirements – Work closely with local authorities and utilities to navigate environmental, electrical, and construction permitting processes to avoid delays.



Construction Planning & Timelines – Factor in lead times for equipment procurement, labor availability, and seasonal construction constraints.



Scalability and Future Expansion – Design infrastructure with the flexibility to accommodate future charging demand, additional vehicles, and emerging technologies like megawatt charging.



CURRENT CONTEXT & FUTURE INTEGRATION

Current Policy Environment

- California's withdrawal of ACF waiver from EPA rulemaking process
- Senate vote to roll back ACT
- Federal incentives & tax credits for trucks and infrastructure under review
- State is moving ahead with its own incentive programs

However...

- Truck manufacturing globally continues shift to ZEVs
- Major fleets are still electrifying due to customer pressures
- California suing to overturn Senate vote
- 10+ states following California's lead in clean vehicle rules

Overall ZETI Integration

SCAG's Future Projects

- Last Mile Freight Program
- Comprehensive Sustainable Freight Plan
- Additional studies and projects

External Partnering & Projects

- Caltrans District 7 ZE Study
- Regional partners are engaged



THANK YOU!

For more information, please visit:

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

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