



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

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Rick Denison, Yucca Valley
- Transportation
Mike T. Judge, Ventura County
Transportation Commission

MEETING OF THE

**TRANSPORTATION
COMMITTEE**

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

*Thursday, June 4, 2026
9:30 a.m. – 11:15 a.m.*

To Attend In-Person:

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

To Watch or View Only:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

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

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

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

Instructions for Participating and Public Comments

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

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, June 3, 2026**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, June 3, 2026, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803</p>	<p>Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>	<p>Austin Bishop City of Palmdale - City Hall 38300 Sierra Highway, Suite A Palmdale, CA 93550</p>
<p>Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p>	<p>Jonathan Dumitru 1 Mac Arthur Pl #600 Santa Ana, CA 92707</p>	<p>J. John Dutrey City of Montclair - City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763</p>
<p>Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232</p>	<p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p>Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534</p>
<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832</p>	<p>Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard City Assembly Room Torrance, CA 90503</p>	<p>Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534</p>
<p>L. Dennis Michael City of Rancho Cucamonga - City Hall Mayor's Office 10500 Civic Center Drive Rancho Cucamonga, CA 1730</p>	<p>Zizette Mullins City of Burbank - City Hall 275 E. Olive Avenue, 2nd Floor Burbank, CA 91502</p>	<p>Ara Najarian 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203</p>
<p>Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324</p>	<p>Ed Reece City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711</p>	<p>Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582</p>
<p>Zak Schwank City of Temecula - City Hall Third Floor – Canyons Conference RM 41000 Main Street Temecula, CA 92590</p>	<p>Asam Sheikh City of Torrance - City Hall 3031 Torrance Boulevard, 3rd Floor Torrance, CA 90503</p>	<p>Ward Smith City of Placentia – City Hall Council Chambers 401 E. Chapman Avenue Placentia, CA 92870</p>
<p>Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882</p>	<p>Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780</p>	<p>Butch Twining City of Huntington Beach - City Hall 2000 Main Street Huntington Beach, CA 92648</p>
<p>William "Bill" Uphoff City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717</p>	<p>Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>	

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

TC - Transportation Committee
Members – June 2026

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

-
- 17. Sup. Curt Hagman**
San Bernardino County
 - 18. Hon. Jan C. Harnik**
RCTC Representative
 - 19. Hon. Laura Hernandez**
Port Hueneme, RC District 45
 - 20. Hon. Lauren Hughes-Leslie**
Lancaster, NCTC JPA
 - 21. Hon. Heather Hutt**
Los Angeles, RC District 57
 - 22. Hon. Fred Jung**
Fullerton, RC District 21
 - 23. Hon. Ardy Kassakhian**
Glendale, RC District 42
 - 24. Hon. Trish Kelley**
TCA Representative
 - 25. Hon. Megan Kerr**
Long Beach, Pres. Appt. (Member at Large)
 - 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. Kaylee Law**
Walnut, Pres. Appt. (Member at Large)
 - 30. Hon. Carlos Leon**
OCTA Representative
 - 31. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
 - 32. Hon. Clint Lorimore**
Eastvale, RC District 4
 - 33. Hon. Steven Ly**
Rosemead, RC District 32

-
- 34. Hon. Ken Mann**
Lancaster, NCTC
 - 35. Hon. Steve Manos**
Lake Elsinore, RC District 63
 - 36. Hon. Ray Marquez**
Chino Hills, RC District 10
 - 37. Hon. Larry McCallon**
Air District Representative
 - 38. Hon. Marsha McLean**
Santa Clarita, RC District 67
 - 39. Hon. Tim McOsker**
Los Angeles, RC District 62
 - 40. Hon. L. Dennis Michael**
Rancho Cucamonga, SBCTA
 - 41. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
 - 42. Hon. Carol Moore**
Laguna Woods, OCCOG
 - 43. Hon. Zizette Mullins**
Burbank, AVCJPA
 - 44. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
 - 45. Hon. Ara Najarian**
Glendale, SFVCOG
 - 46. Hon. Frank Navarro**
Colton, RC District 6
 - 47. Hon. David Ready**
Palm Springs, CVAG
 - 48. Hon. Gil Rebollar**
Brawley, RC District 1
 - 49. Hon. Ed Reece**
Claremont, SGVCOG
 - 50. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member

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



-
- 68. Hon. Michael Vargas**
Perris, Pres. Appt. (Member at Large)

 - 69. Hon. Scott Voigts**
Lake Forest, OCCOG

 - 70. Sup. Donald Wagner**
Orange County

 - 71. Hon. Colleen Wallace**
Banning, WRCOG

 - 72. Hon. Alan Wapner**
SBCTA

 - 73. Hon. Alicia Weintraub**
Calabasas, LVMCOG

 - 74. Hon. Thomas Wong**
Monterey Park, RC District 34

 - 75. 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 4, 2026
9:30 AM

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

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

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEMS

1. Special Election of Vice Chair
(Ruben Duran, Board Counsel)

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – April 9, 2026 PG. 11

Receive and File

3. Transportation Committee Outlook and Future Agenda Items PG. 18
4. Senate Bill No. 1098 Working Group Update PG. 22
5. Innovative Clean Transit Regional Assessment Study Update PG. 27
6. Overview of Transportation Conformity and Anticipated Regional Conformity Challenges in SCAG Region PG. 51



INFORMATION ITEMS

7. California High-Speed Rail Authority Update 20 Mins. PG. 65
(Alexis Murillo Felix, Senior Regional Planner, SCAG)

8. Connect SoCal 2024: Implementation Strategies Update 10 Mins. PG. 78
(Leslie A. Cayton, Associate Regional Planner, SCAG)

9. Southern California Airport Access and Mobility Study 15 Mins. PG. 85
(Alexis Murillo Felix, Senior Regional Planner, SCAG)

CHAIR'S REPORT

(The Honorable Mike T. Judge, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE SPECIAL MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, APRIL 9, 2026**

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

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

Members Present:

Hon. Mike T. Judge (Chair)

Hon. Thomas Wong (Vice Chair)

- Hon. Zeel Ahir
- Hon. Javier Amezcua
- Hon. Phil Bacerra
- Hon. Ryan Balias
- Hon. Brian Berkson
- Hon. Denise Delgado
- Hon. Jonathan Dumitru
- Hon. John Dutrey
- Hon. William Go
- Hon. Curt Hagman
- Hon. Laura Hernandez
- Hon. Lauren Hughes-Leslie
- Hon. Trish Kelley
- Hon. Linda Krupa
- Hon. Ken Mann
- Hon. Ray Marquez
- Hon. Larry McCallon
- Hon. Marsha McLean
- Hon. Juan Munoz-Guevara
- Hon. Ara Najarian
- Hon. Frank Navarro
- Hon. David Ready
- Hon. Crystal Ruiz
- Hon. Ali Saleh

Monterey Park

- Artesia*
- Calipatria*
- Santa Ana, Pres. Appt.*
- Anaheim*
- Jurupa Valley, Pres. Appt.*
- Coachella, Pres. Appt.*
- Orange*
- Montclair*
- Irvine*

Port Hueneme

- Lancaster*
- Hemet*
- Lancaster*
- Chino Hills*

Santa Clarita

- Lynwood*
- Glendale*
- Colton*
- Palm Springs*
- San Jacinto*
- Bell*

VCTC

District 34

- GCCOG
- ICTC
- Member at Large
- District 19
- Member at Large
- Member at Large
- District 17
- District 9
- District 14
- San Bernardino County
- District 45
- NCTC JPA
- TCA
- District 3
- NCTC
- District 10
- Air District Representative
- District 67
- GCCOG
- SFVCOG
- District 6
- CVAG
- WRCOG
- District 27



Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. William Uphoff	<i>Lomita</i>	SBCCOG
Hon. Michael Vargas	<i>Perris, Pres. Appt.</i>	Member at Large
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG

Members Not Present:

Hon. Adele Andrade-Stadler	<i>Alhambra</i>	SGVCOG
Hon. Kathryn Barger		Los Angeles County
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Bryan Fish	<i>Culver City</i>	WSCCOG
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. Jan Harnik		RCTC
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Fred Jung	<i>Fullerton</i>	District 21
Hon. Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Carlos Leon		OCTA
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Dennis Michael	<i>Rancho Cucamonga</i>	SBCTA
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Zizette Mullins	<i>Burbank</i>	AVCJPA
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Gabriel Reyes	<i>Adelanto, Pres. Appt.</i>	Member at Large
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Asam Sheikh	<i>Torrance</i>	SBCCOG
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. Edward Twining	<i>Huntington Beach</i>	District 64
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Don Wagner		Orange County
Hon. Alan Wapner		SBCTA
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG
Hon. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:02 a.m. Hon. Thomas Wong, Monterey Park, District 34 led the pledge of allegiance.

PUBLIC COMMENT

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

No members of the public requested to comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEMS

1. The Road to LA28: A Regional Transportation Demand Management (TDM) Approach

Bill Panos, Senior Vice President, Head of Transportation, LA 28, provided a report on Transportation Demand Management for the 2028 Los Angeles Olympics. Mr. Panos noted that the 2028 games will be regional with 49 competition venues with villages, practice facilities and fan centers. He stated the challenge will be around managing the mobility of the game's participants and local workforce. Courtney Aguirre, SCAG staff, continued the presentation with a review of the TDM Approach. The Regional TDM Approach is an integrated document for both passenger and freight TDM with a goal of providing a safe, reliable mobility system during the games. She noted a key aim is to provide businesses and attendees with information prior to the games so they can plan accordingly. Further, the agency's role may change according to the situation. At times SCAG will take the lead, other times it will partner with stakeholders, support where needed or amplify efforts.

Ms. Aguirre reviewed the specific programmatic categories including regional communications and outreach, regional wayfinding, mobility and access programs and regional and operational policies. She noted that regional outreach and communications are pivotal as people will need to know in

advance the mobility options available, their impacts and benefits. SCAG will lead a regional campaign utilizing a regional communications plan. Wayfinding will also be key as people will need to be directed to venues. Mobility will be facilitated through the region's network of transit and commuter rail. The TDM strategy timeline and milestones were reviewed. Ms. Aguirre noted today's approval will advance the TDM approach to the Regional Council for their consideration.

Hon. Karen Spiegel, Riverside County, expressed concern that not all counties are included in communications and support. Ms. Aguirre agreed that a robust effort is needed and noted ongoing quarterly TDM forums at SCAG with engagement widespread.

Hon. Juan Munoz-Guevara, Lynwood, GCCOG, commented that in addition to the larger transit providers many smaller cities have fixed route transit service which can be utilized. He encouraged that these providers are also included in planning.

Hon. Larry McCallon, Air District Representative, commented that Metrolink is included in the Olympics mobility strategy, however; it has been notified that its funding could be reduced. This will cause a decrease in service, and he encouraged that Metrolink funding is maintained.

Fran Inman, Majestic Realty, provided a public comment in support of planning being conducted around goods movement and freight industries.

A MOTION was made (Marquez) to recommend that the Regional Council approve the 2028 Games Regional Transportation Demand Management (TDM) Approach; direct the Executive Director to take the necessary administrative actions to program resources; and pursue additional funding; and approve Consent Calendar item 2. The motion was SECONDED (Wallace) and passed by the following roll call votes.

AYES: Ahir, Amezcua, Bacerra, Balius, Berkson, Delgado, Dumitru, Dutrey, Hagman, Hernandez, Hughes-Leslie, Judge, Krupa, Mann, Marquez, McCallon, McLean, Michael, Munoz-Guevara, Najarian, Ready, Ruiz, Saleh, Sandoval, Schwank, Sharif, Simonoff, Speake, Spiegel, Sternquist, Tye, Uphoff, Vargas, Wallace, Wong (35)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

2. Minutes of the Meeting – March 5, 2026



ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 9:50 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report

2025- 26

MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended To Date
Ahir, Zeel	Artesia, GCCOG	1								1	1	1		4
Amezcuca, Javier	Calipatria, ICTC				1							1		2
Andrade-Stadler, Adele	Alhambra, SGVCOG													0
Bacerra, Phil	Santa Ana, Pres. Appt. (Member at Large)	1			1		1			1		1		5
Balius, Ryan	Anaheim, District 19	1			1		1			1	1	1		6
Barger, Kathryn	Los Angeles County						1							1
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1		1			1		1		5
Bishop, Austin	Palmdale, District 43										1			1
Burns, Jeanette	Morongo Band of Mission Indians				1					1				2
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1			1					1	1	1		5
Dumitru, Jonathan	Orange, RC District 17											1		1
Dutrey, J. John	Montclair, District 9	1			1		1			1	1	1		6
Brian, Fish	Culver City, WCCOG	1			1		1			1				4
Gibbs, Jason	Santa Clarita, NCTC	1			1		1				1			4
Go, William	Irvine, District 14				1		1			1	1	1		5
Hagman, Curt	San Bernardino County	1			1		1				1	1		5
Harnik, Jan	RCTC	1			1		1			1	1			5
Hernandez, Laura	Port Hueneme, RC District 45	1			1					1	1	1		5
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1		1					1		4
Hutt, Heather	Los Angeles, RC District 57													0
Judge, Mike	VCTC	1			1		1			1	1	1		6
Jung, Fred	Fullerton, RC District 21	1			1		1			1	1			5
Kelley, Trish	TCA Representative	1			1		1			1	1	1		6
Kleiman, Lauren	Newport Beach, District 15	1			1		1							3
Krupa, Linda	Hemet, RC District 3	1			1		1			1	1	1		6
Lara, Andrew	Pico Rivera, Dist 31	1					1			1				3
Leon, Carlos	OCTA	1					1							2
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)										1			1
Lorimore, Clint	Eastvale, RC District 4	1			1					1	1			4
Mann, Ken	Lancaster, NCTC						1			1	1	1		4
Manos, Steve	Lake Elsinore, RC District 63	1			1		1			1				4
Marquez, Ray	Chino Hills, RC District 10	1			1		1			1	1	1		6
McCallon, Larry	Air District Representative	1			1		1			1	1	1		6
McLean, Marsha	Santa Clarita, RC District 67	1			1		1			1	1	1		6
McOsker, Tim	Los Angeles, RC District 62													0
Michael, Dennis	Rancho Cucamonga, SBCTA									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			5
Mullins, Zizette	Burbank, AVCJPA				1					1	1			3
Munoz-Guevara, Juan	Lynwood, GCCOG	1			1		1				1	1		5
Najararian, Ara	Glendale, SFVCOG	1			1		1			1	1	1		6
Navarro, Frank	Colton, RC District 6	1			1		1			1	1	1		6
Perez,Nikki	Burbank, District 42				1					1				2
Ready, David	Palm Springs, CVAG	1			1		1			1	1	1		5
Rebollar, Gil	Brawley, RC District 1	1			1					1				3
Reece, Ed	Claremont, SGVCOG	1			1		1				1			4
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1					1				1			3

Reyes, Gabriel	Adelanto, Pres. Appt. (Member at Large)		1				1			2
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	1	1	5
Schwank, Zak	Temecula, RC District 5		1						1	2
Sharif, Emma	Compton, District 26		1				1	1	1	4
Sheikh, Asam	Torrance, SBCCOG	1		1						2
Simonoff, Marty	Brea, RC District 22	1	1	1			1	1	1	6
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)		1	1				1		3
Smith, Ward	Placentia, OCCOG	1	1	1			1	1		5
Solis, Hilda	Los Angeles County									0
Speake, Wes	Corona, WRCOG	1	1	1			1	1	1	6
Spiegel, Karen	Riverside County	1	1	1				1	1	5
Sternquist, Cynthia	Temple City, SGVCOG	1	1	1			1	1	1	6
Twining, Butch	Huntington Beach, District 64	1	1							2
Tye, Steve	Diamond Bar, RC District 37	1	1				1	1	1	5
Uphoff, William	Lomita, SBCCOG	1	1	1			1	1	1	6
Vargas, Michael	Perris, Pres. Appt. (Member at Large)		1	1			1	1	1	5
Voigts, Scott	Lake Forest, OCCOG									0
Wagner, Don	Orange County	1	1					1		3
Wallace, Colleen	Banning, WRCOG	1	1	1			1	1	1	6
Wapner, Alan	SBCTA	1	1	1						3
Weintraub, Alicia	Calabasas, LVMCOG						1	1	1	3
Wong, Thomas	Monterey Park, RC District 34	1	1	1			1	1	1	6
Wu, Zhen	San Clemente, OCCOG	1		1			1	1		4



AGENDA ITEM 3

REPORT

Southern California Association of Governments
June 4, 2026

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

EXECUTIVE DIRECTOR'S
APPROVAL

Subject: Transportation Committee Outlook and Future Agenda Items

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In April 2024, SCAG’s Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024. Following adoption of Connect SoCal 2024, staff developed a 12-month TC Outlook to carry forward the policy priorities and Implementation Strategies of Connect SoCal 2024. For FY2026, the TC Outlook reflects outcomes of the 2025 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item and can be pulled by the Chair for discussion at the request of members for input and modifications.

BACKGROUND:

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

Transportation Committee Outlook and Framework

The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed.

In addition, as appropriate within the scope of each Policy Committee, the 2026 Presidential Priorities are incorporated in the Outlook.

- Clean Transportation Technology
- Housing Production
- Regional planning in support of the 2028 Olympic & Paralympic Games

The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the TC and the considerations noted above.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. TC Outlook for FY26_June 2026 TC Meeting

Transportation Committee Agenda Outlook for FY2026

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

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

*Presidential Priorities :

•Clean Transportation

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

Transportation Committee Agenda Outlook for FY2026

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

Date	Agenda Items		
Jan	No Meetings		
Feb	<ul style="list-style-type: none"> ✓ The Road to LA28: A Transportation Demand Management Plan Strategy (including presentation by GOCAL) * 	<ul style="list-style-type: none"> ✓ FHWA Programming Procedures • Connect SoCal Vision & Goals Review ✓ Innovative Clean Transit Study Update * 	<ul style="list-style-type: none"> ✓ Metrolink Update ✓ Regional Transportation Safety Targets for 2026
Mar	<ul style="list-style-type: none"> ✓ Connect SoCal 2050 Vision/Goals; Development Kick-off & RTP/SCS Framework ✓ ATP Cycle 8 Regional Guidelines ✓ Update on Curb Space Management Studies/LACI 	<ul style="list-style-type: none"> ✓ Trade Corridor Enhancement Program Update 	<ul style="list-style-type: none"> • Strategic Innovation in Revenue Collection (SIRC) Project Initiation & Updates
April	Joint Policy Committee Meeting: Connect SoCal Framework		
May	General Assembly		
June	<ul style="list-style-type: none"> • CA High Speed Rail Authority Update 	<ul style="list-style-type: none"> • Connect SoCal 2024 Implementation Update 	<ul style="list-style-type: none"> • SoCal Airport Access and Mobility Study

*Presidential Priorities :

•Clean Transportation

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



AGENDA ITEM 4

REPORT

Southern California Association of Governments
June 4, 2026

To: TC - Transportation Committee
From: Alexis Murillo Felix, Senior Regional Planner
213-630-1461, felix@scag.ca.gov
Subject: Senate Bill No. 1098 Working Group Update

EXECUTIVE DIRECTOR'S
APPROVAL

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:

Senate Bill (SB) 1098 directed the California State Transportation Agency (CalSTA), in coordination with the California Department of Transportation (Caltrans), to convene a working group to evaluate and develop recommendations to improve intercity and regional passenger rail service along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor. The working group includes representatives from state agencies, regional transportation planning agencies, corridor operators, county transportation commissions, and other corridor stakeholders. Southern California participants include SCAG, Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Diego Association of Governments (SANDAG), Southern California Regional Rail Authority (SCRRA or Metrolink), LOSSAN Rail Corridor Agency, and other regional partners. The SB 1098 working group is tasked with evaluating strategies to improve rail service coordination, strengthen corridor resiliency, address state of good repair needs, assess alternative governance and management structures, and identify statutory and policy changes that could improve the efficiency and reliability of passenger rail service along the corridor. The process includes a series of working group meetings and stakeholder discussions intended to develop consensus-based recommendations for consideration by the Legislature. The final report is anticipated to be released for public comment at the end of May 2026 before being submitted to the appropriate policy and fiscal committees of the Legislature.

BACKGROUND:

Senate Bill (SB) 1098, also known as the [Southern California Rail Revitalization Act](#), was signed into law in September 2024 to strengthen the long-term performance, resiliency, and coordination of

passenger and freight rail services along the LOSSAN Rail Corridor. The legislation recognizes the statewide significance of the LOSSAN corridor, which is one of the busiest and most complex passenger rail corridors in the United States and supports a mix of intercity passenger rail, commuter rail, freight rail, and military operations. SB 1098 was developed in response to ongoing operational challenges within the corridor, including coastal erosion and resiliency threats, service disruptions, state-of-good-repair needs, operational fragmentation among multiple agencies and operators, and the need for stronger statewide coordination on rail planning and investment priorities.

The legislation directs the California State Transportation Agency (CalSTA) to provide guidance, coordination, and recommendations necessary to improve the overall performance of the LOSSAN corridor. SB 1098 also requires CalSTA, in coordination with partner agencies and stakeholders, to prepare a report evaluating corridor conditions, capital investment priorities, resiliency needs, operational coordination opportunities, and long-term service improvements. The report is intended to establish a more unified statewide framework for rail planning and implementation by identifying strategies to improve service reliability, increase ridership, enhance state-of-good-repair investments, advance zero-emission rail technologies, strengthen coastal resiliency, and improve integration with other passenger rail services statewide.

A key component of SB 1098 is the creation of a multi-agency working group composed of rail operators, track owners, county transportation commissions, metropolitan planning organizations, including SCAG, state agencies, environmental organizations, labor representatives, and other corridor stakeholders. Although originally commissioned to convene stakeholders around forming a report, the vision of CalSTA is to continue meeting as a working group in some format on a regular basis. The working group was tasked with developing consensus recommendations related to service coordination, operational and governance structures, funding and policy changes, corridor resiliency, and coordination through the federal Corridor Identification and Development Program (CIDP). The legislation specifically emphasizes recognizing prior investments while pursuing improved statewide coordination and long-term corridor performance.

SB 1098 WORKING GROUP:

The SB 1098 Working Group convened over a series of meetings led by CalSTA, beginning in February 2026, to develop recommendations intended to strengthen the long-term performance, resiliency, coordination, and governance of the LOSSAN Rail Corridor. Early meetings focused on establishing the framework for the report required under SB 1098, which is organized around four primary policy areas: improving rail service coordination and reliability; evaluating alternative governance and operational structures; identifying statutory, funding, and policy changes needed to improve rail service; and enhancing coordination through the CIDP.

A significant portion of the discussions centered on state-of-good-repair (SGR) needs, corridor resiliency, and long-term capital investment priorities. Working group members emphasized the

importance of addressing aging infrastructure, coastal resiliency vulnerabilities, and operational reliability challenges across the corridor. Agencies highlighted the need for stronger coordination on project prioritization, infrastructure investment, and communication regarding planned service disruptions and construction activities. Discussions also acknowledged the complexities associated with the corridor's shared-use environment, which includes intercity passenger rail, commuter rail, freight rail, and local transit operations. Several agencies and stakeholders stressed that while capital expansion remains important, maintaining and modernizing existing infrastructure through stable and predictable funding sources is equally critical to ensuring long-term system reliability and performance.

The working group also discussed governance, coordination, and operational structures along the corridor. Stakeholders emphasized that existing coordination among operators has improved significantly in recent years, particularly under local governance models. Discussions also focused on the role of freight railroads, coordination of service schedules and work windows, and the challenges associated with balancing operational flexibility, collective bargaining agreements, and evolving service demands. Multiple participants noted that funding constraints remain one of the most significant barriers to implementing many of the corridor improvements and operational enhancements.

DRAFT SB 1098 LOSSAN WORKING GROUP REPORT AND RECOMMENDATIONS:

Through a series of consensus-building meetings, the working group developed a set of draft recommendations grouped into four policy areas as identified in SB 1098. The four policy areas are as follows:

- Policy Area A - Strategies to Increase Rail Service Coordination and Reduce Disruptions or Delays
- Policy Area B - Alternative Management and Operations Models or Structures that Improve Intercity and Regional Rail Services
- Policy Area C - Changes to State Statutes, Rules, or Funding Necessary to Improve the Quality, Performance, Usage, Management, or Frequency of Passenger Rail Services with a Focus on Streamlining, Clarifying, and Improving Existing Processes or Procedures
- Policy Area D - Coordination of Planning and Project Development through the Federal Corridor Identification and Development Program (CIDP)

These policy areas are intended to strengthen coordination, resiliency, governance, and long-term investment planning along the LOSSAN Rail Corridor. The recommendations are organized around the aforementioned four policy areas and reflect input from participants in the working group. Broadly, the recommendations focus on improving state-of-good-repair investments, enhancing interagency coordination, strengthening corridor resiliency and emergency response protocols,

advancing freight and passenger rail coordination, and improving alignment between statewide rail planning and federal funding opportunities.

Under Policy Area A, the working group focused heavily on strategies to improve rail service reliability, reduce disruptions, and strengthen corridor resiliency. Draft recommendations included developing a statewide fleet and asset management plan, improving procurement coordination and interoperability, and expanding eligibility for capital projects within state funding programs. Additional draft recommendations focused on developing corridor-wide emergency response and communication protocols related to bluff failures, track closures, and other resiliency events, as well as advancing a Vision Zero framework aimed at reducing rail-related fatalities and improving safety across the corridor. The recommendations also called for improved coordination of Absolute Work Windows (AWWs), including longer-term planning and standardized communication procedures to minimize passenger disruptions during maintenance and construction activities.

Under Policy Area B, discussions centered on governance, coordination, and operational management. Rather than establishing a new standalone governance structure, the working group participants generally supported leveraging and strengthening existing coordination bodies to improve strategic coordination and technical collaboration across the corridor. Recommendations also encouraged operators to better align service schedule changes, update the LOSSAN Schedule Optimization Study on a recurring basis, and improve coordination with freight railroads through a more unified corridor-wide approach. Working group members emphasized the importance of speaking with “one voice” in negotiations with host freight railroads and identified opportunities to improve coordination regarding track access, scheduling, and long-term infrastructure planning.

Under Policy Areas C and D, the working group focused on statewide planning coordination, funding alignment, and integration with the federal CIDP. Draft recommendations called for statewide guidance to establish a more consistent framework for how passenger rail services, resiliency needs, and intercity rail modeling are incorporated into Regional Transportation Plans (RTPs) and other long-range planning documents. The group also recommended stronger coordination between state funding programs and projects identified through the CIDP process, including alignment of programs such as the Transit and Intercity Rail Capital Program (TIRCP), the Transit and Intercity Capital Program Expansion Program (TCEP), and the Solutions for Congested Corridors Program (SCCP).

SB 1098 LOSSAN WORKING GROUP REPORT:

CalSTA is anticipated to release the Draft Report for public review and comment at the end of May 2026. More information about the working group (and the Draft Report when published) is available on CalSTA’s [website](#). Following the public comment period and any subsequent revisions, the report is expected to be transmitted to the California Legislature shortly thereafter. The report will summarize the working group’s consensus recommendations across the four policy areas identified in SB 1098.



FISCAL IMPACT:

None.



AGENDA ITEM 5

REPORT

Southern California Association of Governments

June 4, 2026

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov

Subject: Innovative Clean Transit Regional Assessment Study Update

RECOMMENDED ACTION EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation (Cal. Code Regs. Tit. 13 § 2023.1), requiring all public transit agencies to transition to 100-percent zero-emission bus (ZEB) fleets by 2040. The regulation mandates that agencies develop ZEB Rollout Plans and meet phased purchase requirements based on agency size. To support the region in meeting these requirements, SCAG launched the Innovative Clean Transit Regional Assessment Study (Study) in summer 2025. The Study evaluates the readiness of Southern California transit operators to implement their ZEB Rollout Plans and the readiness of the region to transition to zero emission transit fleets. At the June 4 meeting, staff will provide an update on the Study's progress and share key elements of the draft final report, which is being finalized this summer. A draft of the report will be shared with the committee upon completion.

BACKGROUND

The SCAG region includes an extensive transit network spanning more than 33,000 miles of local, express, and bus rapid transit routes. Transit plays a critical role in regional mobility, air quality, and climate goals. Transportation accounts for approximately 37 percent of statewide greenhouse gas emissions, and expanding clean, reliable transit service is essential to meeting state and regional climate commitments. In April 2023, the Regional Council adopted Resolution No. 23-654-5

establishing the Clean Transportation Technology Policy, which supports the development and deployment of zero-emission transportation technologies while maintaining technology neutrality.

In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation (ICT, Cal. Code Regs. Tit. 13 § 2023.1), requiring all public transit agencies to transition to 100-percent zero-emission bus (ZEB) fleets by 2040. The regulation mandates that agencies develop ZEB Rollout Plans and meet phased purchase requirements based on agency size. The ICT regulation complements SCAG’s Clean Transportation Technology Policy by requiring all public transit agencies to transition to ZEB fleets by 2040. Recognizing the scale and complexity of this transition, SCAG initiated the ICT Regional Assessment Study to evaluate regional readiness, identify gaps, and support a coordinated approach to meeting the 2040 deadline.

STUDY OVERVIEW

The Study assesses the status of ZEB Rollout Plan development and implementation across the region, infrastructure needs and utility coordination challenges, funding gaps and long-term cost considerations, workforce and training needs, and opportunities for regional collaboration and shared solutions. It also identifies where SCAG can provide targeted support, including convening partners, sharing best practices, developing toolkits, and aligning regional planning with state priorities. The Study’s findings are organized around five themes: regulatory readiness, infrastructure planning, sustainable funding, workforce capacity, and integrated planning.

Goals and Objectives

The Study’s goals were developed to align with SCAG’s mobility, communities, environment, and economy goals outlined in Connect SoCal. The goals of include:

- **Goal 1:** Strengthen Regulatory Readiness and Technology Advancement with the Objective of Accelerating ZEB Deployment.
- **Goal 2:** Improve Infrastructure Planning with the Objective of Building Reliable, Resilient ZEB Infrastructure.
- **Goal 3:** Create Sustainable Funding Pathways with the Objective of Closing ZEB Funding Gaps.
- **Goal 4:** Build Long-Term Staffing Capacity with the Objective of Developing a Skilled Workforce.
- **Goal 5:** Promote Integrated Planning with the Objective of Leveraging Synergies with Zero-Emission Trucks (ZETs).

DRAFT FINAL REPORT

The draft report organizes the Study’s key findings into a series of clearly structured sections, drawing on insights from existing conditions, best practices, stakeholder engagement, and the assessment of challenges and opportunities. The report begins with an introduction and background section outlining the Study’s purpose and regulatory context, followed by a best practice review that examines key considerations related to ZEB deployment, including planning, technology, infrastructure, operations, workforce, and funding. It then presents an overview of existing

conditions in the SCAG region, covering rollout plans, deployment trends, infrastructure, policies, and workforce resources. A subsequent section evaluates regional readiness based on research, surveys, and stakeholder interviews, and is followed by a discussion of key challenges and opportunities associated with advancing ZEB deployment.

IMPLEMENTATION ACTION PLAN

The Study includes an implementation action plan, which provides a roadmap to help transit agencies in the SCAG region transition to ZEB. It organizes near-, mid-, and long-term actions around the five key goals, identifies opportunities for SCAG to support, and highlights helpful toolkits to support implementation. This implementation plan is grounded in the regional priorities established in Connect SoCal and is also designed to align with and support the State’s zero-emission deployment priorities outlined in the Transit Transformation Task Force (TTTF) [Final Report](#). Together, these frameworks reinforce the importance of advancing ZEB in a way that supports mobility, communities, environment, and economic prosperity, while also addressing related needs in funding, workforce, asset management, and capital planning. The implementation action plan is organized according to the following timelines:

- **In the short term (0–2 years)**, the focus is on building a strong foundation by helping transit agencies clarify technology pathways, learn from early adopters, and make use of practical tools and guidance.
- **In the mid-term (3–5 years)**, the emphasis shifts toward stronger coordination and greater scale, including regular peer exchange, more standardized procurement approaches, and repeatable support resources that help smaller agencies move from planning to deployment.
- **In the long term (5+ years)**, the focus is on institutionalizing the regional transition through common metrics, a regionwide readiness dashboard, and data-driven coordination that may identify where delays are systemic and where targeted action may help unlock progress across the region.

IMPLEMENTATION TOOLKIT

The Study also includes an implementation toolkit, which contains a series of focused factsheets designed to translate complex data, technologies, processes, and state policies into accessible, actionable information to support transit agencies across the SCAG region. The toolkit includes visual graphics, storyboards, and sample best practices on the following topics:

Zero-Emission Bus Technology Selection Framework	Smart Charging
Charging/Refueling Station Permitting Checklist	Utility Engagement Starter Kit
Available Funding Opportunities to Transit Agencies	Workforce Development for Transit Agencies

STAKEHOLDER ENGAGEMENT

Since the last update to the SCAG policy committees in March 2026, the project team shared updates on the Implementation Action Plan and Draft Final Report with the Regional Transit Technical Advisory Committee (RTTAC) at its April meeting. The project team also received feedback from the bus manufacturers and public utility providers, which has been incorporated into the draft final report and the toolkit developed as part of this Study.

NEXT STEPS

Following EEC and TC committee review, staff will incorporate committee member feedback into the final report. Early this summer, SCAG staff will share the final report, along with a toolkit developed as part of the Study, with the committees and the Regional Transit Technical Advisory Committee. Following the Study's finalization, SCAG will continue working with transit agencies, utilities, state partners, and regional stakeholders to support implementation of the recommended actions. SCAG will also explore opportunities to integrate findings into Connect SoCal implementation, regional funding strategies, and ongoing technical assistance.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Innovative Clean Transit Regional Assessment Study
2. Innovative Clean Transit Regional Assessment Study – Draft Final Report Highlights



Innovative Clean Transit (ICT) Regional Assessment Study

June 4, 2026

WWW.SCAG.CA.GOV

1

Background

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



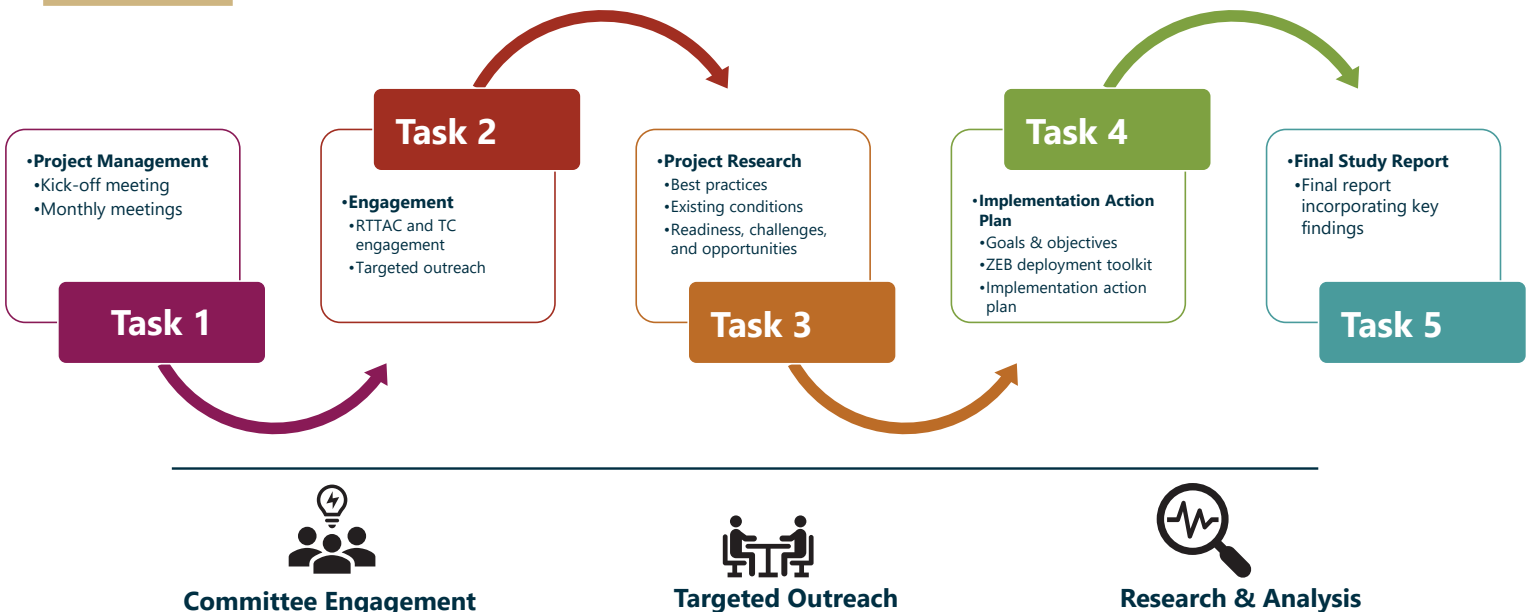
2

ICT Study Objectives

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



Scope of Work



Challenges & Opportunities

Challenges

- Gaps in ZEB Rollout Plans and planning frameworks
- Operational and technological barriers
- Policy, regulatory, and institutional challenges
- Funding, and physical barriers

Opportunities

- Strengthening Rollout Plans and planning integration
- Improving decision-making and across – agency collaboration
- Synergies with Zero Emission Trucks (ZET)

Readiness

Policy and Planning

- The SCAG region is relatively advanced
- Larger agencies are more likely to treat plans as strategic roadmaps
- Smaller agencies often use them mainly for compliance

Deployment and Infrastructure

- Multiple “leaders” with sizable ZEB fleets
- Three-tier pattern:
 - Mature implementers
 - Emerging implementers
 - Planning-phase agencies

Institutional, Workforce, and Operational Readiness

- Larger agencies have dedicated staff
- Smaller agencies have lean teams
- Growing recognition of new skill needs

Funding and Financial Readiness

- Competitive yet uncertain landscape of fundings
- Long-term financial impacts need to be fully understood

Overall, the readiness is uneven across agencies and across dimensions

Timeline & Milestone Structure

Near-term (0-2 years)

- Clarify technology pathways, learn from early adopters, and develop practical toolkits

Mid-Term (3-5 years)

- Encourage strong coordination, joint procurement, and support resources

Long-term (5+ years)

- Foster regional program and corridor buildout

Goal 1: Strengthen Regulatory Readiness and Technology Advancement

• Objective

- Accelerate ZEB deployment

• Key Stakeholders

- CARB (lead)
- Transit agencies (lead)
- SCAG
- California Energy Commission (CEC), Caltrans, CalSTA and Air District
- Bus Original Equipment Manufacturers (OEMs) and industry partners
- Department of General Services (DGS)
- State legislature

Near-Term

- Develop a ZEB tech selection playbook (done)
- Establish up a peer lesson learned exchange

Mid-Term

- Launch a ZEB implementation forum
- Develop a joint procurement guide
- Provide ZEB asset management and technical assistance

Long-Term

- Maintain a regionwide readiness dashboard

Goal 2: Improve Infrastructure Planning

- **Objective**
 - Build Reliable, Resilient ZEB Infrastructure.
- **Key Stakeholders & Roles**
 - Transit Agencies (lead)
 - SCAG
 - Utilities
 - California Public Utilities Commission (CPUC)
 - Infrastructure vendors

Near-Term

- Develop smart charging factsheet (done)
- Deploy utility engagement starter kit (done)
- Deploy permitting & approval checklist (done)

Mid-Term

- Develop resiliency guidance for depots
- Create regional collaboration

Long-Term

- Launch corridor co-location mapping tool

Goal 3: Create Sustainable Funding

- **Objective**
 - Close ZEB funding gaps
- **Key Stakeholders & Roles**
 - State agencies (lead)
 - SCAG
 - Transit agencies
 - OEMs
 - Utilities
 - Private partners

Near-Term

- Regional funding roadmap (done)

Mid-Term

- Start a grant application accelerator
- Strategic legislative and policy advocacy

Long-Term

- Coordinate shared infrastructure financing
- Explore public private partnerships for scalable delivery

Goal 4: Build Long-Term Staffing Capacity

- **Objective**
 - Develop a skilled workforce
- **Key Stakeholders & Roles**
 - State agencies (lead)
 - SCAG
 - Transit agencies
 - Training providers

Near-Term

- Develop a workforce training factsheet (done)
- Define priorities roles and identify gaps
- Develop a regional training catalog

Mid-Term

- Launch local workforce training partnerships

Long-Term

- Build a sustained regional workforce pipeline with repeatable cohorts

Goal 5: Promote Integrated Planning

- **Objective**
 - Leverage Synergies with ZETs
- **Key Stakeholders & Roles**
 - Transit agencies (lead)
 - Municipal, and freight & port fleet owners (lead)
 - SCAG

Near-Term

- Define “low-risk, high-value” shared opportunities
- Coordinate utility upgrade planning

Mid-Term

- Initiate coordination with relevant partners

Long-Term

- Integrate findings into corridor strategies

ZEB Deployment Toolkit - Overview



ZEB Tech Selection Framework



Utility Engagement Starter Kit



Permitting and Approval Checklist



Smart Charging Factsheet



Funding Roadmap



Workforce Training Factsheet

Final Report Outline

- Executive Summary
- Context and Study Objectives
- Best Practices Findings
- Assessment of Existing Conditions
- Regional Readiness Assessment
- Challenges and Opportunities
- Implementation Action Plan
- Appendices, including Study Toolkit



Next Steps

- Share revised draft final report with Regional Transit TAC for feedback.
- Finalize Report (ready by end of June).
- Continue regional coordination with transit agencies, utilities, state partners, and stakeholders to support implementation of recommended actions.
- Integrate study findings into Connect SoCal.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/transit-program>

IMPLEMENTATION ACTION PLAN

The implementation action plan provides a roadmap to help transit agencies in the SCAG region transition to Zero-Emission Bus (ZEB) fleets. It organizes near-, mid-, and long-term actions around five key goals, identifies opportunities for SCAG to support, and highlights helpful toolkits to support implementation.

Goals and objectives of this work include:

- **Goal 1:** Strengthen Regulatory Readiness and Technology Advancement with the Objective of Accelerating ZEB Deployment.
- **Goal 2:** Improve Infrastructure Planning with the Objective of Building Reliable, Resilient ZEB Infrastructure.
- **Goal 3:** Create Sustainable Funding Pathways with the Objective of Closing ZEB Funding Gaps.
- **Goal 4:** Build Long-Term Staffing Capacity with the Objective of Developing a Skilled Workforce.
- **Goal 5:** Promote Integrated Planning with the Objective of Leveraging Synergies with Zero-Emission Trucks (ZETs).

The actions to support implementation are organized according to the following timeline:

- **In the short term (0–2 years)**, the focus is on building a strong foundation by helping transit agencies clarify technology pathways, learn from early adopters, and make use of practical tools and guidance.
- **In the mid-term (3–5 years)**, the emphasis shifts toward stronger coordination and greater scale, including regular peer exchange, more standardized procurement approaches, and repeatable support resources that help smaller agencies move from planning to deployment.
- **In the long term (5+ years)**, the focus is on institutionalizing the regional transition through common metrics, a regionwide readiness dashboard, and data-driven coordination that may identify where delays are systemic and where targeted action may help unlock progress across the region.

Goal 1: Strengthen Regulatory Readiness and Technology Advancement

This goal is to help transit agencies meet ICT ZEB purchase requirements and accelerate ZEB deployment. Under ICT, beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. This goal also encourages embedding ZEB Rollout Plans into broader agency planning such as Short-Range Transit Plans and Capital Improvement Plans (SRTPs and CIPs) so fleet and infrastructure needs are reflected in capital programming and budgeting cycles, which strengthens implementation.

This goal will help transit agencies comply with ICT requirements and accelerate ZEB deployment through coordinated planning, strong regional collaboration, and practical implementation support. This includes integrating ZEB needs into agency capital and budget planning, improving coordination among transit agencies, the California Air Resources Board (CARB), SCAG, funding partners, Original Equipment Manufacturers (OEMs), and procurement entities, and reducing barriers through shared tools, standardized approaches, peer learning, and technical assistance.

This goal aligns with Strategy 11 of the [Transit Transformation Task Force \(TTTF\)](#), which encourages review and discussion of ICT requirements and solutions. The TTTF strategy also recommends establishing a dedicated task force to develop recommendations for the administration and legislature.

The key stakeholders for Goal 1 and their roles are summarized in Table 1.

Table 1: Goal 1 Stakeholder Roles and Responsibilities

Goal/Objective	Agency/Entity	Responsibilities
Goal 1: Strengthen Regulatory Readiness and Technology Advancement Objective: Accelerate ZEB deployment	CARB (Lead)	Administer ICT requirements and provide regulatory oversight and guidance; also provide funding support.
	Transit agencies (Lead)	Implement ZEB Rollout Plans, purchase ZEBs, and integrate fleet and infrastructure needs into budgets and capital plans.
	SCAG	Convene partners, coordinate regional support, and connect agencies; use established committees as forums to share lessons learned.
	California Energy Commission (CEC), Caltrans, CalSTA and Air District	Provide funding support and implementation assistance.
	Bus OEMs and Industry Partners	Supply buses, equipment, and technical support.
	Department of General Services (DGS)	Support joint procurement by leveraging cooperative contracts, aggregate demand, and streamlined bus and equipment purchasing.
	State Legislature	Consider funding, policy, and statutory actions needed to support compliance.

Goal 1 Action Plans

Near-Term

ZEB Technology Selection Framework: The toolkit developed as part of this study includes a ZEB technology selection framework with a standardized framework to help agencies choose between Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB). It includes a decision matrix based on topography, route length, and depot electrical capacity. The toolkit also establishes the foundational guidance for technology selection and may be supported by transit agencies and OEMs to provide ongoing refinement. The toolkit will be published along with the final report.

Peer Lessons Learned Exchange: This exchange could be a centralized sharing of lessons learned from early adopters such as Antelope Valley Transit Authority (AVTA) (with the first 100% electric fleet) and Foothill Transit (a pioneer in Fuel Cell Electric Bus (FCEB) and on-route charging). SCAG may facilitate peer exchanges through communication channels such as the Regional Transit Technical Advisory Committee (RTTAC), while transit agencies provide the essential technical leadership by sharing their experiences and lessons learned.

Mid-Term

ZEB Implementation Forum: Unlike the near-term peer exchange, which may focus exclusively on transit agencies, this forum aims to engage with a broader set of stakeholders, including transit agencies, OEMs, utilities, and private vendors. It could be conducted quarterly or at another agreed cadence and structured as a series of high-intensity troubleshooting sessions rather than standard presentations. The goal is to resolve immediate deployment bottlenecks through multi-faceted information exchange. For example, a clinic could facilitate a dialogue on how agencies may align standardized vehicle specifications to help OEMs streamline production and reduce lead times. By convening the entities responsible for both the bus and the infrastructure, these sessions would transform isolated challenges into coordinated solutions. For this effort, SCAG may take the lead to facilitate the forum using its convening power and secure support from transit agencies, utilities, OEMs and other private vendors.

Joint Procurement Guide: In alignment with TTF Strategy 13, which advocates for the stabilization of the ZEB manufacturing industry, this action focuses on aggregating demand to reduce unit costs and move toward standardized vehicle and infrastructure specifications. California's Department of General Services (DGS) may take the lead role in this effort by developing and administering statewide cooperative contracts and joint procurement vehicles. SCAG could explore a partnership with DGS by conducting regional analysis and pursuing funding for further study on this topic. Collaboratively, they may identify common service profiles and technical requirements across Southern California transit agencies, such as battery capacity, charging plug types, and warranty terms. Transit agencies and OEMs may also provide support to streamline the process.

ZEB Asset Management & Technical Assistance: To address the complexities of project delivery and long-term asset maintenance, state agencies have already been taking actions and providing an opt-in technical assistance program for transit agencies. For example, CARB provides free, one-on-one technical assistance through [Cal Fleet Advisor](#) (CFA), which is administered by CALSTART on behalf of CARB. This action aims to build specialized capacities to assist with lifecycle management and the strategic prioritization of routes for fleet transitions. This action would include offering expert guidance on whether specific routes are most suitable for BEB or FCEB technology, as recommended by TTF Strategy 15. In this context, SCAG's role is to serve as a regional facilitator and liaison, helping connect transit agencies with state-led resources and coordinating with the State so that support is directed to agencies with the most immediate needs.

Long-Term

Regionwide Readiness Dashboard: A centralized publicly accessible dashboard may be helpful to visualize the zero-emission transition across all transit agencies in the region or statewide. This tool would serve as a strategic roadmap, moving beyond the number of ZEBs deployed to track the granular health of the transition, including fleet electrification milestones, infrastructure installation and construction progress, and utility interconnection stages. State agencies, such as CARB and CalSTA, are best positioned to lead this effort, as they already collect and maintain mandatory compliance data through ICT reporting and SB 125 accountability programs. State agencies may analyze the regional data. They may also utilize the dashboard’s regional data to identify where delays are systemic and where targeted intervention is required to unlock progress. SCAG may support this process through convening, communications, or analysis.

Goal 2: Improve Infrastructure Planning

This goal focuses on building a reliable and resilient infrastructure network that keeps pace with the region’s ZEB transition. Infrastructure includes not only charging and hydrogen fueling systems, but also the utility-side upgrades—such as transformers and distribution improvements—required to support them. A central objective is ensuring that infrastructure delivery aligns with bus procurement schedules by clarifying lead times and coordinating early with utilities and infrastructure vendors. The goal also emphasizes designing for scalability and resilience from the outset, including installing electrical backbones that support future expansion and incorporating storage or backup power where feasible.

The strategy for this goal is to strengthen early coordination, improve utility and permitting readiness, and plan for long-term reliability. This requires aligning transit agencies, utilities, SCAG, the CPUC, and infrastructure vendors around shared timelines, consistent planning assumptions, and scalable facility design so that charging and fueling systems are ready when buses arrive and remain dependable during disruptions or extreme events. Table 2 is a summary of the key stakeholders and their roles for Goal 2.

Table 2: Goal 2 Stakeholder Roles and Responsibilities

Goal/Objective	Agency/Entity	Responsibilities
Goal 2: Improve Infrastructure Planning Objective: Build Reliable, Resilient ZEB Infrastructure	Transit agencies (Lead)	Install infrastructure to support ZEB deployment.
	SCAG	Use convening power to align regional utility planning and advocate for streamlined local permitting.
	Utilities	Execute grid upgrades in alignment with agency timelines.
	CPUC	Establish accountability mechanisms and standardized timelines for utilities to support transit.
	Infrastructure Vendor	Provide hardware and charge management software.

Goal 2 Action Plans

Near-Term

Actions focus on eliminating administrative delays and ensuring that agencies and utilities speak the same technical language.

Smart Charging Factsheet: The toolkit included in this study explains what smart charging is, why it matters, and how it helps improve reliability, operational readiness, and cost control for electric bus charging. It also outlines how smart charging works in practice, summarizes common charging strategies. It gives examples of transit agency deployments and example vendors used in transit smart charging systems.

Utility Engagement Starter Kit. The toolkit included in this study helps transit agencies identify the right utility points of contact. Transit agencies may want to clarify with their respective utility provider if a dedicated transportation electrification or fleet team is defined, so coordination stays consistent as fleet phasing, upgrade schedules, and funding timelines evolve. It includes a high-level concept package that agencies may share up front to start productive conversations and reduce back-and-forth. The toolkit also provides a generic utility data request checklist to support an initial assessment.

Permitting and Approval Checklist. The toolkit included in this study aims to reduce rework and schedule uncertainty. It navigates local permitting for both EV charging and hydrogen fueling by highlighting California streamlining laws and centralizing where to find specific requirements for each jurisdiction. The guide outlines common application essentials, including project narratives, site layouts, equipment specifications, and detailed electrical or station plans, to ensure submittals are complete on the first try. This effort aligns with TTF Strategy 9, which focuses on shortening capital project delivery timelines by streamlining environmental review, permitting, and decision-making.

Mid-Term

Actions at this stage move beyond basic power connections to focus on long-term reliability and resilience to strengthen the regional network.

Resiliency Guidance for Depots: Transit agencies may lead this effort to ensure future-proofing their facilities against grid outages and extreme weather. This action echoes SCAG's [Regional Resilience Toolkit](#), which emphasizes integrating resilience into transportation and infrastructure planning.

- **Managed Charging Readiness:** Transit agencies may explore software and hardware that may throttle power during peak heatwaves, protecting the grid while ensuring bus power meets needs for services.
- **Backup Power and Facility Resilience:** Transit agencies may evaluate battery storage, microgrids, and other energy resilience measures to maintain depot operations and charging capability during outages.
- **Contingency Planning:** Transit agencies may establish backup protocols for service continuity during wildfires, seismic events, or extended blackouts to ensure the region stays mobile during emergencies.

Regional Collaboration: While SCAG may encourage agencies to work together,

reducing the burden of standalone projects, large transit agencies may take the lead role to implement regional collaboration, examples include:

- **Shared Utility Upgrades:** Transit agencies may coordinate with utilities and offer multi-agency agreements where two or more operators share a high-capacity circuit or substation, splitting the cost and accelerating the utility construction timeline.
- **Joint Infrastructure Delivery:** TTF Strategy 14 recommends shared use charging or fueling hubs, allowing agencies to offer mutual aid or emergency backup power to one another across jurisdictional lines. Transit agencies could lead this effort, with support from SCAG on high-level planning, and state agencies could assist with funding prioritization.

Long-Term

Corridor Co-Location Mapping Tool: Development of a GIS-based mapping tool may synchronize regional transit infrastructure demand with available grid and fueling capacity. This tool would serve as the regional master plan for infrastructure deployment by:

- **Identifying Phased Grid Upgrades:** The tool may include GIS map layers of transit depot, hubs and routes with utility substation data (e.g. Integration Capacity Analysis (ICA) map from Investor-Owned Utilities) to flag where the grid is strongest and where it is most constrained. Transit agencies may use this data to coordinate with utilities on a phased schedule of bulk upgrades, ensuring high-power circuits are ready before multiple agencies in the same corridor hit peak demand.
- **Pinpointing Shared-Use Opportunities:** By mapping points where different operators converge, such as common transit hubs or adjacent service boundaries, transit agencies may identify prime locations for shared-use charging or hydrogen fueling stations.
- **Optimizing Regional Redundancy:** The mapping tool may identify geographic gaps in fueling and power. This would enable a regional strategy for placing backup infrastructure in locations that may serve as emergency islands for multiple agencies during regional disasters or grid failures, ensuring the system remains resilient at scale.

This effort may be co-led by SCAG (assuming funding permits) and utilities, with inputs and strong support from transit agencies, particularly about data sharing.

Goal 3: Create Sustainable Funding Pathways

Goal 3 focuses on securing the financial resources needed to sustain the ZEB transition by closing the gap between today's budgets and future requirements. The scale of required investment is substantial, especially as agencies move toward full fleet conversion. Early pilot success helps de-risk implementation, but it does not materially reduce long-term capital and operating funding needs. One-time or short-term awards are not enough to support a systemwide transition because ZEB costs remain higher than conventional fleets. To respond, the region needs a clearer understanding of lifecycle costs and specific funding gaps, with long-term maintenance and energy costs prioritized alongside bus purchases. State agencies establish, align, and administer funding

programs for ZEBs and supporting infrastructure. They are also responsible for improving funding flexibility and predictability and streamlining grant processes, as recommended by TTF Strategy 4, Strategy 7, Strategy 8 and Strategy 26. SCAG may play an advocacy role by supporting broadened available funding opportunities, enhancing regional project competitiveness through alignment with state and federal priorities, and promoting collaborative approaches including multi-agency grant applications.

The strategy for this goal is to build a stable and coordinated funding framework that may support the full cost of the ZEB transition over time, not just early pilot projects. State agencies may lead by aligning and administering funding programs for vehicles and infrastructure, while SCAG may support regional coordination, project prioritization, and funding strategy development. Transit agencies may define needs, develop fundable projects, and secure and manage awards, with support from OEMs, utilities, and private partners to reduce costs, improve project readiness, and expand financing options for vehicles and supporting infrastructure. The key stakeholders and their roles for this goal are summarized in Table 3.

Table 3. Goal 3 Stakeholder Roles and Responsibilities

Goal/Objective	Agency/Entity	Responsibilities
Goal 3: Create Sustainable Funding Pathways Objective: Close ZEB Funding Gaps	State agencies (Lead)	Establish, align, and administer funding programs for ZEBs and supporting infrastructure.
	SCAG	Support regional coordination, project prioritization, and funding strategy development.
	Transit agencies	Define needs, develop projects, secure and manage funding.
	OEMs	Align production, pricing, and sourcing with grant requirements, while providing compliant options and identifying cost-saving opportunities.
	Utilities	Reduce upfront infrastructure costs, provide technical support.
	Private Partners	Offer financing models.

Goal 3 Action Plans

Near-Term

Actions focus on establishing basic funding clarity and making sure all agencies are aware of immediate funding opportunities.

Regional ZEB Funding Roadmap: The toolkit developed with this study provides a funding roadmap that summarizes the various funding streams available for ZEB deployment. This summary categorizes funds for vehicles and infrastructure, clarifies funding eligibility, and stackable opportunities.

Mid-Term

As agencies prepare for larger deployments, a grant application accelerator may reduce the administrative burden of complex federal applications.

Grant Application Accelerator: A regional accelerator program may be launched to provide a suite of grant-related resources. This effort may be led by SCAG by sharing

best practices on standardized project narratives and templates, permit processes to deploy ZEBs, and cost-benefit analysis through the Regional Transit TAC. SCAG may continue to provide support letters to partners and transit agencies for grant applications. **Strategic Legislative and Policy Advocacy:** State agencies may lead efforts to secure and align flexible, long-term funding for ZEB vehicles, charging and refueling infrastructure, and related implementation costs. SCAG may play an important supporting role by elevating shared regional needs in state and federal budget discussions and advocating for funding structures that better reflect transit agencies’ real deployment challenges.

Long-Term

Shared Infrastructure Financing: Transit agencies may explore joint-use financing models where multiple agencies share the cost of a single high-capacity charging or hydrogen fueling hub, leveraging economies of scale to lower the per bus cost of the transition.

Public-Private Partnerships for Scalable Delivery: Transit agencies may take the lead role to explore P3 delivery models, including Infrastructure-as-a-Service or Charge-as-a-Service (CaaS).

Goal 4: Build Long-Term Staffing Capacity

Goal 4 focuses on building the skilled workforce needed to sustain the ZEB transition. Workforce capacity is a gating issue as agencies scale from pilots to full fleet conversion. Training needs are growing fast across maintenance, operations, safety, and facility roles. Smaller and capacity-limited agencies particularly face bigger barriers because they have fewer staff and limited access to structured training. To respond, the region needs clearer and more consistent workforce pathways, with shared core competencies and common certifications. This goal aligns with TTF Strategy 17 and Strategy 18 which emphasizes workforce recruitment, retention and development.

The strategy for this goal is to create a more consistent and accessible workforce development system that equips transit agencies with the staff and skills needed to support long-term ZEB operations. This includes defining shared training needs across agencies, improving coordination among state agencies, SCAG, transit operators, and training providers, expanding practical and role-based training opportunities, and building repeatable pathways that make it easier for agencies of all sizes to recruit, train, and retain qualified personnel. Table 4 outlines the key stakeholders and roles for Goal 4.

Table 4: Goal 4 Stakeholder Roles and Responsibilities

Goal/Objective	Agency/Entity	Responsibilities
Goal 4: Build Long-Term Staffing Capacity	State agencies (Lead)	Lead ZEB workforce planning, training coordination, and barrier reduction.
	SCAG	Coordinate regional partners and identify shared training needs through RTTAC.
	Transit agencies	Define workforce needs and participate in training.
Objective: Develop a	Training Providers	Deliver training program.

Skilled Workforce		
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Goal 4 Action Plans

Near-Term

Actions may focus on defining what skills the region needs first and make training options easy to find and use.

Workforce Development Toolkit: The toolkit developed as part of this study provides a roadmap and starting point to help transit agencies identify ZEB workforce needs, target role specific training, and prepare staff for safe and effective zero-emission fleet deployment.

Priority Roles and Gap Identification: Transit agencies define priority job roles such as bus operators, maintenance technicians, facilities staff, and safety leads. SCAG may support transit agencies by sharing best practices through the RTTAC. This effort may be led by transit agencies. This effort may also be supported by ongoing work by the CARB through the reporting toolkit and associated database.

Regional Training Catalog and Minimum Competencies: This effort would develop a regional catalog of existing training programs and entry requirements. This could also include a minimum competency checklist, so training providers and agencies align on baseline expectations. CARB already conducts several trainings through CALSTART and may lead this effort by providing a list of trainings and schedules to SCAG to be shared with the RTTAC and other transit stakeholders. Transit agencies may also coordinate additional trainings and competency efforts in partnership with American Public Transportation Association (APTA), California Transit Association (CTA), and California Transit Training Consortium (CTTC).

Mid-Term

As deployments scale, actions may be shifted from planning to delivery by launching hands-on partnerships that create more training seats and reduce burden on small agencies.

Local Training Partnerships and Hands-On Modules: Local partnerships may be formed among community colleges, OEMs, labor partners, and transit agencies. These partnerships may deliver hands-on modules using real equipment and real depot conditions.

Train-the-Trainer and Shared Instruction Capacity: Train-the-trainer options are encouraged so transit agencies may build internal champions. Transit agencies may coordinate to pool instructors and equipment across agencies, so smaller agencies may participate without building their own programs from scratch. This may be facilitated through existing groups like SunLine Transit’s West Coast Center of Excellence in Zero-Emission Technology (CoEZET), and Southern California Zero Emission Transit Forum.

Long-Term

Over the long-term, state agencies may lead the development of a sustained training pipeline that repeats every year and grows with the market. SCAG may support this work by coordinating regionally and helping connect agencies to shared training resources. Transit agencies may participate by identifying workforce needs and enrolling staff.

Repeatable Regional Cohorts: Recurring cohorts may be established for each key role, with consistent schedules and clear prerequisites. This may create a predictable pipeline for hiring and upskilling across the region.

Shared Training Capacity and Facilities: Shared access to training sites, labs, and mobile training units may increase training throughput and reduce duplication of equipment purchases.

Workforce Funding: State agencies may lead workforce funding by developing and aligning funding programs that support ZEB training. They may also coordinate funding opportunities across agencies so workforce development may be sustained over time, rather than relying on one-time efforts.

Goal 5: Promote Integrated Planning

Goal 5 focuses on leveraging synergies with zero-emission trucks (ZETs) to accelerate the ZEB transition. This goal is supported by TTTT Strategy 14, which encourages shared maintenance and infrastructure support. Transit and freight are moving through similar market constraints. They face similar charging and hydrogen refuel infrastructure installation, utility upgrade timelines, interconnection queues, and construction and permitting bottlenecks, as well as vehicle procurement challenges. They also rely on workforce skills involving high-voltage safety, diagnostics, and facility operations. To respond, the region may consider approaches towards prioritizing shared solutions that reduce cost and schedule risk, while aligning with freight scale to improve investment efficiency. Coordination and corridor planning is a highly important pathway to collaborate on so that transit depots and truck hubs consider and align with grid readiness needs and utility upgrade plans. Identification of joint-use opportunities for charging or hydrogen hubs where operators converge may lower costs and improve reliability. Finally, the region may assess opportunities to consider shared workforce and safety training programs where competencies overlap.

The strategy for this goal is to encourage early and coordinated planning among transit agencies, municipal and freight and fleet owners/operators, and SCAG to identify and advance shared opportunities that may support both ZEB and ZET deployment. Planning is especially important because transit and freight depend on similar infrastructure, utility upgrades, workforce skills, and corridor conditions. Early coordination may help reduce costs, avoid schedule conflicts, and improve long-term system reliability. Stakeholder roles and responsibilities for this goal are summarized in Table 5.

Table 5: Goal 5 Stakeholder Roles and Responsibilities

Goal/Objective	Agency/Entity	Responsibilities
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Goal 5: Promote Integrated Planning Objective: Leverage Synergies with ZETs	Transit agencies (Lead)	Identify operationally feasible shared sites, set transit-priority rules.
	Municipal, and Freight Fleet Owners/Operators (Lead)	Identify operationally feasible shared sites, bring demand for shared-use projects, help define site operating rules.
	SCAG	Convene partners, help identify promising corridors and candidate sites through existing SCAG Southern California Zero Emission Truck Infrastructure Study (ZETI) and future research.

Goal 5 Action Plans

Near-Term

SCAG may focus on identifying shared ZEB and ZET opportunities that can quickly lead to agency and industry coordination and collaboration in considering implementation feasibility and do not create service risk for transit.

Define Low-Risk, High-Value Shared Opportunities: Leading by transit agencies and municipal and private truck fleet/operator partners, SCAG may coordinate and assist to identify workforce opportunities and pinpoint where shared charging or hydrogen may improve utilization and lower unit costs. Involving local community college trade programs, unions that represent the region’s skilled workforce, and potential funding partners would strengthen the partnership, support comprehensive program design, and help fill workforce gaps.

Mid-Term

As interest grows, state agencies may shift from concept to execution by organizing coordination and creating tools that make partnerships repeatable.

Partner Coordination and Pilot Documentation: Utilities, transit agencies, and municipal and freight stakeholders may align on timelines and operational assumptions, and document pilot structures.

Across Sector Collaboration: Transit agencies and truck fleet owners/operators may work together to clarify roles, governance, and cost allocation concepts. They may draft templates that reduce transaction costs for future shared projects, as feasible. They may also work with state agencies and training providers to develop a workforce model that defines shared core competencies and safe cross-training expectations for bus and truck technicians, as well as installation and maintenance for charging equipment and distribution infrastructure.

Long-Term

In the long-term, SCAG may embed coordination and collaboration that works during the near- and mid-term into regional planning and keep it current as conditions change.

Integrate Findings into Corridor Strategies: SCAG may coordinate with transit agencies and truck fleet owners/operators to document pilot results and integrate lessons

learned into planning documents, such as Connect SoCal, SCAG's Comprehensive Sustainable Freight Plan (On the Move), and other mode specific efforts. Over time, these insights may help inform or prioritize funding programs. State agencies may identify opportunities to build one workforce pipeline for both buses and trucks to reduce duplication. It could also support intentional cross-training that reflects differences in vehicle designs and maintenance cycles, while building a more flexible workforce as both markets mature.

Influence Market Policies in Sustainable Energy and Procurement: SCAG's convening and summary of findings and outcomes through the short- and medium-term action plans can support policy changes in the utility space around rate setting, policy and program design from the CPUC, utilities, regulators and local jurisdictions. SCAG may also convene transit fleets to develop standard models for OEM equipment that meet the majority of a sector's needs, which can reduce costs and lead times for vehicles or infrastructure that is typically a high-cost or long lead time custom order.



AGENDA ITEM 6

REPORT

Southern California Association of Governments
June 4, 2026

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Lijin Sun, Planning Supervisor
213-236-1804, sunl@scag.ca.gov

Subject: Overview of Transportation Conformity and Anticipated Regional
Conformity Challenges in SCAG Region

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

As a Metropolitan Planning Organization (MPO), SCAG develops the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, the Federal Transportation Improvement Program (FTIP) every two years, and their amendments from time to time. SCAG's RTP/SCS, FTIP, and their amendments are required to demonstrate regional transportation conformity and receive federal approval of conformity determination. The first portion of this staff report is to provide EEC members with an overview of transportation conformity.

As part of the federal conformity regulations, SCAG is required to demonstrate regional transportation conformity to the motor vehicles emissions budgets (MVEBs) that are developed by the California Air Resources Board (CARB) and subsequently approved or found to be adequate by the U.S. Environmental Protection Agency (EPA). Over the last year, federal and state actions have eliminated or significantly changed the estimated criteria pollutants emission reductions attributed to key mobile source regulations previously relied upon to meet MVEBs and demonstrate regional transportation conformity. The second portion of this staff report is to inform EEC and TC members of an anticipated transportation conformity challenge in the SCAG region.

BACKGROUND:**I. Introduction to Transportation Conformity**

Transportation conformity is required by the federal Clean Air Act (CAA) to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

Transportation conformity determination is a federal requirement for SCAG’s RTP, FTIP, and their amendments and a prerequisite for federally supported transportation projects. SCAG received federal approval of the transportation conformity determination for Connect SoCal 2024 in May 2024 and for the 2025 FTIP and Connect SoCal 2024 Amendment 1 in December 2024. Staff is developing transportation conformity analyses of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2, which will be presented to seek EEC’s authorization for public release in July 2026, to be followed by a series of transportation conformity analyses for the proposed final 2027 FTIP and proposed final Connect SoCal 2024 Amendment 2 around September 2026, Connect SoCal 2050 in 2027, and 2029 FTIP in 2028.

Transportation conformity determination is a complicated process that has many components, involves many agencies at federal, state, regional, and local levels, has various federal requirements, and can cause serious consequences if not met. The SCAG region encompasses five air districts, each with distinct air planning challenges, adding further complexity to transportation planning and conformity across the region. The following includes seven general Q&As of transportation conformity.

1. What needs to meet transportation conformity?

Transportation conformity applies to the long-range RTP/SCS, short-range FTIPs, and transportation projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) such as the Port of Long Beach’s Harbor Scenic Drive Enhancement project and the Ontario International Airport (ONT) Connector project.

2. How often is transportation conformity required?

Transportation conformity determination must be made at least every four years or when RTPs/FTIPs are significantly amended. Also, transportation conformity determination must be made within 24 months of certain actions on the SIP by EPA. In addition, conformity re-determinations must be made

within 12 months of an area being designated by the EPA as a new non-attainment area or upon new MVEBs approved or found to be adequate by EPA. MVEBs establish the maximum allowable emissions from on-road transportation sources for purposes of demonstrating regional transportation conformity.

3. What are the federal transportation conformity requirements?

Under EPA's Transportation Conformity Regulations, RTP and FTIP must pass five federally required transportation conformity tests:

- 1) **Consistency with RTP:** The FTIP project listing must be consistent with the policies, programs, and projects of the RTP.
- 2) **Regional emission analysis:** RTP and FTIP regional emissions must not exceed the MVEBs in the applicable SIPs. Where there are no EPA approved conformity budgets, an interim emission test is used for conformity. Under the interim test, the build scenario's emission must be less than or equal to the no-build scenario's emissions and/or the build scenario's emission must be less than or equal to the base year emissions.
- 3) **Timely implementation of transportation control measures (TCMs):** RTP and FTIP must demonstrate that TCM project categories listed in the applicable SIPs have been given funding priority, implemented on schedule, and, in case of any delays, any obstacles to implementation have been overcome. TCMs are explicitly committed measures in SIPs and federally enforceable. TCMs provide criteria pollutants emission reduction benefits that are relied upon to meet federal air quality standards and transportation conformity budgets.
- 4) **Financial constraint:** RTP and FTIP must be financially constrained, in other words, RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
- 5) **Interagency consultation and public involvement:** SCAG's Transportation Conformity Working Group (TCWG) must serve as the primary regional forum for interagency consultation for all matters related to regional and project-level transportation conformity. RTP also must go through an extensive and on-going public outreach effort throughout RTP development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

4. Who makes transportation conformity determination?

MPO governing boards (i.e., Regional Council) make initial transportation conformity determination. Final conformity determination must be made at the federal level by FHWA/FTA, in consultation with EPA.

5. What criteria pollutants are subject to transportation conformity in the SCAG region?

Seven health-based NAAQSs for three different criteria air pollutants [ground-level ozone, particulate matter including PM_{2.5} and PM₁₀, and carbon monoxide or (CO)] are applicable to the SCAG region. Twenty-five areas within the SCAG are designated by EPA as nonattainment or maintenance areas under these NAAQSs. As a result, the SCAG region includes many areas subject to stringent federal air quality planning requirements under the CAA, making it particularly complex and challenging to meet transportation conformity requirements in the region.

6. What are the roles of federal, state, and regional/local agencies?

Many public agencies are involved in the transportation conformity process. At the federal level, EPA is responsible for setting the NAAQS, conformity regulations, adequacy finding or approval of MVEBs, approval of California's emissions estimation model [Emission FACTors (EMFAC)], and SIP approval. EPA concurrence is also required for TCM substitution upon adoption by SCAG's Regional Council. FHWA/FTA is responsible for approving the final transportation conformity determination in consultation with EPA.

At the state level, CARB is responsible for developing EMFAC model and MVEBs and submitting SIPs to EPA. CARB concurrence is also required for TCM substitution upon adoption by SCAG's Regional Council. Caltrans is responsible for reviewing and approving financial constraint of FTIP.

At the regional and local levels, SCAG staff performs transportation conformity analysis, and Regional Council adopts initial conformity determination. SCAG staff also prepares final TCM substitution report in collaboration with project lead county transportation commissions (CTCs). TCM substitution also requires adoption by SCAG Regional Council. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six CTCs in the SCAG region, and the CTCs submit transportation projects for inclusions in the RTP and FTIP. Five of the six CTCs are also responsible for preparing initial needed TCM substitution analysis.

7. What is a transportation conformity failure?

A regional transportation conformity failure can be triggered by either a transportation conformity lockdown or a transportation conformity lapse and can cause serious consequences. A transportation

conformity lockdown occurs when the transportation conformity determinations of the current RTP/SCS and FTIP are still valid, but no new transportation conformity determination may be made, for example, during the 2025 statewide transportation conformity lockdown triggered by federal revocation of California's waivers for mobile source regulations. Under a transportation conformity lockdown, only transportation projects in the current conforming RTP/FTIP can move forward. However, transportation projects including critical transit projects in the region that are not exempt from the transportation conformity requirements and that need to receive federal approval or funding are impacted because SCAG cannot add new or amend non-exempt projects under a lockdown. No new RTP/FTIP amendment is allowed except for exempt projects.

A transportation conformity lapse grace period is triggered when a conformity determination is not made according to the required frequency or expires. For example, the federal conformity determination for SCAG's current RTP/SCS (Connect SoCal 2024) is valid through May 10, 2028. If a conformity lockdown occurs and cannot be resolved before that date, SCAG will not be able to receive the federal conformity determination for the next RTP/SCS (Connect SoCal 2050). As a result, upon expiration of the current conformity determination after May 10, 2028, the SCAG region would enter a one-year conformity lapse grace period. Under the one-year conformity grace period, only projects in the current conforming RTP/FTIP or the most recent conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects.

A conformity lockdown will lead to a conformity lapse grace period if not resolved before the regional conformity determination expires. When the grace period ends, and there is still no resolution, a transportation conformity lapse occurs, meaning that the conformity determination for a regional transportation plan or program has expired and, as a result, there is no conforming regional transportation plan or program. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV lanes, transit, active transportation, and ITS projects) not in an approved SIP unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding, federal approval, nor be amended into the regional transportation plan or program.

II. Anticipated Transportation Conformity Lockdown

SCAG is facing an anticipated transportation conformity lockdown due to its inability to meet the Coachella Valley ozone MVEBs included in the South Coast AQMD's 2022 AQMP, which has been updated in 2026. The following portion provides background information on the AQMP and informs SCAG policy committee members of the key issue and cause of an anticipated lockdown, its timing, and next steps.

1. Background on the South Coast AQMD's 2022 AQMP and the 2026 Updates

Pursuant to the federal CAA, the South Coast AQMD's 2022 AQMP is prepared to attain the federal 2015 (70 ppb) 8-hour ozone NAAQS, which is the most stringent federal ozone standard to date, and applies to both the South Coast Air Basin and the Coachella Valley, both of which are designated Extreme nonattainment areas under the federal CAA.

As required by state law, the 2022 AQMP was jointly prepared by three responsible agencies to integrate their respective comprehensive control strategies and measures: the South Coast Air Quality Management District (South Coast AQMD), which is the lead agency for the AQMP; CARB; and SCAG.

The 2022 AQMP included an important component relevant to regional transportation planning and federal transportation conformity requirements – the South Coast Air Basin MVEBs and the Coachella Valley MVEBs for the 2015 (70 ppb) 8-hour ozone NAAQS. The MVEBs set upper limits for emissions from on-road transportation activities. Upon approval or found adequate by EPA, the MVEBs established as part of the AQMP process and adopted in the final State Implementation Plan (SIP) will become the functioning emission budgets for transportation conformity for the South Coast Air Basin and the Coachella Valley for SCAG's future RTP, FTIP, and amendments or updates to such plans/programs.

SCAG is also responsible for writing a portion of the 2022 AQMP on the region's RTP/SCS and TCMs as they relate to air quality. In November 2022, SCAG's EEC and Regional Council respectively approved transmittal of SCAG's portions for inclusion in the South Coast AQMD's 2022 AQMP, which was subsequently submitted to EPA for approval through CARB in February 2023.

Over the past years, significant modeling and regulatory changes have occurred. The changes included: 1) the new EPA-approved EMFAC model – EMFAC2021 replacing the previously EPA-approved EMFAC2017 model; 2) the EMFAC2021 off-model adjustment factors that EPA approved on November 21, 2025 to remove the estimated emissions benefits attributed to California's Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations from EMFAC2021 in response to the joint resolutions enacted under the Congressional Review Act and signed into law on June 12, 2025; 3) the EMFAC2021 Heavy-Duty Inspection and Maintenance (HD I/M) off-model adjustment factors that EPA approved on May 6, 2026 in response to EPA's February 2026 final action in partially approving and partially disapproving California's HD I/M Regulation. Since EPA has not yet acted on the South Coast AQMD's 2022 AQMP, CARB staff made updates to the air plan to reflect these changes and is scheduled to present the updated plan to the CARB Board for adoption on May 28, 2026.

2. Key Issue and Cause

The updated 2022 AQMP includes unworkable MVEBs for the Coachella Valley. SCAG is unable to demonstrate regional transportation conformity with the Coachella Valley MVEBs, although transportation conformity can be demonstrated in the South Coast Air Basin. When and if the unworkable Coachella Valley MVEBs are approved or found to be adequate by EPA, and since SCAG is unable to demonstrate transportation conformity in the Coachella Valley, a regional transportation conformity lockdown could happen. This would impact non-exempt transportation projects including critical transit projects in the region from moving forward because SCAG would not be able to add new or amend non-exempt projects under a lockdown.

3. Timing

At the time of this staff report, the South Coast AQMD's updated 2022 AQMP is scheduled for adoption by CARB Board at the May 28, 2026 meeting and then subsequently will be submitted to EPA for approval. EPA approval of the Coachella Valley MVEBs is required before SCAG is required to use them in regional transportation conformity determinations. There is no clear timeline at this time for when a regional transportation conformity lockdown would happen since it depends on how quickly EPA approves the plan, including the associated Coachella Valley MVEBs. EPA has up to 18 months to act on the air plan after receiving it from CARB and has taken longer to make an action in the past. Nonetheless, the scheduled adoption by CARB Board in May will set in motion an anticipated transportation conformity lockdown for the SCAG region.

It is important to note that there is no immediate impact on SCAG's RTP and FTIP development this year. Specifically, there is no impact on the 2027 FTIP or Connect SoCal 2024 Amendment 2 that SCAG is developing for anticipated federal approval this year. In addition, there are no anticipated impacts on transportation projects supporting the LA28 Olympics and Paralympics Games.

4. Next steps

The anticipated transportation conformity challenge is not caused by a failure of SCAG's regional policies or commitments. SCAG staff at all levels take the anticipated transportation conformity lockdown from unworkable Coachella Valley MVEBs very seriously and are addressing the anticipated conformity challenge proactively. Because the anticipated transportation conformity lockdown is not immediately impacting SCAG's RTP, FTIP, and their amendments, SCAG staff have been engaging and will continue to engage with CARB and EPA, along with all involved or impacted agencies across federal, state, and regional levels. It is important to bring the region together through strengthened, multi-agency coordination to identify a workable path forward before the SCAG region experiences another regional transportation conformity lockdown.

In addition, at SCAG staff's request, staff representatives of CARB and EPA have reported and will continue to report on the status of their respective public process of the South Coast AQMD's updated 2022 AQMP at SCAG's monthly Transportation Conformity Working Group meetings.

Finally, SCAG conformity and FTIP staff will conduct internal evaluations to gain a preliminary understanding of potential impacts from a regional transportation conformity lockdown and will provide periodic updates to the Energy and Environment Committee and/or the Transportation Committee in the future as appropriate.

FISCAL IMPACT:

None.



OVERVIEW OF TRANSPORTATION CONFORMITY AND ANTICIPATED REGIONAL CONFORMITY CHALLENGES

June 4, 2026

Purpose

- Overview of transportation conformity
- Anticipated transportation conformity challenge

Key Requirements under Federal Clean Air Act

- Ensure that regional transportation plans, programs, and projects are consistent with or “conform” to air quality plans for meeting federal emission standards
- Regional transportation plans (RTP/FTIP) and federally supported projects:
 - Do not cause new air quality violations
 - Do not worsen existing violations
 - Do not delay attainment of air quality standards

Key Requirements under EPA’s Conformity Regulations

- Transportation conformity must be demonstrated:
 - New regional transportation plan (RTP/FTIP)
 - Significant RTP/FTIP amendments
 - Triggered by EPA’s actions on air plans and emissions budgets
- Five federally required conformity tests:
 - Consistency with RTP
 - Regional emissions analysis
 - Timely implementation of transportation control measure (TCMs) projects
 - Financial constraint
 - Interagency consultation & public involvement

SCAG Region is Subject to Transportation Conformity

7

Federal health-based standards

3

Criteria Pollutants

Ozone, PM 2.5, PM 10, Carbon Monoxide

25

Nonattainment or maintenance areas



Roles of Federal, State, and Regional/Local Agencies

FEDERAL

U.S. EPA

Sets federal air quality standards; approves CA's emission model, conformity budgets, air plans

FHWA/FTA

Approves final conformity determination

STATE

California Air Resources Board

Develops emission model & conformity budgets; submits SIPs

Caltrans

Approves FTIP financial constraint
Submits RTP/FTIP projects to FHWA/FTA

REGIONAL / LOCAL

SCAG

Conducts conformity analysis; Regional Council adopts initial determination

Local Air Districts

Develop and adopt their own air plans

County Transportation Commissions

Submits RTP/FTIP projects

Recent Modeling & Regulatory Changes

New Emission Model (Nov 2022)

- EMFAC2021

State's Withdrawal of Waiver Request (Jan 2025)

- Advanced Clean Fleets

Federal Revocation of Waivers under Congressional Review Act (Jun 2025)

- Advanced Clean Cars II
- Advanced Clean Trucks
- Heavy-Duty Omnibus
- Zero Emissions Airport Shuttle Bus
- Heavy-Duty Vehicle and Engine Emission Warranty

EPA Rulemaking Action (Feb 2026)

- Heavy-Duty Inspection and Maintenance Regulation

Background: Anticipated Transportation Conformity Challenge

- South Coast AQMD 2022 Air Plan
 - Addresses most stringent federal ozone standard (2015 8-hour standard)
 - Applies to both South Coast Air Basin and Coachella Valley
 - Both areas are designated Extreme nonattainment areas by EPA
 - Includes SCAG transportation portion (e.g., RTP/SCS and TCMs)
 - Conformity budgets setting upper limits for emissions from on-road transportation activities
 - SCAG/CARB/EPA respective public process in 2022-2023
- 2026 updates
 - Updated conformity budgets to reflect recent changes
 - Before CARB Board for adoption on 5/28/2026

Key Issue, Timing, and Consequences

- SCAG cannot meet Coachella Valley budgets*
- CARB's 5/28 Board action sets in motion a regionwide conformity lockdown
- No immediate impacts on SCAG this year on 2027 FTIP, Connect SoCal 2024 Amendment 2
- No impacts on LA28 Olympics and Paralympics transportation projects
- Uncertainty for SCAG's next RTP and FTIP development
- Lockdown jeopardizes federal transportation investments and delays federally supported transportation projects, including transit projects

***Anticipated transportation conformity challenge is not caused by a failure of SCAG's regional policies or commitments**

Next Steps

- SCAG continued engagement with involved and impacted agencies across all levels
- CARB and EPA reporting to SCAG's monthly Transportation Conformity Working Group meetings
- Periodic updates to EEC and TC as appropriate



THANK YOU!

For more information, please visit:

www.scag.ca.gov



AGENDA ITEM 7

REPORT

Southern California Association of Governments

June 4, 2026

To: TC - Transportation Committee

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

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 (Authority) 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 for the Authority include securing additional Cap-and-Invest funding to support continued project delivery and the release of the [Draft 2026 Business Plan](#), which outlines updated project priorities, funding strategies, and implementation timelines for advancing the statewide system. At the June 4 Transportation Committee meeting, representatives from the Authority will share updates on four critical topics: the recent announcement regarding Cap-and-Invest funding, the business-minded strategies outlined in the Draft 2026 Business Plan, the updated project delivery strategies for Southern California, and the timeline for finalizing the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) document for the 30-mile segment between Los Angeles and Anaheim in Southern California. The presentation will provide Transportation Committee members with an opportunity to engage directly with Authority staff regarding the project's progress.

BACKGROUND:

The California High-Speed Rail Authority (Authority) 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 Authority

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 February 2026, more than 80 miles of guideway are complete, along with nearly 60 fully completed major structures, and 30 more structures underway across Madera, Fresno, Kings and Tulare counties. Additionally, 463 of the 494 miles between the Bay Area and Los Angeles County have received full environmental clearance. The Authority is also focusing on extending the line to Merced and Bakersfield, advancing design work, right-of-way mapping, and utility relocation efforts.

AUTHORITY FUNDING UPDATE:

In September 2025, the Authority secured an extension of Cap-and-Invest funding, providing a long-term and more stable revenue source to support continued delivery of the statewide high-speed rail system. The funding is expected to generate billions of dollars for the program over the coming decades and will support ongoing construction, environmental clearance, corridor development, and future system expansion. The funding agreement is expected to resolve identified funding gaps for the Early Operating Segment in the Central Valley.

The Authority announced a new initiative to engage private investors and developers in the delivery of California's high-speed rail program. Through the issuance of a Request for Qualifications (RFQ) for a Co-Development Agreement (CDA), the Authority aims to identify a private-sector partner to help accelerate delivery of the nation's first true high-speed rail system while exploring innovative financing and commercialization opportunities. To advance this process, the Authority issued a Notice of Proposed Award (NOPA) identifying the top-ranking respondent to the CDA RFQ on May 11, 2026. An executed contract for the CDA is expected in summer 2026. In addition to supporting infrastructure delivery, the Authority is seeking to commercialize project-related assets at the earliest possible opportunity. Potential opportunities identified by the Authority include station facilities, track access, fiber infrastructure, power systems, and real estate assets associated with the statewide rail program.

In tandem with this effort, the Authority released its [Draft 2026 Business Plan](#), which reflects a more business-minded and implementation-focused approach to project delivery. The Draft Business Plan emphasizes financial stewardship, phased investments, risk management, strategic partnerships, and advancing deliverable segments that can provide near-term operational and economic benefits while continuing progress toward the broader statewide vision.

SCAG submitted comments to the Authority on their Draft 2026 Business Plan on April 28, 2026, expressing support for advancing a statewide system and acknowledging its projected economic

benefits. SCAG also noted the evolving revenue strategies, including public-private partnerships and asset commercialization, and SCAG highlighted the need for greater clarity regarding financial risks, funding gaps, and the feasibility of revenue assumptions, particularly for segments beyond Merced–Bakersfield. The letter emphasized the importance of maintaining public sector priorities within emerging private sector partnerships, as well as ensuring strong coordination among regional partners along shared corridors such as the Antelope Valley Line and connections with Metrolink and Brightline West. SCAG also underscored the importance of stakeholder engagement and interagency coordination for Southern California segments, particularly the Los Angeles–Anaheim corridor as it finishes the environmental process and transitions into implementation, and requested clarification on phased project delivery timelines in Southern California. Finally, SCAG called for continued coordination with statewide policy efforts, including SB 1098 and the LOSSAN Corridor, and stressed that transparency, realistic financial planning, and regional collaboration will be critical to successful implementation.

Staff from the Authority have been invited to the June 4 Transportation Committee meeting to provide clarification on several key topics identified in the Draft 2026 Business Plan, including the Authority’s evolving financial and revenue-generation strategy, the role of public-private partnerships and asset commercialization, and how these efforts are anticipated to support long-term system expansion and delivery. Additional clarification is anticipated regarding the evolving shared-use corridors and delivery of Southern California project sections, including how operations may function if the Burbank to Los Angeles segment becomes operational ahead of other Southern California segments identified in the Draft 2026 Business Plan.

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.

The Authority released the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to Anaheim project section in December 2025, marking a significant milestone in the environmental review process. Next steps include public review and comment, refinement of the environmental document, and eventual certification of the Final EIR/EIS and project-level approvals to advance the segment toward final design and construction readiness.

SPEAKER INTRODUCTION:

The Transportation Committee will be joined by LaDonna DiCamillo, who serves as the Northern and Southern California Regional Director and the Interim Director of Planning and Sustainability for the Authority. With extensive experience in transportation planning and project development, she plays a crucial role in advancing high-speed rail. 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 the Authority and key regional stakeholders, including SCAG, local governments, and transportation agencies.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - CA High Speed Rail Authority
2. SCAG's 2026 Business Plan Comment Letter



SCAG Update

2026 Draft Business Plan and Los Angeles to Anaheim Section Overview

June 4, 2026

2026 Draft Business Plan

- Lays out the path forward on:
 - » Completion of the Merced to Bakerfield segment
 - » Expansion to major population centers for revenue-positive service
 - » Early asset commercialization to generate additional revenue for continued build out
- Addresses various policies and implementation tools needed to help avoid future construction delays
- Examines full Phase 1 corridor, SF to LA/Anaheim, and lays out a realistic delivery schedule



Making the Vision a Reality - Merced to Bakersfield

As the initial operating segment, Merced to Bakersfield will serve as the spine of the Phase 1 alignment from San Francisco to the LA Basin



SAVINGS

Rather than start with a full-capacity build, the Authority **saved over \$1 billion** in the Merced-Bakersfield segment.



TRIPS PER DAY

Initial service will begin with a planned **eight trips per day** in both directions.



TRACKS

The Authority will **begin laying down tracks in 2026**.



FARE SERVICE

With tracks & electric system installation in 2026, the Authority anticipates fare service from Merced to Bakersfield **beginning in 2033**.



SAFETY

The project is already having a **positive impact on road safety**, with dozens of new overcrossings opening throughout the area.

Where We Are Today – Merced to Bakersfield Construction Progress



119 MILES OF CONSTRUCTION

100% of parcels delivered
463 miles environmentally cleared & construction ready



59 STRUCTURES COMPLETE

30 more under construction
16,388 jobs created
300+ graduates from pre-apprentice program



81 MILES OF GUIDEWAY

Complete with grade separations, **wildlife crossings**, culvert boxes, & utility relocations



5 CENTRAL VALLEY STATIONS

Merced, Madera, Fresno, Kings/Tulare, & Bakersfield
All being designed with community input



2026 TRACK PREPARATION

Southern Railhead
Ready for high-speed rail track installation

* February 2026 Numbers

Expansion to Population Centers: Central Valley to Bay Area



Approach to connecting to the Bay Area:

- Extend the alignment from the Central Valley to Gilroy
- Enables through-service to San Jose and San Francisco via upgraded shared corridors
- Targeted infrastructure improvements will enable through-service:
 - Electrification
 - Signaling upgrades
 - Track capacity improvements
 - Station upgrades

This optimized solution for an early connection to the Bay Area would save tens of billions of dollars in initial investment while still delivering billions in operating profit.

Expansion to Population Centers: Southern California



- Once connected to Palmdale, the Authority is exploring the option of improving and leveraging portions of the existing Metrolink line through the Antelope Valley to Burbank prior to the completion of the full Phase 1 buildout.
- This optimized solution for a connection from SF into the LA Basin would save over a hundred billion dollars in initial investment while still delivering billions in operating profit.
- The connection in Palmdale also offers the future connection to the Las Vegas line via the High Desert Corridor and Brightline West.

Addressing Risk: Targeted Legislative Actions



A targeted approach designed to address critical needs for a mega project of this size and complexity:

- Third party relationships
- Right-of-Way acquisition and delivery
- Environmental clearance and permitting
- Creating a multifaceted utility corridor

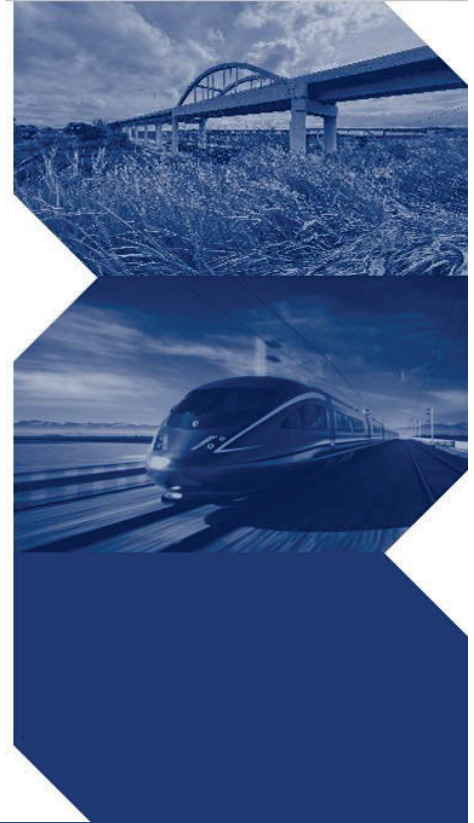
Anticipated 2026 Solicitations



Procurement milestones in 2026 include:

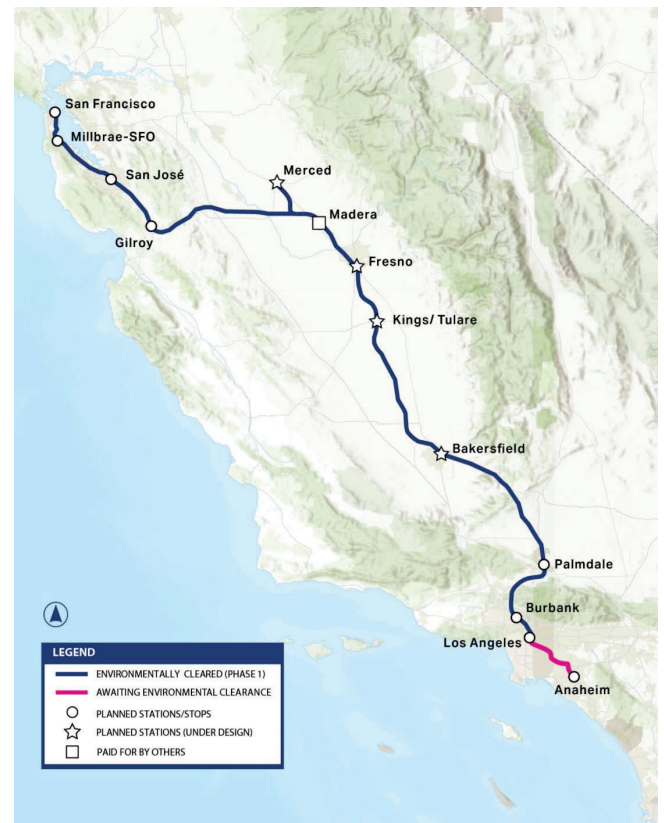
- Selecting a private partner to advance a co-development agreement for commercial, technical, and financial solutions (Q2)
- Awarding Track & Systems Construction Contract (Q2)
- Solicitation for progressive design-build contracts for civil work for Merced and Bakersfield extensions (Q2 & Q3)
- Awarding a contract to retrofit and restore the historic Fresno Depot (Q2) and soliciting a design-build contract for the Fresno Station (Q4)

Los Angeles to Anaheim Project Section



Los Angeles to Anaheim Project Section

- Approximately 30 miles long
- Connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC)
- Public comment period on the Draft Environmental Impact Report/Environmental Impact Statement closed on February 3, 2026



Shared Passenger Track Alternatives

Draft EIR/EIS considered a no build and two build alternatives:

Preferred Alternative
Shared Passenger Track
Alternative A

- HSR Stations at LA Union Station (previously studied) and ARTIC
- SoCal LMF at 26th Street (Vernon)
- Layover Tracks
- Relocated Metrolink stations at Commerce and Buena Park
- Grade-Crossing Modifications

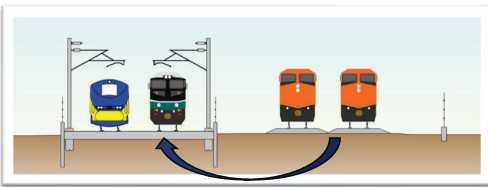
Shared Passenger Track
Alternative B

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



Shared Passenger Track Alternatives

Overview



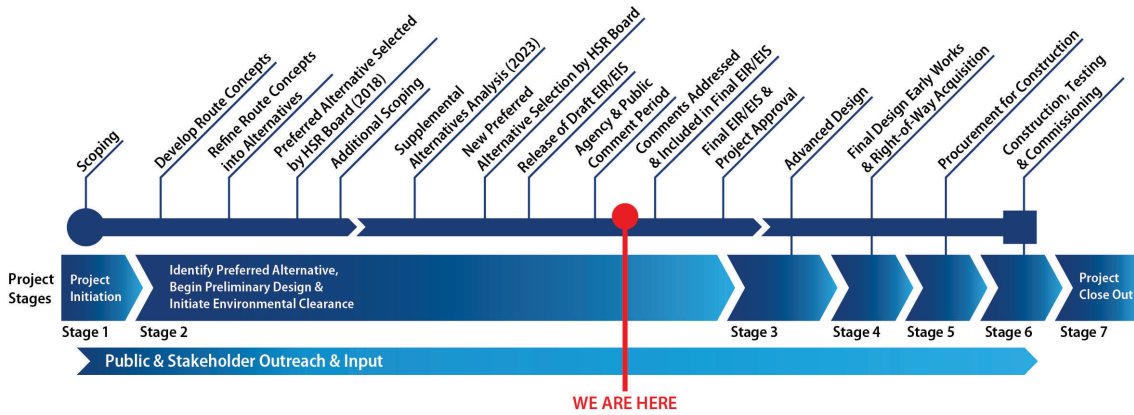
Blended System

Shared with passenger and freight rail currently operating along the existing Los Angeles to Anaheim rail corridor and utilized by BNSF, Metrolink, Amtrak, LOSSAN

- Key Features of Shared Passenger Track Alternatives:
 - » Construct one additional mainline track within portion of Corridor
 - » Electrify two of four mainline tracks for passenger operations
 - » Track improvements throughout corridor, especially at the Commerce, Norwalk/Santa Fe Springs, Buena Park and Fullerton Metrolink Stations
- BNSF could utilize up to four mainline tracks within its right-of-way
 - » Tracks would be shared with passenger rail service
- HSR would operate two trains per hour, per direction

Los Angeles to Anaheim Milestones

- Draft Environmental Impact Report/Impact Statement (Draft EIR/EIS) Public Comment Closed – February 3, 2026
- Final EIR/EIS – Mid 2026
- Notice of Determination/Record of Decision (NOD/ROD) – Late 2026



Stay Connected

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



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April 28, 2026

Mr. Ian Choudri
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

**RE: SCAG Comment Letter on CHSRA’s 2026 Draft Business Plan:
Transforming California’s Future**

Dear Mr. Choudri:

The Southern California Association of Governments (SCAG) appreciates the opportunity to provide comments on the California High-Speed Rail Authority’s (CHSRA) 2026 Draft Business Plan. We appreciate the Authority’s continued efforts to advance a statewide high-speed rail system and recognize the significant economic benefits outlined, including job creation, labor income, and broader economic output. We also acknowledge the Authority’s evolving, business-oriented approach to revenue generation. Strategies such as public-private partnerships, asset commercialization, joint development, and exploration of Track Access Charge models reflect a proactive effort to diversify funding sources and strengthen long-term financial sustainability. These approaches are important steps toward advancing project delivery. In addition, we offer the following considerations:

Financial Strategy and Risk

While the plan identifies innovative revenue strategies, there remains uncertainty regarding the extent to which farebox recovery, private sector participation, and asset monetization can meaningfully support system expansion—particularly for segments beyond Merced–Bakersfield, including those from Palmdale to Anaheim. Continued clarity on funding gaps, risk allocation, and realistic revenue assumptions will be critical.

Private Sector and Commercialization Approach

The Authority’s pursuit of a Co-Development Agreement and broader public-private-partnerships framework is a notable shift. As this effort progresses, it will be important to ensure that public sector priorities, such as system integration, affordability, and long-term operational coordination, remain central alongside private sector interests.

Coordination Along Shared Corridors

Given the complexity of shared-use corridors, particularly along the Antelope Valley Line and connections involving Metrolink, Brightline West, and the High Desert Corridor, continued and proactive coordination with regional partners is essential. Ensuring alignment on infrastructure investments, service planning, and operational interfaces will be critical to avoid conflicts and maximize system performance.

Southern California Segments

We recognize the progress made on environmental clearance for the Los Angeles to Anaheim segment. As this effort advances, we encourage the Authority to fully consider feedback from stakeholders within the SCAG region and continue outreach to affected jurisdictions, particularly where right-of-way or relocation impacts may occur. Coordination with operators and governing agencies on planned upgrades within shared corridors will also be key to minimizing disruptions and ensuring compatibility with existing services. This type of coordination will be important as the Authority works to deliver the other Southern California project sections between 2033 and 2039.

One point of clarification SCAG would like to request: in Appendix D, Burbank to Los Angeles is scheduled to be operational in early 2033, while the rest of the Southern California project sections are scheduled to be operational in 2038 and 2039. How will system delivery and operations work in that sequence for bringing high-speed rail trains online in Southern California if one project section is delivered approximately six years earlier than others?

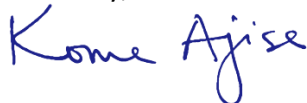
Statewide Coordination and Policy Alignment

We note that ongoing efforts related to Senate Bill (SB) 1098 and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor should incorporate the Authority's role, particularly where outcomes may affect shared segments along the LOSSAN corridor. Maintaining strong coordination with regional agencies will help ensure cohesive statewide implementation of SB 1098 recommendations, expected to be published by summer 2026.

In closing, we appreciate the Authority's effort to advance a financially complex and transformative program. Continued transparency, realistic financial planning, and strong coordination with regional and local partners will be essential to achieving successful project delivery.

Please do not hesitate to contact SCAG staff should additional coordination or discussion be helpful. If you have any questions, please do not hesitate to contact Courtney Aguirre, Manager of Mobility Planning and Goods Movement, at (213) 236-1990 or aguirre@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



To: EEC - Energy and Environment Committee
 CEHD - Community, Economic, and Human Development Committee
 TC - Transportation Committee

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

Subject: Connect SoCal 2024: Implementation Strategies Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Information Only — No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

CONNECT SOCAL 2024 IMPLEMENTATION

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

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

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

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

Since adoption of Connect SoCal 2024, SCAG has made progress on 84 of the 93 Implementation Strategies. The attached report details the actions and milestones that have occurred since the last semi-annual update in November 2025. Several additional strategies have made internal progress with initial research or drafting of Scopes of Work. As those projects progress, they will be included in future Connect SoCal Implementation Strategy Updates. However, it is critical to note that successful implementation of Connect SoCal 2024 relies on many actors and decision makers beyond SCAG, including local jurisdictions, and state, regional, and federal partners.

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

- **Collaboration and Policy Leadership**
 - SCAG collaborated with member and partner agencies through a variety of different forums, including the State Active Transportation Program Technical Advisory Committee, Strategic

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- Highways Safety Plan Executive Leadership Steering Committee, and the Statewide Zero Traffic Fatalities Task Force.
- o SCAG participated in the SB 1098 LOSSAN Working Group and California Freight Advisory Committee (CFAC) Meeting.
 - o SCAG staff are engaging with key partners to anticipate travel demand of upcoming large-scale events, such as the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. Engagement efforts include meetings with tourism bureaus, freight industry stakeholders (e.g., ports, California Trucking Association, etc.), airports, governmental agencies (e.g., Caltrans, cities, etc.), and Councils of Governments (COGs) to understand needs and identify opportunities to support.
 - o SCAG kicked off the Community and Tribal Nations Partnership Strategy project to improve and enhance engagement and consultation practices.
 - o SCAG is co-sponsoring Senate Bill (SB) 1098 (Cabaldon) to modernize the framework in SB 375 that guides SCAG's work on the Sustainable Communities Strategy as part of Connect SoCal.
- **State and Federal Funding Administration**
 - o SCAG Regional Council approved the FFY 2026-27 and FFY 2027-28 Surface Transportation Block Grants (STBG)/Congestion Mitigation and Air Quality (CMAQ) funding recommendations on December 4, 2025.
 - **Data Collection, Analysis and Research**
 - o SCAG released the [2026 State of the Region Report](#) which provides a baseline performance assessment to help identify future regional needs and highlight emergent issues in the SCAG region.
 - o SCAG kicked off the Smart Cities Strategic Plan effort which will explore and recommend clean and innovative technology solutions to reduce VMT and GHG emissions.
 - o SCAG kicked off the Southern California Airport Access and Mobility Study which will provide a better understanding of how people travel to and from Southern California's airports.
 - o SCAG kicked off work to further develop and enhance the SoCal Transportation Safety Predictive Modeling and Analysis Platform to support improved traffic-related crash analysis and decision-making.
 - o SCAG continued advancing the Innovative Clean Transit Study by assessing regional transit operators' readiness for zero-emission fleet transitions, identifying financial and operational challenges, and opportunities for improved coordination and supports.
 - **Local Technical Assistance Resources**
 - o SCAG released the [Regional Resilience Toolkit](#), which shares resources and information to support Southern California communities, cities, and counties with resilience planning.
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- o SCAG provided technical assistance through a number of projects supported by the Subregional Partnership Program 2.0 (SRP 2) and Housing Infill on Public and Private Lands (HIPP) programs, many of which are set to be completed by the end of June 2026.
- o SCAG is developing a pilot project as part of the Regional Pilots Initiative (RPI), with a local agency partner that will leverage SCAG's recently published Mobility Hub Design and Implementation Guide.
- o SCAG applied further updates to the [Games TDM Resource Guide](#) to help agencies and organizations develop TDM approaches for mega-events like the 2028 Olympic and Paralympic Games.

NEXT STEPS:

While SCAG continues to implement Connect SoCal 2024, staff have begun development of the next RTP/SCS, Connect SoCal 2050. On April 9, 2026, SCAG staff presented the Draft Policy Development Framework for Connect SoCal 2050 to the Joint Policy Committees, outlining how key policy updates will be shaped, in partnership with the Policy Committees and Regional Council. On May 7, the Regional Council approved the creation of a Connect SoCal 2050 Subcommittee to launch this summer which will support continued policy development for Connect SoCal 2050.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Connect SoCal 2024: Implementation Strategies Update, June 2026

Connect SoCal 2024: Implementation Strategies Update, June 2026

(84 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, 84 of the 93 strategies have progressed since the adoption of Connect SoCal 2024. Below are key actions and milestones from November 2025 to May 2026 under those four categories:

- **Collaboration and Policy Leadership**

- SCAG collaborated with member and partner agencies through a variety of different forums, including the State Active Transportation Program Technical Advisory Committee, Strategic Highways Safety Plan Executive Leadership Steering Committee, and the Statewide Zero Traffic Fatalities Task Force.
- SCAG participated in the SB 1098 LOSSAN Working Group and California Freight Advisory Committee (CFAC) Meeting.
- SCAG staff are engaging with key partners to anticipate travel demand of upcoming large-scale events, such as the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. Engagement efforts include meetings with tourism bureaus, freight industry stakeholders (e.g., ports, California Trucking Association, etc.), airports, governmental agencies (e.g., Caltrans, cities, etc.), and Councils of Governments (COGs) to understand needs and identify opportunities to support.
- SCAG kicked off the Community and Tribal Nations Partnership Strategy project to improve and enhance engagement and consultation practices.
- SCAG is co-sponsoring Senate Bill 1098 (Cabaldon) to modernize the framework in SB 375 that guides SCAG's work on the Sustainable Communities Strategy as part of Connect SoCal.

- **State and Federal Funding Administration**

- SCAG Regional Council approved the FFY 2026-27 and FFY 2027-28 Surface Transportation Block Grants (STBG)/Congestion Mitigation and Air Quality (CMAQ) funding recommendations on December 4, 2025.

- **Data Collection, Analysis and Research**

- SCAG released the [2026 State of the Region Report](#) which provides a baseline performance assessment to help identify future regional needs and highlight emergent issues in the SCAG region.
- SCAG kicked off the Smart Cities Strategic Plan effort which will explore and recommend clean and innovative technology solutions to reduce VMT and GHG emissions.
- SCAG kicked off the Southern California Airport Access and Mobility Study which will provide a better understanding of how people travel to and from Southern California's airports.
- SCAG kicked off work to further develop and enhance the SoCal Transportation Safety Predictive Modeling and Analysis Platform to support improved traffic-related crash analysis and decision-making.

- SCAG continued advancing the Innovative Clean Transit Study by assessing regional transit operators' readiness for zero-emission fleet transitions, identifying financial and operational challenges, and opportunities for improved coordination and supports.
- **Local Technical Assistance Resources**
 - SCAG released the [Regional Resilience Toolkit](#), which shares resources and information to support Southern California communities, cities, and counties with resilience planning.
 - SCAG provided technical assistance through a number of projects supported by the Subregional Partnership Program 2.0 (SRP 2) and Housing Infill on Public and Private Lands (HIPP) programs, many of which are set to be completed by the end of June 2026.
 - SCAG is developing a pilot project as part of the Regional Pilots Initiative (RPI), with a local agency partner that will leverage SCAG's recently published Mobility Hub Design and Implementation Guide.
 - SCAG applied further updates to the [Games TDM Resource Guide](#) to help agencies and organizations develop TDM approaches for mega-events like the 2028 Olympic and Paralympic Games.

The tables on the following pages provide additional progress details for the 71 Implementation Strategies that have progressed between November 2025 and May 2026, 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 staff awarded a contract and kicked off the Cal State University, Dominguez Hills Transportation Demand Management Plan. SCAG released a Request for Proposals for the Regional Safety Action Plan.
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 staff awarded a contract and kicked off the Cal State University, Dominguez Hills Transportation Demand Management Plan. SCAG released a Request for Proposals for the Regional Safety Action Plan.
Complete Streets	Encourage data-driven approaches to inform Complete Streets policies.	In Progress	SCAG released a Request for Proposals for the Regional Safety Action Plan.
Complete Streets	Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impact on equity areas.	In Progress	SCAG released a Request for Proposals for the Regional Safety Action Plan.
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 January and March 2026. SCAG released a Request for Proposals for the Regional Safety Action Plan.
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 (December 2025 and April 2026), California Walk and Bike Technical Advisory Committee (November 2025 and February 2026), and Strategic Highway Safety Plan Bicyclist & Pedestrian Challenge Areas (March 2026). SCAG released a Request for Proposals for the Regional Safety Action Plan.
Funding the System/User Pricing	*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee.	Ongoing	SCAG submitted revised scope of work for the Strategic Innovation Revenue Collection (SIRC) Grant to comply with Executive Orders and is waiting for approval of the funding agreement from Federal Highway Administration (FHWA).

Funding the System/User Pricing	*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination.	Ongoing	SCAG submitted revised scope of work for the SIRC Grant to comply with Executive Orders and is waiting for approval of the funding agreement from FHWA.
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 approved the FFY 2026-27 and FFY 2027-28 Surface Transportation Block Grants (STBG)/Congestion Mitigation and Air Quality (CMAQ) funding recommendations on December 4, 2025. Contributions to federal performance measures were a key component in the scoring criteria that determined awards.
Funding the System/User Pricing	*Continue to coordinate with regional partners to support build-out of regional express lanes network.	Ongoing	SCAG submitted revised scope of work for the SIRC Grant to comply with Executive Orders and is waiting for approval of the funding agreement from FHWA. SCAG staff procured consultant and initiated work on SB 743 study on regional vehicle miles traveled (VMT) reduction strategies from the regional express lanes network and other mitigation strategies.
Funding the System/User Pricing	Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility.	Upcoming	SCAG submitted revised scope of work for the SIRC Grant to comply with Executive Orders and is waiting for approval of the funding agreement from FHWA).
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 continued the enhancement of the SoCal Transportation Safety Predictive Modeling Platform and presented on how the platform can support development of grant applications for Active Transportation Program (ATP) Cycle 8 at the March 2026 Safe and Active Streets Working Group meeting.
Safety	Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee.	Ongoing	SCAG staff continued to represent MPOs at meetings of the Strategic Highway Safety Plan (SHSP) Executive Leadership, Steering Committee, and the Bike and Pedestrian Challenge Area Working Groups. SCAG staff attended the first meeting of the reconvened Statewide Zero Traffic Fatalities Task Force in March 2026.

Safety	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region.	Ongoing	SCAG Regional Council approved the FFY 2026-27 and FFY 2027-28 STBG/CMAQ funding recommendations on December 4, 2025. Contributions to federal performance measures were a key component in the scoring criteria that determined awards.
Safety	Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHG.	Ongoing	SCAG staff attended several statewide meetings: State Active Transportation Program Technical Advisory Committee (December 2025 and April 2026), California Walk and Bike Technical Advisory Committee (November 2025 and February 2026), and Strategic Highway Safety Plan Bicyclist & Pedestrian Challenge Areas (March 2026). SCAG staff attended the first meeting of the reconvened Statewide Zero Traffic Fatalities Task Force in March 2026. SCAG released a Request for Proposals for the Regional Safety Action Plan.
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 reviewed and affirmed the Transportation Asset Management Plan (TAMP) from Caltrans which established pavement and bridge condition targets for the state highway system. SCAG staff also participated in and provided funding for the Local Streets and Roads report to understand pavement needs for locally managed roads and bridges.
System Preservation and Resilience	Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair.	Ongoing	SCAG Regional Council approved the FFY 2026-27 and FFY 2027-28 STBG/CMAQ funding recommendations on December 4, 2025. Contributions to federal performance measures were a key component in the scoring criteria that determined awards.
System Preservation and Resilience	Collaborate to work toward a regional asset management approach.	Ongoing	SCAG continues to provide the Transit Asset Management (TAM) database portal (TransAM) for transit agencies as part of the support and maintenance contract. SCAG began procuring a consultant to support the TAM database portal and target setting efforts for Connect SoCal 2050. SCAG participated in the SB 1098 LOSSAN Working Group to support a coordinated, data-driven regional process focused on improving governance, operations, and long-term sustainability of the LOSSAN rail corridor.

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 Regional Council approved the FFY 2026-27 and FFY 2027-28 STBG/CMAQ funding recommendations on December 4, 2025. Contributions to federal performance measures were a key component in the scoring criteria that determined awards.
Technology Integration	Develop a Smart Cities Vision Plan and periodically revise the Technology Guiding Principles to inventory existing policies, evaluate emerging technologies, recommend best practices, implement ITS priorities, assess current trends and research, identify pilot opportunities and improve transportation system safety and efficiency.	In Progress	SCAG staff completed procurement, selected a consultant team, and kicked off with a meeting with internal and external collaborators. Work is underway to assess existing conditions and establish a Technical Advisory Committee to support plan development and provide critical guidance on potential pilot opportunities and technology priorities.
Technology Integration	Provide local technical assistance grants in support of innovative technology solutions that reduce VMT and GHG emissions. Pursue funding and partners to continue the testing and deployment of emerging technologies.	Ongoing	SCAG staff continued to support stakeholder inquiries on potential partnerships and funding opportunities. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and recommend innovative technology solutions to reduce VMT and GHG emissions, in alignment with an upcoming SCAG Call for Projects to provide direct technical assistance.
Technology Integration	Implement Intelligent Transportation Systems (ITS) priorities to improve the safety and efficiency of the current transportation system.	Ongoing	SCAG staff met with Imperial and Ventura County staff to initiate updates to the county-level architectures. SCAG staff are also preparing a scope of work for the next ITS Architecture update contract services. SCAG Regional Council approved the FFY 2026-27 and FFY 2027-28 STBG/CMAQ funding recommendations on December 4, 2025. Contributions to federal performance measures were a key component in the scoring criteria that determined awards.
Technology Integration	Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions.	Ongoing	Assessment of CAV existing conditions and key projects integrated within the Smart Cities Strategic Plan efforts. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and identify opportunity zones and issue guidance on best practices.

<p>Transit and Multimodal Integration</p>	<p>* 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.</p>	<p>In Progress</p>	<p>As part of the Regional Pilots Initiative (RPI), SCAG is advancing the development of a pilot project with a local agency partner. The pilot will leverage SCAG's recently published Mobility Hub Design and Implementation Guide to support the design and implementation of a network of mobility hubs. The funding obligation and environmental review of the pilot project is in progress.</p>
<p>Transit and Multimodal Integration</p>	<p>* All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP's support, initiate open-loop payment demonstrations, and test shared product systems and post-payment solutions.</p>	<p>In Progress</p>	<p>The Open Loop Fare Payment Demonstration project is part of the Regional Pilots Initiative (RPI) Program. Following the execution of an MOU with SCAG, Metrolink completed the procurement of equipment, materials, and vendors necessary to implement the open loop demonstration. Site planning and design for the 18 stations along the San Bernardino & Arrow lines was completed in January 2026. The installation of open loop validators at the stations is in progress and the pilot is expected to launch in Spring 2026.</p>
<p>Transit and Multimodal Integration</p>	<p>* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects.</p>	<p>In Progress</p>	<p>As part of the Regional Pilots Initiative (RPI) Program, SCAG and the Housing Authority of the City of Los Angeles (HACLA) kicked off the E-Bike Lending Library project in January 2026. HACLA is leading the procurement of a consultant to support design & engineering of the e-bike facility and has recently executed an agreement with the Eastside Riders Bike Club (ESRBC), who will support e-bike program development and operations. Initial outreach to residents of Nickerson Gardens to gauge interest and demand for the e-bike lending library was initiated in March 2026.</p>
<p>Transit and Multimodal Integration</p>	<p>* 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.</p>	<p>In Progress</p>	<p>SCAG staff awarded a contract and kicked off the Cal State University, Dominguez Hills Transportation Demand Management Plan.</p>

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 staff awarded a contract and kicked off the Cal State University, Dominguez Hills Transportation Demand Management Plan.
Transit and Multimodal Integration	* Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity.	In Progress	As part of the Highways to Boulevards Regional Study, SCAG staff is supporting the development of conceptual plans in six jurisdictions to advance project goals.
Transportation System Management	Develop a regional Transportation System Management and Operations (TSMO) plan that integrates Intelligent Transportation System (ITS) strategies to maximize the efficiency of the existing and future transportation system.	In Progress	SCAG staff developed a TSMO framework for integration into Connect SoCal 2050.
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 Regional Council approved the FFY 2026-27 and FFY 2027-28 STBG/CMAQ funding recommendations on December 4, 2025. Contributions to federal performance measures were a key component in the scoring criteria that determined awards.
Transportation Demand Management	Incentivize and promote the development of more Transportation Management Agencies/ Organizations (TMAs/TMOs).	In Progress	SCAG developed an approach to engage TMAs/TMOs to support the 2028 Games Regional Transportation Demand Management (TDM) Strategy. SCAG will hold targeted meetings with TMAs/TMOs to assess needs and priorities and identify partnership opportunities.
Transportation Demand Management	Facilitate partnerships and provide a forum between public and private sector TDM practitioners and stakeholders to develop and implement policies, plans and programs that encourage use of transportation alternatives.	Ongoing	SCAG continues to convene monthly Games Mobility Executives TDM Subcommittee meetings and held the quarterly Regional TDM Forum in March 2026 to promote regional collaboration. SCAG staff also holds focus group and targeted meetings with stakeholders to coordinate and align efforts and advance a cohesive TDM strategy.

<p>Transportation Demand Management</p>	<p>Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies.</p>	<p>In Progress</p>	<p>SCAG staff, in coordination with partners, developed a 2028 Games Regional TDM Approach, which serves a framework to guide the development and implementation of a regional TDM strategy. The framework outlines key objectives, such as the need to identify key performance metrics and develop an evaluation process to support ongoing refinement and optimization. SCAG will also be developing regionwide resources, such as an updating TDM toolbox tailored to the Games that will include guidance on data collection and evaluation.</p>
<p>Transportation Demand Management</p>	<p>Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school.</p>	<p>In Progress</p>	<p>SCAG staff, in coordination with the selected consultant, is developing a communications and outreach plan to support a regional communications campaign. An initial task involves conducting a regionwide assessment of partner communications channels.</p>

COMMUNITIES

Category	Strategy	Status	Action or Milestone
15-Minute Communities	*Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options.	In Progress	SCAG staff is currently negotiating with a consultant to develop a Complete Communities/15-minute communities Toolkit that will assist and support local jurisdictions on implementing strategies to promote projects within Priority Development Areas (PDAs). The project is expected to kick off next quarter and develop a Complete Communities Toolkit. The toolkit is expected to be finalized in summer of 2027.
15-Minute Communities	*Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities.	In Progress	SCAG staff is currently negotiating with a consultant to develop a Complete Communities/15-minute communities Toolkit that will assist and support local jurisdictions on implementing strategies to promote projects within PDAs. The project is expected to kick off next quarter and develop a Complete Communities Toolkit. The toolkit is expected to be finalized in summer of 2027.
Equitable Engagement and Decision-Making	Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery. Develop a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery.	In Progress	Staff reviewed updated federal policy to align the strategy and actions with changes as applicable. SCAG staff are working on enhancements to the internal Equity Planning Tool to align with state and federal policy.
Equitable Engagement and Decision-Making	Develop an agency-wide Community Partnering Strategy that outlines tools and resources for partnering with CBOs, tribal entities and other partners to increase inclusive and equitable engagement opportunities.	In Progress	Staff reviewed federal policy to align the strategy and actions with change. SCAG staff selected a consultant and kicked off work to develop the Community and Tribal Nations Partnership Strategy.
Equitable Engagement and Decision-Making	Develop a resource guide and training for equitable and culturally relevant stakeholder engagement for public agencies, including SCAG, that recognizes community contexts and histories, existing community resources and engagement opportunities.	In Progress	Staff reviewed federal policy to align the strategy and actions with change. SCAG staff selected a consultant and kicked off work to develop the Community and Tribal Nations Partnership Strategy.

<p>Equitable Engagement and Decision-Making</p>	<p>Align with appropriate state and federal partners to identify and utilize equity centered measures to track outcomes, progress and lessons learned from Connect SoCal implementation.</p>	<p>In Progress</p>	<p>Staff reviewed federal policy to align the strategy and actions with change. Staff released the 2026 State of the Region Report and presented highlights at the Joint Policy Committee Meeting on April 9, 2026.</p>
<p>Housing the Region</p>	<p>Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production.</p>	<p>In Progress</p>	<p>SCAG staff executed 45 Memorandums of Understanding (MOU) under the Notice of Funds Available for Lasting Affordability, Round 1 (NOFA 1), Housing Infill on Public and Private Lands (HIPP), Subregional Partnership Program 2.0 (SRP 2) programs. Five additional MOUs are expected to be executed soon for the recently awarded Notice of Funds Available for Lasting Affordability, Round 2 (NOFA 2) program. Staff are currently working with grantees to complete most projects by June 2026, with some extended to December 2026.</p>
<p>Housing the Region</p>	<p>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.</p>	<p>In Progress</p>	<p>SCAG staff executed MOUs for all nine projects under the Regional Utilities Supporting Housing program. Staff are currently working with grantees for projects that are scheduled for completion by June 2026 and advance the remainder for completion by December 2026</p>
<p>Housing the Region</p>	<p>Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners.</p>	<p>In Progress</p>	<p>Of the \$45 million REAP 2.0 funds awarded in the Lasting Affordability Program, over \$13.89 million has been disbursed so far to housing trust funds and catalyst programs that are collectively providing new local revolving lending programs for affordable housing. Multiple loan evaluation committee approvals were recently approved, as well, so additional disbursements are anticipated soon. Furthermore, in March 2026, SCAG awarded \$20 million in REAP 2.0 funds as part of Round 2 in the Lasting Affordability Program to five projects with existing housing trust or catalyst funds.</p>

<p>Priority Development Areas</p>	<p>*Support the development of housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency.</p>	<p>Ongoing</p>	<p>SCAG staff is currently negotiating with a consultant to develop a Complete Communities/15-minute communities Toolkit that will encourage the development of housing with existing and planned infrastructure. The project is expected to kick off next quarter and develop a Complete Communities Toolkit. The toolkit is expected to be finalized in summer of 2027.</p>
<p>Priority Development Areas</p>	<p>Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance.</p>	<p>Ongoing</p>	<p>SCAG staff is currently negotiating with a consultant to develop a Complete Communities/15-minute communities Toolkit that will assist and support local jurisdictions on implementing strategies to promote projects within PDAs. The project is expected to kick off next quarter and develop a Complete Communities Toolkit. The toolkit is expected to be finalized in summer of 2027.</p>

ENVIRONMENT

Category	Strategy	Status	Action or Milestone
Air Quality	Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health.	Ongoing	SCAG staff hosted monthly Transportation Conformity Working Group meetings and processed ten project-level conformity review requests. SCAG staff drafted the federally required transportation conformity analyses of the draft 2027 FTIP and Amendment 2 to Connect SoCal 2024, which are expected to receive final federal approval in December 2026 in order to move critical transportation and transit projects forward in the SCAG region. SCAG staff provided updates to and actively coordinated with all involved agencies and partners to fully resolve the statewide transportation conformity lockdown triggered by the revocation of the State's Clean Air Act (CAA) waivers. SCAG staff coordinated with the California Air Resources Board and performed model testing on the new mobile vehicle emissions budgets in support of and to be included in the local air district's required multiple State Implementation Plans for particulate matter (PM10 and PM2.5).
Air Quality	Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available.	Ongoing	SCAG Regional Council approved the Last Mile Freight Program (LMFP) Measure 2.2 Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN) Rebate Program Announcement and Application Checklist and to release the Program Announcement in September 2025. SCAG staff released the LMFP Measure 2.2 INVEST CLEAN Rebate Program Announcement on October 31, 2025. In March 2026, SCAG Regional Council approved an initial list of SCAG LMFP Measure 2.2 INVEST CLEAN projects.
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.	In Progress	SCAG staff recently kicked off the Smart Cities Strategic Plan effort which will include vehicle-to-grid technology. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and recommend innovative technology solutions to reduce VMT and GHG emissions.

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 staff recently kicked off the Smart Cities Strategic Plan effort which will include an electric vehicle (EV) charging analysis, incentive programs and strategies for multi-unit dwellings and high-density neighborhoods. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and recommend innovative technology solutions to reduce VMT and GHG emissions.
Clean Transportation	Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.	In Progress	SCAG staff recently kicked off the Smart Cities Strategic Plan effort which will include incentive programs and strategies. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and recommend innovative technology solutions to reduce VMT and GHG emissions.
Clean Transportation	Facilitate development of EV charging infrastructure through public-private partnerships.	In Progress	SCAG staff continue to explore stakeholder partnerships that advance EV infrastructure to align with Connect SoCal objectives and the Smart Cities program. Additionally, staff initiated development of the Smart Cities Strategic Plan Technical Advisory Committee (TAC) which is anticipated to launch this quarter. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and recommend innovative technology solutions to reduce VMT and GHG emissions.
Clean Transportation	Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	In Progress	SCAG continued advancing the Innovative Clean Transit Study by assessing regional transit operators' readiness for zero-emission fleet transitions, identifying financial and operational challenges, and opportunities for improved coordination and supports.

<p>Climate Resilience</p>	<p>Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives.</p>	<p>In Progress</p>	<p>SCAG published Regional Resilience Toolkit in February 2026 and widely shared through announcements at SCAG Regional Council, presentations at SCAG Energy & Environment Committee in March, as well as email newsletters with local jurisdictions and other stakeholders. To further engage stakeholders in use of the Toolkit, SCAG staff presented to the Los Angeles Regional Collaborative on April 9, 2026. The Regional Resilience Toolkit shares resources and information to support Southern California communities, cities, and counties with resilience planning.</p>
<p>Climate Resilience</p>	<p>Research existing and potential options to fund the climate resilience efforts of implementation agencies.</p>	<p>In Progress</p>	<p>SCAG staff released the Regional Resilience Toolkit, which shares resources and information to support Southern California communities, cities, and counties with resilience planning, including funding and financing strategies for resilience projects and post-disaster recovery. SCAG staff continue to work on the Natural and Agricultural Lands Valuation Study, funded by the Sustainable Agriculture Lands Conservation Grant from the California Department of Conservation.</p>
<p>Climate Resilience</p>	<p>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.</p>	<p>In Progress</p>	<p>SCAG staff integrated Phase II of the Water White Paper into the Clean and Resilient Utility Infrastructure Study (CRUIS) for which a Request for Proposals was released late 2025.</p>

<p>Climate Resilience</p>	<p>Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities.</p>	<p>In Progress</p>	<p>SCAG staff reinitiated development of the SoCal Greenprint Project, established the technical foundation for the Greenprint tool, and completed the beta version of the web application. SCAG established a Service Level Agreement for the long-term hosting and maintenance of the tool, and the consultant delivered the initial beta platform, including required user disclosures and acknowledgements. External stakeholder beta testing was initiated and included participants from local governments, transportation agencies, and the conservation and building sectors. Feedback was collected on usability, clarity, and core functionality to inform refinements in the upcoming phase.</p>
<p>Climate Resilience</p>	<p>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.</p>	<p>In Progress</p>	<p>SCAG published <u>Regional Resilience Toolkit</u> in February 2026 and widely shared through announcements at SCAG Regional Council, the GLUE Council, as well as email newsletters with local jurisdictions and other stakeholders. To further engage stakeholders in use of the Toolkit, SCAG staff presented to the Los Angeles Regional Collaborative on April 9, 2026. The Regional Resilience Toolkit shares resources and information to support Southern California communities, cities, and counties with resilience planning.</p>
<p>Climate Resilience</p>	<p>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.</p>	<p>In Progress</p>	<p>SCAG staff advanced implementation support for climate-ready home-hardening strategies through the publication of the <u>Regional Resilience Toolkit</u> in February 2026, which includes funding and financing approaches applicable to residential resilience strategies and post-disaster recovery. The Regional Resilience Toolkit shares resources and information to support Southern California communities, cities, and counties with resilience planning.</p>

Climate Resilience	Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies.	In Progress	SCAG published Regional Resilience Toolkit in February 2026 and widely shared through announcements at SCAG Regional Council, the GLUE Council, as well as email newsletters with local jurisdictions and other stakeholders. To further engage stakeholders in use of the Toolkit, SCAG staff presented to the Los Angeles Regional Collaborative on April 9, 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	As part of the for the Natural and Agricultural Lands Economic and Resilience Benefits Study, SCAG staff conducted stakeholder listening sessions, prepared for upcoming Stakeholder Working Groups, and developed and reviewed a draft Baseline Analysis that established a foundational understanding of natural and agricultural lands in the SCAG region. This work identified existing research and provided essential context for recognizing these lands as critical infrastructure supporting regional resilience, economic prosperity, and quality of life across Southern California.
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	As part of the for the Natural and Agricultural Lands Economic and Resilience Benefits Study, SCAG staff completed development and review of a Baseline Analysis, which established a foundational understanding of natural and agricultural lands in the SCAG region and created a research-based framework to explore opportunities to increase and quantify carbon sequestration and resilience benefits.
Natural and Agricultural Lands Preservation	Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process.	In Progress	SCAG staff reinitiated development of the SoCal Greenprint Project and completed the contract amendment to extend the project and include hosting of the SoCal Greenprint application, which will help agencies identify areas apt for protection under a potential RAMP effort. Beta testing kicked off in March 2026 and will be concluding in April. Beta testers draw directly from the Greenprint Technical Advisory Committee and include staff from city and county municipalities, CTCs, as well as representatives from the business and conservation sectors.

<p>Natural and Agricultural Lands Preservation</p>	<p>Continue efforts to support partners in identifying priority conservation areas, including habitat, wildlife corridors, and natural and agricultural lands, for permanent protection.</p>	<p>In Progress</p>	<p>SCAG staff reinitiated development of the SoCal Greenprint Project and completed the contract amendment to extend the project and include hosting of the SoCal Greenprint application, which will help agencies identify areas apt for protection under a potential RAMP effort. Beta testing kicked off in March 2026 and will be concluding in April. Beta testers draw directly from the Greenprint Technical Advisory Committee and include staff from city and county municipalities, CTCs, as well as representatives from the business and conservation sectors.</p>
<p>Natural and Agricultural Lands Preservation</p>	<p>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.</p>	<p>In Progress</p>	<p>As part of the for the Natural and Agricultural Lands Economic and Resilience Benefits Study, SCAG staff conducted stakeholder listening sessions, prepared for upcoming Stakeholder Working Groups, and developed and reviewed a draft Baseline Analysis that established a foundational understanding of natural and agricultural lands in the SCAG region. This work provides research-based context to support implementing agencies in integrating nature-based solutions into plans addressing urban heat, organic waste reduction, wetland protection, habitat and wildlife corridor restoration, greenway connectivity, and related efforts.</p>
<p>Sustainable Development</p>	<p>Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure.</p>	<p>Ongoing</p>	<p>SCAG staff released a Request for Proposals for the Clean and Resilient Utility Infrastructure Study (CRUIS). CRUIS looks at utility infrastructure broadly, including water and green infrastructure that advances water resilience.</p>

ECONOMY

Category	Strategy	Status	Action or Milestone
Broadband	Implement “Dig-Once Dig-Smart” policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur.	Ongoing	SCAG staff recently kicked off the Smart Cities Strategic Plan effort which will include a cursory overview of broadband. As part of the Smart Cities Strategic Plan process, SCAG staff will explore and recommend innovative technology solutions to reduce VMT and GHG emissions.
Goods Movement	Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure.	In Progress	SCAG staff are working to publish the Southern California Zero Emissions Truck Infrastructure Study. The SCAG Regional Council approved an initial list of projects for the Last Mile Freight Program (LMFP) Rebate Opportunity and staff are working on a second opportunity that is expected to occur later this summer. LMFP Phase 1 participants are still in implementation and 18 projects of 22 have received reimbursement as their projects have completed.
Goods Movement	Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program, to position the SCAG region for further funding opportunities.	In Progress	SCAG hosted quarterly coordination meetings in March and April of 2026 with key partners through the Goods Movement Regional Partner Agency Meetings with local seaports, County Transportation Commissions, and Caltrans Headquarters and Districts. SCAG also represented the region’s interests at a meeting of the California Freight Advisory Committee (CFAC).
Workforce Development	Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals.	In Progress	SCAG staff released a Request for Proposals for a consultant to develop tax increment financing resources for jurisdictions to advance local goals.
Tourism	Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics.	In Progress	SCAG staff are engaging with key partners to anticipate travel demand of upcoming large-scale events, such as the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. Engagement efforts include meetings with tourism bureaus, freight industry stakeholders (e.g., ports, California Trucking Association, etc.), airports, governmental agencies (e.g., Caltrans, cities, etc.), and Councils of Governments (COGs) to understand needs and identify opportunities to support. SCAG also kicked off the Southern California Airport Access and Mobility Study which will provide a better understanding of how people travel to and from Southern California’s airports.

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 November 2025:

- In December 2025, the City of Long Beach approved plans to outline locations for speed cameras as part of the Speed Safety System Pilot Program, a 5-year pilot intended to address rising traffic fatalities and injuries.
- In December 2025, the City of Santa Monica began construction to replace the 86-year-old Santa Monica Pier Bridge, a major connection to one of California's most popular tourist destinations, Santa Monica Pier. The project is estimated to span two years and cost \$35.5 million.
- In December 2025, the Cities of Fontana and San Bernardino began planning for 128 affordable multi-family units and 205 affordable units, respectively, as part of Governor Gavin Newsom's Executive Order N-06-19.
- In January 2026, the City of Santa Clarita launched Fare Capping for Santa Clarita Transit buses. The program will allow riders to ride for free once riders hit the daily or weekly cap, ensuring that riders do not overpay.
- In January 2026, the City of Indio, in partnership with the Imperial Irrigation District, broke ground on the Avenue 42 Substation Project which is comprised of four major energy infrastructure projects that will collectively provide enough power to 16,000 single-family units in the City of Indio.
- In January 2026, the LA Metro approved to move forward with the Metro light rail K line extension towards the Torrance Transit Center, advancing light rail service to South Bay.
- In January 2026, the U.S. Department of Transportation awarded \$9.9 million in federal funding to the City of Apple Valley through the Safe Streets for All program, a major milestone to implement the City's Complete Streets Action Plan adopted in June 2025.
- As of January 2026, the Wallis Annenberg Wildlife Crossing over the US-101 Hollywood/Ventura Freeway in Agoura Hill, after significant delays, has enough funding for completion and is in its final stage of construction.
- In February 2026, the City of Los Angeles closed the public comment period for the Draft Environmental Impact Report for the LA River Path, a project will create a safe and efficient active transportation travel option between the San Fernando Valley, Long Beach, and communities in between.
- In February 2026, the County of Los Angeles unanimously approved a comprehensive Heat Action Plan, establishing a countywide strategy to combat extreme heat.

- In February 2026, the LA Metro Construction Committee approved funding for early construction of the Link Union Station modernization project.
- In February 2026, the California Transportation Commission awarded \$17 million to the City of Glendale to purchase 20 electric buses.
- In February 2026, the City of Los Angeles began construction of the new \$152 million Avalon Pedestrian Bridge and Promenade Gateway project, which will provide pedestrian and bicycle access to the Wilmington Waterfront Promenade and convert former industrial land to community spaces.
- In February 2026, the City of Baldwin Park hosted the grand opening of the newly finished Baldwin Park Greenway, a 2.3-mile protected pathway for cyclists and pedestrians.
- In February 2026, the City of Carson approved two bike projects that will add 20 miles throughout the city, implementing the Carson Master Plan of Bikeways, and anticipated to be complete just before the start of the LA 2028 Olympics.
- In March 2026, the City of Santa Monica celebrated the completed construction of a quick-build project on East Pico Boulevard which was funded through the 2020 Sustainable Communities Program.
- In March 2026, the Riverside County Transportation Commission and Caltrans are testing the Smart Freeway Pilot Project in Temecula. The project uses sensors and ramp meters to monitor and regulate northbound traffic on the I-15.
- In March 2026, the City of Long Beach began construction of the Armory Arts Collective, a 64-unit affordable housing community for seniors.
- In March 2026, the City of Santa Monica opened its first modular affordable housing development, offering 13 affordable apartments for low-income families and young adults facing housing insecurity.
- In April 2026, Metro started construction activities in Pasadena on the North Hollywood to Pasadena Bus Rapid Transit project.
- In May 2026, Metro completed Section 1 of the Metro D Line Subway Extension Project with new service going to three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.
- In May 2026, Amtrak, in partnership with the Ventura County Transportation Commission and the Santa Barbara County Association of Governments, will launch a new commuter rail service between Ventura and Santa Barbara Counties.

Performance Measures Update

SCAG monitors regional performance through use of a variety of metrics. Although the full impact of Connect SoCal 2024 may not be detectable so soon after 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 2024, 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 leading up to adoption of Connect SoCal 2024. As shown in the table, the comparison of performance between 2019 and 2024 reveals the following:

- Due to an increase in the share of people working from home, non-single occupancy vehicle commute mode share increased significantly (by 7.2 percentage points), while the mode shares for active transportation and transit decreased slightly (by 0.2 and 1.1 percentage points, respectively).
- Daily vehicle miles traveled (VMT) per capita is 1.1 miles below 2019 levels, although the trend since 2020 shows a steady increase over the years following the pandemic.
- The total annual number of collision-related fatalities increased by 36 (2.2 percent) since 2019, while the total number of collision-related serious injuries increased by 259 (3.6 percent).
- The median annual household income increased by \$24,160 (an increase of 33.6 percent).
- The number of new housing units permitted decreased by 8,567, for a total of 44,506 units permitted in 2024, with significant annual variation among the intervening years.

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

Performance Measure	2019	2020	2021	2022	2023	2024	2019 vs 2024
Average Commute Travel Time (mins) ¹	32.0	31.1	30.9	30.6	30.8	31.3	-2.2%
Non-SOV Commute Travel Mode Share ¹	24.0%	25.5%	27.5%	29.2%	31.2%	31.2%	+7.2
Active Transportation Commute Mode Share ¹	2.7%	2.7%	2.5%	2.6%	2.6%	2.5%	-0.2
Transit Commute Mode Share ¹	3.8%	3.9%	3.6%	3.4%	3.2%	2.7%	-1.1
Vehicle Miles Traveled (VMT) per capita ^{2,3}	22.9	20.4	21.3	21.7	21.8	21.8	-4.8%
Number of Collision-Related Fatalities ⁴	1,601	1,732	1,916	2,012	1,696	1,637	+2.2%
Number of Collision-Related Serious Injuries ⁵	7,162	6,553	7,964	7,881	7,436	7,421	+3.6%
Number of Active Transportation Fatalities and Serious Injuries ^{4,5}	2,261	2,009	2,354	2,487	2,441	2,508	+10.9%
Household Housing Cost Burden ¹	27.6%	27.2%	27.0%	26.8%	26.7%	26.7%	-0.9
Annual Household Income ¹	\$71,994	\$75,262	\$80,450	\$88,006	\$92,504	\$96,154	+33.6%
New Housing Units Permitted ⁶	53,073	41,201	11,569	59,136	62,134	44,506	-16.1%
Household Broadband Access ¹	85.8%	88.2%	93.1%	93.3%	94.4%	94.6%	+8.8
No Health Insurance Coverage ¹	9.0%	8.6%	8.5%	7.7%	7.4%	5.6%	-3.4
Unemployment Rate ^{1,3}	6.2%	11.1%	8.8%	5.5%	5.5%	5.4%	-0.8
Income Below Poverty Line ^{1,3}	14.0%	13.2%	12.8%	12.6%	12.4%	12.0%	-2.0

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



To: TC - Transportation Committee
From: Alexis Murillo Felix, Senior Regional Planner (MP and GM)
213-630-1461, felix@scag.ca.gov
Subject: Southern California Airport Access and Mobility Study

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Southern California Airport Access and Mobility Study is a regionwide effort to collect and analyze data on how passengers and airport employees travel to and from Southern California airports. The study is designed to support improved planning and management of surface transportation systems connecting airports to the regional multimodal network. Through a comprehensive survey program, the study will generate consistent, comparable data across airports to better understand travel behavior, ground access mode choice, and barriers to using non-auto options. Findings will inform airport ground access planning, regional transportation investments, and interagency coordination, with relevance for near-term planning for the 2028 Olympic and Paralympic Games and long-term planning via Connect SoCal 2050.

BACKGROUND:

The Southern California Airport Access and Mobility Study is funded through the Caltrans Sustainable Transportation Planning Grant Program, which supports coordinated, multimodal planning efforts that strengthen connections between transportation systems and key regional destinations. This grant enables SCAG to advance the study, including data collection at multiple commercial airports and select reliever airports. Following the grant award and contract execution, SCAG initiated work to launch and implement the study in November 2025.

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

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

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

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

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

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

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

To support this effort, a survey questionnaire deployed at the region's major airports will collect information on passenger trip origins, airport ground access patterns, and mode choice, including

travel by private vehicle, public transit, transportation network companies, shuttle services, and active transportation. The survey will also examine the factors influencing travel decisions, such as cost, travel time, reliability, convenience, baggage considerations, and service availability. Additional questions will examine airport choice, trip purpose, and traveler attitudes toward using transit or other non-auto options, including what improvements or conditions would encourage greater use of those modes. Survey design and sampling strategies will reflect differences in airport size, passenger volumes, employee populations, and available access options, while maintaining a consistent core set of questions to allow for regional comparison. The survey questionnaire development and sampling methodologies are currently being refined in coordination with airport partners. This includes tailoring questions to reflect airport-specific ground access options, incorporating employee-focused questions, and integrating considerations related to major upcoming events. Survey instruments will be pretested prior to full deployment.

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

SURVEY SCHEDULE:

Survey implementation is being phased to reflect airport operations, passenger volumes, and security requirements. Passenger surveying at Palm Springs International Airport was conducted in April 2026. Due to elevated seasonal passenger activity and travel demand during the spring months, this period was identified as the optimal time to conduct survey activities at the airport. Survey results and associated data for Palm Springs International Airport are currently being analyzed.

The current implementation schedule includes:

- One-day pretest mid-to-late May 2026 at the four largest airports in the SCAG region (LAX, SNA, ONT, BUR).
- Passenger surveying between June and August 2026 in two waves.
- Rolling employee surveying between June and August 2026.
- Multiple survey waves are scheduled at select large airports to account for seasonal variation and differing passenger activity levels.

STAKEHOLDER ENGAGEMENT:

Stakeholder engagement is a core component of the study's development and implementation. Airports serve as active partners throughout the process, with structured coordination built into survey design, operational planning, and deployment. Engagement includes one-on-one meetings with each airport to confirm operational considerations, security requirements, survey logistics, and airport-specific customization of survey instruments.

The Aviation Technical Advisory Committee (ATAC) remains the primary forum for ongoing technical coordination, providing regular opportunities for updates and feedback at key milestones, including existing conditions findings, survey design and sampling methodology, pretest results, and overall survey progress.

Additional coordination will occur with state and federal aviation partners, transportation agencies, and Games-related working groups to ensure alignment with regional mobility planning and preparations for the 2028 Olympic and Paralympic Games. This engagement approach ensures that airports and partner agencies have meaningful opportunities for input and that study findings support both airport-specific needs and broader regional planning objectives.

NEXT STEPS:

Following completion of the survey implementation phase, SCAG and the consultant team will conduct a comprehensive analysis of the collected passenger and employee travel data. Findings from the study will be aggregated and developed into a final report. Staff anticipate returning to the Transportation Committee in June 2027 with an update on survey findings and key study outcomes.

FISCAL IMPACT:

Funding for staff work on the Study is included in the FY25/26 Overall Work Program, Task 230.0174.05 - Regional Aviation Program Development.

ATTACHMENT(S):

1. PowerPoint Presentation – Airport Study

Southern California Airport Access and Mobility Study

June 4, 2026

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Southern California Airport Access and Mobility Study

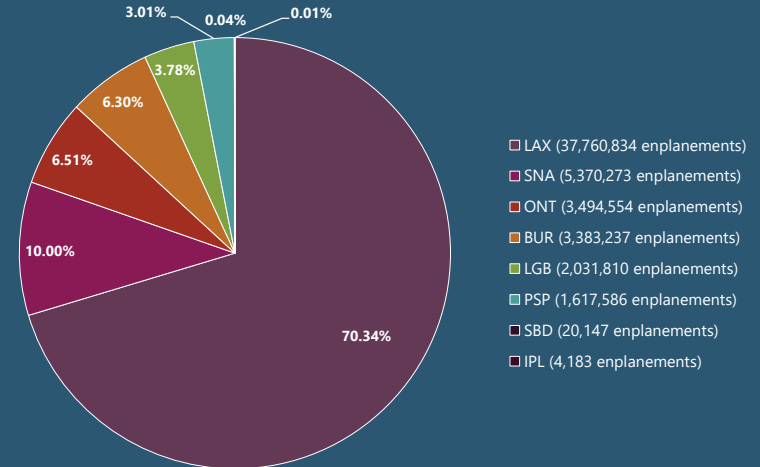
- Collect and analyze passenger + employee travel data at airports.
- Understand ground access behavior: where trips start, how people travel, and why they choose certain modes.
- Inform planning for congestion relief, multimodal access, LA28 Games mobility, and Connect SoCal



Airport Study Context

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

Figure: Enplanement Trends by Airport for 2024 (Percentage Breakdown by Airport)

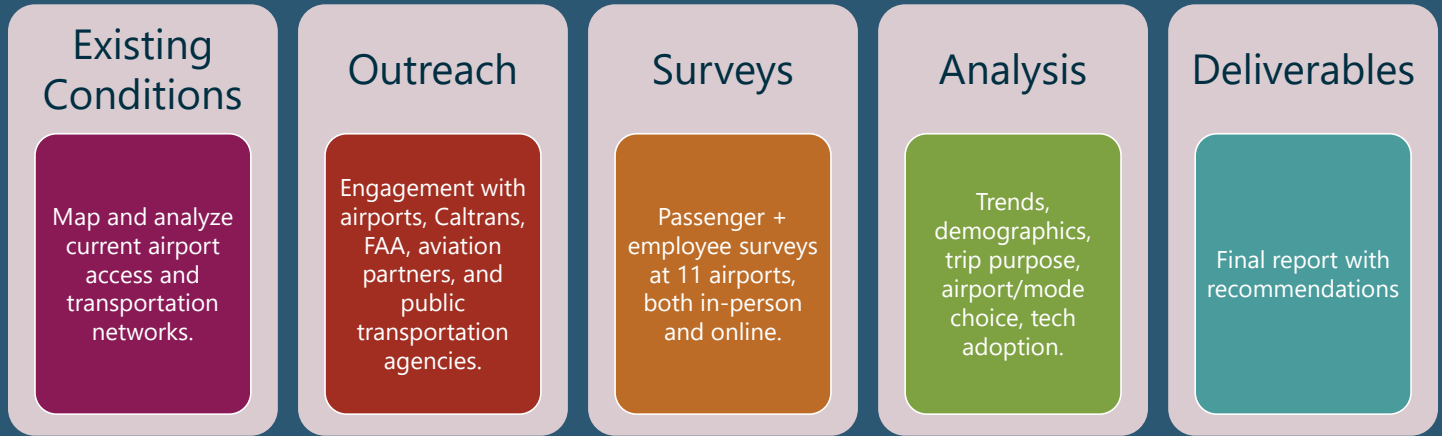


Source: U.S. Department of Transportation, Federal Aviation Administration. (n.d.). Passenger boarding (enplanement) and all-cargo data for U.S. airports.

Reliever Airport Selection

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

Airport Study Work-Flow



Airport Study Timeline



Existing Conditions Assessment (In Development)

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

Survey Questionnaire

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

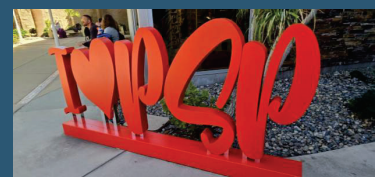
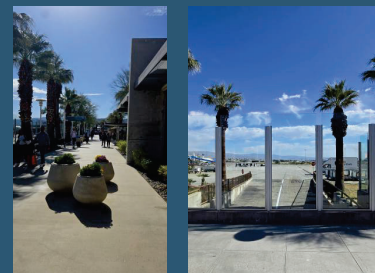
Survey Timeline

Phase	Timing	Duration
Palm Springs survey fielding	April 2026	1 calendar week
Pretest	May 2026	1 day per pretest airport
Passenger survey fielding	June–August 2026	In-person for 1-2 calendar weeks* Rolling panel survey
Employee survey fielding	June–August 2026	Rolling online survey

*Four large airports will have two weeks

Palm Springs (PSP) Data Collection

- Took place April 16-21 before flight volume decreased for the summer
 - Overlapped with Coachella (April 10-19)
 - Primary travelers: Coachella attendees and retirees
 - 1 interviewer and 1 on-site survey manager
 - 155 completed surveys via tablet survey and scannable QR codes



Pre-Test

- Pre-test taking place across multiple airports this week (ONT, SNA, BUR)
 - 1 day at each airport
- Pre-test day allows for:
 - Airport orientation
 - In-person interviewer training
 - Small-scale survey administration
- Results of pre-test and experience at PSP will inform:
 - Questionnaire updates
 - Interviewer training
 - Logistical considerations for main fielding



Next Steps

- Post pre-test activities
 - Assess pre-test results
 - Establish a staffing plan for summer survey activity
- Next Transportation Committee Update
 - Late spring/early summer 2027



THANK YOU!

For more information, please visit:

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

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