



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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Mike T. Judge, Ventura County
Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

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

Thursday, October 1, 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>

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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, September 30, 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, September 30, 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*

Javier Amezcua City of Calipatria - City Hall City Council Chambers 125 N Park Avenue Calipatria, CA 92233	Phil Bacerra City of Santa Ana - City Hall 20 Civic Center Plaza Santa Ana, CA 92701	Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Jonathan Dumitru 1 Mac Arthur Pl #600 Santa Ana, CA 92707	Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232	Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355
Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832	Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard City Assembly Room Torrance, CA 90503
Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	L. Dennis Michael City of Rancho Cucamonga - City Hall Mayor's Office 10500 Civic Center Drive Rancho Cucamonga, CA 91730	Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637
Juan Muñoz-Guevara City of Lynwood - City Hall Annex Building 11330 Bullis Road Lynwood, CA 90262	Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324	David Ready City of Palm Springs - City Hall 3200 E Tahquitz Canyon Way Small Conference Room Palm Springs, CA 92264
Ed Reece 987 W. Foothill Boulevard, Suite #206 Claremont, CA 91711	Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582	Zak Schwank City of Temecula - City Hall Third Floor – Canyons Conference Room 41000 Main Street Temecula, CA 92590
Ward Smith City of Placentia Council Chambers 401 E. Chapman Avenue Placentia, CA 92870	Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882	Cynthia Sternquist City of Rosemead - City Hall 8838 E Valley Boulevard Rosemead, CA 91770
William "Bill" Uphoff City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717	Michael M. Vargas City of Perris - City Hall 101 N. D Street Perris, CA 92570	Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302

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

TC - Transportation Committee
Members – October 2026

- 1. Hon. Mike T. Judge**
TC Chair, VCTC
- 2. Hon. Zeel Ahir**
Artesia, GCCOG
- 3. Hon. Javier Amezcua**
Calipatria, ICTC
- 4. Hon. Phil Bacerra**
Santa Ana, Pres. Appt. (Member at Large)
- 5. Hon. Ryan Balius**
Anaheim, RC District 19
- 6. Sup. Kathryn Barger**
Los Angeles County
- 7. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 8. Hon. Austin Bishop**
Palmdale, RC District 43
- 9. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 10. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 11. Hon. Jonathan Dumitru**
Orange, RC District 17
- 12. Hon. J. John Dutrey**
Montclair, RC District 9
- 13. Hon. Bryan Fish**
Culver City, WCCOG
- 14. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 15. Hon. Paul Granillo**
Business Representative, Non-Voting Member
- 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. Frank Navarro**
Colton, RC District 6
 - 46. Hon. David Ready**
Palm Springs, CVAG
 - 47. Hon. Gil Rebollar**
Brawley, RC District 1
 - 48. Hon. Ed Reece**
Claremont, SGVCOG
 - 49. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member
 - 50. Hon. Gabriel Reyes**
Adelanto, Pres. Appt. (Member at Large)
 - 51. Hon. Crystal Ruiz**
San Jacinto, WRCOG
 - 52. Hon. Ali Saleh**
Bell, RC District 27
 - 53. Hon. Steve Sanchez**
La Quinta, RC District 66

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



-
- 72. Hon. Thomas Wong**
Monterey Park, RC District 34
- 73. 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, October 1, 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

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – September 3, 2026 PG. 11

Receive and File

2. Transportation Committee Outlook and Future Agenda Items PG. 19
3. Resolution No. 26-685-2 Acceptance of Office of Traffic Safety (OTS) Grant Funds to Support Go Human Campaign Safety Strategies and Continued Development and Enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform PG.23
4. Transportation Trends Update PG.29

ACTION ITEMS

5. FFY 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Project Nominations PG. 60
(Heidi Busslinger, Principal Regional Planner, SCAG) 10 Mins.

RECOMMENDED ACTION:

Recommend that the Regional Council: 1) approve the federal fiscal year (FFY) 2028-29 and FFY 2029-30 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2029 and 2030 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2029 and 2030 STBG/CMAQ Program Guidelines.



TRANSPORTATION COMMITTEE AGENDA

INFORMATION ITEMS

- | | | |
|--|----------|---------|
| 6. Smart Cities Strategic Plan Update
<i>(Javier Silva, Associate Planner, SCAG)</i> | 15 Mins. | PG. 95 |
| 7. Connect SoCal 2050: Core Revenue Forecast
<i>(Jaimee Lederman, Principal Regional Planner, SCAG)</i> | 10 Mins. | PG. 104 |
| 8. Regional Pilot Initiatives Program Update
<i>(Krystal Ayala, Planning Supervisor, SCAG)</i> | 10 Mins. | PG. 117 |

CHAIR'S REPORT

(The Honorable Mike T. Judge, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

MINUTES

Southern California Association of Governments
October 1, 2026

MINUTES OF THE REGULAR MEETING TRANSPORTATION COMMITTEE (TC) THURSDAY, SEPTEMBER 3, 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. Steven Ly (Vice Chair)

Hon. Zeel Ahir

Hon. Phil Bacerra

Hon. Brian Berkson

Hon. Jeanette Burns

Hon. John Dutrey

Hon. Bryan Fish

Hon. Jason Gibbs

Hon. William Go

Mr. Paul Granillo

Hon. Curt Hagman

Hon. Jan Harnik

Hon. Laura Hernandez

Hon. Lauren Hughes-Leslie

Hon. Fred Jung

Hon. Ardy Kassakhian

Hon. Trish Kelley

Hon. Megan Kerr

Hon. Lauren Kleinman

Hon. Linda Krupa

Hon. Kaylee Law

Hon. Bridgett Lewis

Hon. Steve Manos

Hon. Ray Marquez

Hon. Larry McCallon

Hon. Marsha McLean

Rosemead

Artesia

Santa Ana, Pres. Appt.

Jurupa Valley, Pres. Appt.

Montclair

Culver City

Santa Clarita

Irvine

Port Hueneme

Lancaster

Fullerton

Glendale

Long Beach

Newport Beach

Hemet

Walnut

Torrance, Pres. Appt.

Lake Elsinore

Chino Hills

Santa Clarita

VCTC

District 32

GCCOG

Member at Large

Member at Large

Morongo Band of Mission Indians

District 9

WSCCOG

NCTC

District 14

Business Representative

San Bernardino County

RCTC

District 45

NCTC JPA

District 21

District 42

TCA

Member at Large

District 15

District 3

Member at Large

Member at Large

District 63

District 10

Air District Representative

District 67

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. Frank Navarro	<i>Colton</i>	District 6
Hon. David Ready	<i>Palm Springs</i>	CVAG
Hon. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member
Hon. Gabriel Reyes	<i>Adelanto, Pres. Appt.</i>	Member at Large
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. 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. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG

Members Not Present:

Hon. Javier Amezcu	<i>Calipatria</i>	ICTC
Hon. Ryan Balus	<i>Anaheim</i>	District 19
Hon. Kathryn Barger		Los Angeles County
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Carlos Leon		OCTA
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Ken Mann	<i>Lancaster</i>	NCTC
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Dennis Michael	<i>Rancho Cucamonga</i>	SBCTA
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Gil Rebollar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Asam Sheikh	<i>Torrance</i>	SBCCOG



Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Hilda Solis		Los Angeles County
Hon. Edward Twining	<i>Huntington Beach</i>	District 64
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Thomas Wong	<i>Monterey Park</i>	District 34

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:30 a.m. Hon. Steven Ly, Rosemead, District 32, 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.

Staff acknowledged there were no public comments before or after the 5 p.m. deadline.

Seeing no public comments, Chair Judge closed the public comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – July 2, 2026

Receive and File

2. Transportation Committee Outlook and Future Agenda Items
3. Connect SoCal 2050: CEQA Documentation Initiation
4. Transportation Conformity Determinations of Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 2

5. SCAG's Last Mile Services Project (LATA Grant)
6. Innovative Clean Transit Regional Assessment Study
7. Trade Corridor Enhancement Program Update
8. The Road to LA28: Transportation Demand Management (TDM) Strategic Plan

ACTION ITEMS

9. Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Amendment 2 to Connect SoCal 2024

There were no public comments on Item No. 9.

Warren Whiteaker, Department Manager, reported on the proposed Final 2027 FTIP and Proposed Final Amendment 2 to Connect SoCal 2024. Mr. Whiteaker stated that on July 6, 2026, SCAG released the draft 2027 FTIP and draft Amendment 2 to Connect SoCal 2024 for a 30-day public review and comment period. He reported that they received the draft 2027 FTIP received 24 comments: 18 general, three (3) project specific and three (3) related to funding/financial elements. The draft Amendment 2 to Connect SoCal 2024 received 16 comments; 13 general and three (3) project specific. He stated none of the project comments affect transportation conformity. Mr. Whiteaker noted the committee was being asked to adopt Resolution No. 26-684-2 approving Amendment 2 to Connect SoCal 2024 (2024-2050 Regional Transportation Plan and Sustainable Communities Strategy) and its corresponding conformity determinations; and Resolution No. 26-684-3 approving the 2026-27 through 2031-32 Federal Transportation Improvement Program (2027 FTIP).

Hon. Kaylee Law, Walnut, President's Appointment, asked whether the FTIP specifically identified safety issues. Mr. Whiteaker responded that safety was addressed within each project and that the common thread was the projects share eligibility for federal funding.

10. Connect SoCal 2050: Policy Development Framework

There were no public comments on Item No. 10.

Camille Guiriba, SCAG staff, presented the Connect SoCal 2050 Policy Development Framework, which continued development of the region's next Regional Transportation Plan and Sustainable Communities Strategy. Ms. Guiriba explained that Connect SoCal consisted of several interconnected elements: regional planning policies, the forecasted regional development pattern, transportation project lists, regional strategic investments, the financial plan, and implementation strategies. She shared that policies and strategies were areas where SCAG had the most discretion, while development patterns and project lists were developed through extensive local agency coordination. Her presentation reviewed how Connect SoCal 2024 was developed, including demographic and

economic forecasting, engagement with all local jurisdictions through the Local Data Exchange process, and transportation project submissions from county transportation commissions. She noted SCAG had already met with or scheduled meetings with more than 150 jurisdictions for Connect SoCal 2050 and aimed to complete outreach to all jurisdictions by November. Ms. Guiriba highlighted that Connect SoCal 2024 included approximately \$750 billion in planned transportation investments and matching revenues. She explained local funding represented the largest share of revenues, while state and federal funding sources, largely dependent on fuel taxes, faced long-term sustainability challenges. As a result, the plan emphasized exploring more sustainable transportation funding approaches, including user-fee models. Ms. Guiriba reported the proposed 2050 framework retained the vision, goals, and overall policy structure adopted in the previous cycle, while focusing updates on regional planning policies and implementation strategies to address emerging issues, new research, outreach findings, and the Connect SoCal Futures initiative. She explained that following direction from the Connect SoCal 2050 Subcommittee, resilience was incorporated as a cross-cutting consideration across all focus areas. Staff outlined a schedule of policy discussions, committee reviews, public outreach, and draft policy updates. Draft policy and implementation strategy updates were expected to be completed by summer for inclusion in the draft Connect SoCal 2050 plan, with final updates returning after public review in preparation for plan adoption in spring 2028. The requested action was for the committee to recommend that the Regional Council adopt the Connect SoCal 2050 Policy Development Framework.

Hon. Donald Wagner, County of Orange, asked about the projected growth areas and how an area is identified as supportive of future growth. Ms. Guiriba responded that different input is considered including existing and planned transportation infrastructure, input received from local jurisdictions and modeling.

A MOTION was made (McCallon) to approve Consent Calendar Item 1; and Receive and File items 2 through 8; and, recommend that the Regional Council (RC) adopt Resolution No. 26-684-2 approving Amendment 2 to Connect SoCal 2024 (2024-2050) Regional Transportation Plan and/Sustainable Communities Strategy) and its corresponding conformity determinations; and Resolution No. 26-684-3 approving the 2026-27 through 2031-32 Federal Transportation Improvement Program (2027 FTIP), and; recommend that the Regional Council adopt the Connect SoCal 2050 Policy Development Framework. The motion was SECONDED (Wallace) and passed by the following roll call votes.

AYES: Ahir, Bacerra, Berkson, Burns, Dutrey, Fish, Go, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Jung, Kassakhian, Kelley, Kerr, Kleiman, Krupa, Law, Lewis, Ly, Manos, Marquez, McCallon, McLean, Molina, Moore, Mullins, Navarro, Ready, Reyes, Ruiz, Saleh, Sanchez, Schwank, Simonoff, Speake, Spiegel, Sternquist, Tye, Vargas, Wagner, Wallace, Weintraub, Wu (45)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS**11. Quick-Build Transportation Safety Projects**

There were no public comments on Item No. 11.

Andres Carrasquillo, SCAG staff, provided an update on Quick Build transportation projects. He noted that Quick Build projects were temporary installations that allowed communities to create safer, better connected streets using paint, planters and other flexible low-cost materials. These allow cities to have ongoing engagement to explore projects to improve safety, promote pedestrian enhancements and traffic calming. Following funding from the Active Transportation Program, Quick Builds were established as an eligible project for the Sustainable Communities Program. He reviewed current projects in five regional counties ranging from \$70,000 to \$900,000. It was noted three (3) Quick Builds were planned for the LA28 Games including projects on Figueroa Street, Wilshire and Hollywood Boulevards.

12. Planning for Main Streets Update

There were no public comments on Item No. 12.

Rachel Om, SCAG staff, provided an update on Main Streets. Ms. Om reported that Main Streets were identified as segments of the highway system that also serve as community corridors including multi-modal travel such as active transportation. She reviewed current study corridors noting the need to establish partnerships with local cities. Those include highway segments on SR1 from Lomita to Long Beach, SR18 in San Bernardino, SR39 near Stanton and SR86 in Brawley. She noted project timelines, community workshops, stakeholder engagement and next steps.

CHAIR'S REPORT

There was no Chair's Report.

METROLINK REPORT

Hon. Marty Simonoff, Brea, reported that during the FIFA World Cup, Metrolink provided special train service and saw a 12% increase in ridership during the 39 days of the World Cup. He shared it showed Metrolink was more than just a commuter train, it demonstrated it could help support regional events such as large sporting events also inviting first-time ridership.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 10:32 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report															
2026- 27															Total Mtgs Attended To Date
MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Ahir, Zeel	Artesia, GCCOG	1	1		1									3	
Amezcuca, Javier	Calipatria, ICTC													0	
Bacerra, Phil	Santa Ana, Pres. Appt. (Member at Large)		1		1									2	
Balius, Ryan	Anaheim, District 19	1	1											2	
Barger, Kathryn	Los Angeles County		1											1	
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1									2	
Bishop, Austin	Palmdale, District 43													0	
Burns, Jeanette	Morongo Band of Mission Indians		1		1									1	
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1												1	
Dumitru, Jonathan	Orange, RC District 17	1	1											2	
Dutrey, J. John	Montclair, District 9	1	1		1									3	
Brian, Fish	Culver City, WCCOG	1	1		1									2	
Gibbs, Jason	Santa Clarita, NCTC	1	1		1									3	
Go, William	Irvine, District 14	1	1		1									2	
Granillo, Paul	Business Representative		1		1									1	
Hagman, Curt	San Bernardino County		1		1									2	
Harnik, Jan	RCTC	1	1		1									3	
Hernandez, Laura	Port Hueneme, RC District 45		1		1									2	
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1	1		1									3	
Hutt, Heather	Los Angeles, RC District 57													0	
Judge, Mike	VCTC	1	1		1									3	
Jung, Fred	Fullerton, RC District 21	1	1		1									3	
Kassakhian, Ardy	Glendale, District 42	1	1		1									3	
Kelley, Trish	TCA Representative	1	1		1									3	
Megan, Kerr	Long Beach, Pres. Appt. (Member at Large)	1			1									2	
Kleiman, Lauren	Newport Beach, District 15				1									0	
Krupa, Linda	Hemet, RC District 3	1	1		1									3	
Lara, Andrew	Pico Rivera, Dist 31													0	
Law, Kaylee	Walnut, Pres. Appt. (Member at Large)	1	1		1									2	
Leon, Carlos	OCTA		1											1	
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1			1									2	
Lorimore, Clint	Eastvale, RC District 4	1	1											2	
Ly, Steven	Rosemead, District 32	1	1		1									2	
Mann, Ken	Lancaster, NCTC	1	1											2	
Manos, Steve	Lake Elsinore, RC District 63	1	1		1									3	
Marquez, Ray	Chino Hills, RC District 10	1	1		1									3	
McCallon, Larry	Air District Representative	1	1		1									3	
McLean, Marsha	Santa Clarita, RC District 67	1	1		1									3	
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									2	
Moore, Carol	Laguna Woods, OCCOG		1		1									2	
Mullins, Zizette	Burbank, AVCJPA		1		1									1	
Munoz-Guevara, Juan	Lynwood, GCCOG	1												1	
Navarro, Frank	Colton, RC District 6	1	1		1									3	
Ready, David	Palm Springs, CVAG	1	1		1									2	
Rebollar, Gil	Brawley, RC District 1		1											1	

Reece, Ed	Claremont, SGVCOG	1	1														2
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member		1		1												1
Reyes, Gabriel	Adelanto, Pres. Appt. (Member at Large)		1		1												1
Ruiz, Crystal	Sna Jacinto, WRCOG	1	1		1												3
Saleh, Ali	Bell, RC District 27				1												1
Sanchez, Steve	La Quinta, District 66		1		1												2
Sandoval, Tim	Pomona, RC District 38	1			1												2
Schwank, Zak	Temecula, RC District 5	1			1												1
Sharif, Emma	Compton, District 26	1															1
Sheikh, Asam	Torrance, SBCCOG	1															1
Simonoff, Marty	Brea, RC District 22	1	1		1												3
Smith, Ward	Placentia, OCCOG	1	1														2
Solis, Hilda	Los Angeles County																0
Speake, Wes	Corona, WRCOG	1	1		1												3
Spiegel, Karen	Riverside County		1		1												2
Sternquist, Cynthia	Temple City, SGVCOG	1	1		1												3
Twining, Butch	Huntington Beach, District 64																0
Tye, Steve	Diamond Bar, RC District 37	1	1		1												2
Uphoff, William	Lomita, SBCCOG	1	1		1												3
Vargas, Michael	Perris, Pres. Appt. (Member at Large)		1		1												2
Voigts, Scott	Lake Forest, OCCOG																0
Wagner, Don	Orange County	1	1		1												3
Wallace, Colleen	Banning, WRCOG	1	1		1												3
Weintraub, Alicia	Calabasas, LVMCOG		1		1												1
Wong, Thomas	Monterey Park, RC District 34	1	1														2
Wu, Zhen	San Clemente, OCCOG	1	1		1												3



AGENDA ITEM 2

REPORT

Southern California Association of Governments
October 1, 2026

To: TC - Transportation Committee
From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov
Subject: Transportation Committee Outlook & Future Agenda Items

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, which is the guiding document for SCAG's regional planning, programming, and local assistance activities. Each year during the Executive Administration Committee (EAC) Retreat, the President leads a conversation with the Chairs and Vice Chairs of all policy committees and the full EAC membership to discuss priorities for implementing and updating Connect SoCal alongside meeting other federal and state requirements. For FY2027, the TC Outlook reflects outcomes of the 2026 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 (TC) 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 FY2027 Presidential Priorities are incorporated in the Outlook.

- Clean Transportation Technology
- Housing Production
- Regional planning in support of the 2028 Olympic & Paralympic Games
- Infrastructure as Driver of Housing & Economic Development

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 this 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 Transportation Policy Committee and the considerations noted above.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. TC Committee Agenda Outlook for FY27

Transportation Committee Agenda Outlook for FY2027

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

Date	Agenda Items		
July	- Draft 2027 FTIP and Connect SoCal 2024 Amendment 2 for public review - Toll Credit / Transportation Development Credit Policy	Games TDM Strategic Plan *	Last Mile Freight Program INVEST CLEAN Rebate Program *
Aug	No Meetings		
Sept	- Connect SoCal 2050: Policy Development Framework - Connect SoCal 2050: Project List Solicitation Process	- Approval of 2027 FTIP and Amendment 2 to Connect SoCal 2024 Program Guidelines Update for FFY29 & FFY30 STBG/CMAQ Call for Projects (moved to Oct.) - Planning for Main Streets Update	Smart Cities Strategic Plan Update* (moved to Oct) SS4A Program Update* (individual programs to be presented in FY27) - Trade Corridor Enhancement Program Update (R&F)
Oct	Connect SoCal 2050: Regional Planning Policies & Implementation Strategies Updates - Connect SoCal 2050: Core Revenue Forecast	- FFY27 OTS Acceptance of Funds - Smart Cities Strategic Plan Update*	- RPI Program Update Go Human New Creative - Program Guidelines Update for FFY29 & FFY30 STBG/CMAQ Call for Projects

*Presidential Priorities :

•Clean Transportation

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

Transportation Committee Agenda Outlook for FY2027

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

Date	Agenda Items		
Nov	- Connect SoCal 2050: Operations & Maintenance Policy - Games TDM Strategy Update *	- Regional Transit Target Setting - Goods Movement Resiliency/Readiness Planning Study	Trade Corridor Enhancement Program Approval
Dec	Joint Policy Committee Meeting: Economic Update		
Jan	- Connect SoCal 2050: Draft Performance Measures - Sustainable Communities Program - Civic Engagement, Equity & Environmental Justice Program Outcomes	- Draft Regional Transportation Safety Targets for 2027 - Regional Safety Action Plan Update	Alternative Technology Assessment for Freight *
Feb	- Connect SoCal 2050: Draft Core Revenues and Costs - Connect SoCal 2050: Mobility Framework	- Connect SoCal 2050: Goods Movement & Aviation Framework - Connect SoCal 2050: Travel & Tourism Framework	- Transportation Conformity Challenges in the SCAG Region - Connect SoCal 2050: LDX Results - A First Look

*Presidential Priorities :

•Clean Transportation

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

Transportation Committee Agenda Outlook for FY2027

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

Date	Agenda Items		
Mar	Joint Policy Committee		
April	• Games TDM Strategy Update * • Connect SoCal 2050: Draft New Funding Strategies • Connect SoCal Futures: Update • 2027 Regional Active Transportation Program	• Smart Cities Strategic Plan Final * • Smart Cities Call for Projects Guidelines * • Connect SoCal 2050: Region and County Forecast, post-LDX Evaluation	• CTC Partnership Program Closeout • Clean Cities Coalition Strategic Plan • SS4A Community Streets Grants Guidelines
May	General Assembly		
June	• Connect SoCal 2050: Policies for Draft Plan • Connect SoCal 2050: Final Performance Measures	• SoCal Airport Access and Mobility Study *	• Planning for Main Streets: Draft Final Report • Regional Safety Action Plan Update

*Presidential Priorities :

•Clean Transportation

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



AGENDA ITEM 3

REPORT

Southern California Association of Governments
October 1, 2026

To: EAC - Executive Administration Committee
TC - Transportation Committee
RC - Regional Council

From: Alina Borja, Senior Regional Planner, 213-630-1449, borja@scag.ca.gov
Jeannie Ma, Associate Regional Planner, 213-630-1517, ma@scag.ca.gov

Subject: Resolution No. 26-685-2 Acceptance of Office of Traffic Safety (OTS)
Grant Funds to Support *Go Human* Campaign Safety Strategies and
Continued Development and Enhancement of the SoCal Transportation
Safety Predictive Modeling and Analysis Platform

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council approve Resolution No. 26-685-2 authorizing SCAG to accept funding from two (2) Office of Traffic Safety (OTS) grant awards: one in the amount of \$600,000 to support the *Go Human* Campaign and one in the amount of \$600,000 to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform, and to authorize the SCAG Executive Director or his designee to execute all necessary agreements and other documents as they relate to supporting this project.

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 26-685-2 authorizing SCAG to accept funding from two (2) Office of Traffic Safety (OTS) grant awards: one in the amount of \$600,000 to support the *Go Human* Campaign and one in the amount of \$600,000 to support the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform, and to authorize the SCAG Executive Director or his designee to execute all necessary agreements and other documents as they relate to supporting this project.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Go Human Active Transportation Safety and Encouragement Campaign

On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled “Regional Effort to Promote Pedestrian and Bicycle Safety Initiative.” To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG has since secured Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety (OTS) annually. On January 30, 2026, SCAG submitted a funding application for an eleventh round of Go Human safety programming and engagement across the region and on May 29, SCAG was informed that the grant award was tentatively offered in the amount of \$600,000.000. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

SoCal Transportation Safety Predictive Modeling and Analysis Platform

On February 4, 2021, the SCAG Regional Council adopted Resolution No. 21-629-1, establishing a regional Toward Zero Deaths (TZD) safety policy and approving updated safety performance targets. As part of its commitment to advancing transportation safety through data-driven planning, SCAG secured funding from OTS in 2023 to develop the SoCal Transportation Safety Predictive Modeling and Analysis Platform, a web-based tool designed to model, predict, and analyze transportation safety risks throughout the region. SCAG subsequently received additional OTS grant awards in 2024 and 2025 to continue development of the platform. On January 30, 2026, SCAG submitted a grant application to the California OTS in the amount of \$600,000 to fund the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform. On May 29, SCAG was informed that the grant was tentatively offered in the amount of \$600,000.00. SCAG is seeking RC approval to receive the anticipated grant funding and authorization for the Executive Director to execute all necessary agreements and other documents as they relate to supporting the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

BACKGROUND:

Go Human

In the six-county SCAG region, walking and bicycling accounts for approximately ten percent of all trips, but 34 percent of all roadway fatalities, according to UC Berkeley Safe Transportation Research & Education Center ([SAFETREC](#)). To address this, the SCAG General Assembly passed Resolution No. GA 2014-2, titled “Regional Effort to Promote Pedestrian and Bicycle Safety Initiative” to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians.

In 2015, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide. Since the start of the campaign, SCAG has secured ten

additional grants from the California Office of Traffic Safety (OTS) to continue the campaign and extended other components of the initial grant scope of work which include implementing more than 140 *Go Human* traffic safety projects and events with local partners, awarding more than \$1.7 million in grants to community-based organizations for community engagement, and other programming to encourage active transportation and improve safety across the region.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2026 in the amount of \$1,340,801.89, from OTS to extend the campaign through FFY27. On May 29, 2026, SCAG received notice that an award in the amount of \$600,000.00 was tentatively offered, pending final approval from National Highway Traffic Safety Administration in October 2026. The total grant request was not awarded given the competitiveness of the grant year, with the total application requests exceeding the available funding.

The awarded funding in federal fiscal year 2027 will be used to conduct traffic safety engagement strategies and programming. Funded activities will include a virtual traffic safety and capacity building workshop series for a minimum of twelve (12) partners across the region to grow their technical skills and familiarity to access and leverage traffic safety resources, funding opportunities, and support organizational readiness for upcoming mega events and games-related traffic safety efforts in the region. Funding will also support educational traffic safety events open to the public, the distribution of safety materials and resources, and opportunities for local community experts to facilitate traffic safety training events and share best practices. SCAG is seeking Regional Council approval to accept the funds.

SoCal Transportation Safety Predictive Modeling and Analysis Platform

The SCAG region experiences approximately 1,800 fatalities and more than 120,000 injuries resulting from traffic collisions each year. Addressing these safety challenges requires a coordinated regional approach that helps local and regional agencies identify high-risk locations and prioritize the most effective safety investments. Transportation safety is one of the region's highest planning priorities in Connect SoCal 2024, which emphasizes reducing fatalities and serious injuries through the use of standardized data resources and analytical tools. SCAG is committed to leveraging emerging data resources and advanced analytical methods to improve safety outcomes across the region's transportation system. As part of SCAG's commitment to reducing the risk of fatalities and serious injuries, the SoCal Transportation Safety Predictive Modeling and Analysis Platform was developed in 2024 through OTS grant funding to support data-driven safety planning throughout the SCAG region.

In 2023, SCAG was awarded a one-year FFY24 OTS grant in the amount of \$887,976 to develop a safety data analysis and modeling tool to support agencies throughout the region in analyzing local safety performance, proactively identifying locations with high safety risk, and supporting targeted transportation safety investments and planning efforts. In 2024, SCAG received subsequent funding through a \$922,456 FFY25 OTS grant and in 2025 for a \$900,000 FFY26 OTS Grant for the continued

enhancement of the tool through the development of interactive visualization tools, identification of effective countermeasures, conducting crash analyses, regional high injury network analyses, before-and-after assessments, and vulnerable road user analyses.

On May 29, 2026, SCAG received notification that the requested FFY27 OTS grant award of \$600,000 was being tentatively offered, pending final approval from the National Highway Traffic Safety Administration (NHTSA). If awarded, this funding will be used to continue development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform, as well as to conduct outreach and technical assistance to agencies throughout the region and support the development and refinement of the tool's predictive analysis capabilities.

FISCAL IMPACT:

If awarded, SCAG will receive a total of \$1.2 million in grant funding from the State of California Office of Traffic Safety (OTS), with \$600,000 to be utilized in support of the SCAG *Go Human* Campaign, and a separate \$600,000 grant award to be used for the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

ATTACHMENT(S):

1. Resolution No. 26-685-2 – Acceptance of OTS Traffic Safety Grant Funding

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

RESOLUTION NO. 26-685-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG to ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$600,000 FOR THE *GO HUMAN* CAMPAIGN AND \$600,000 FOR THE CONTINUED DEVELOPMENT OF THE SOCAL TRANSPORTATION SAFETY PREDICTIVE MODELING AND ANALYSIS PLATFORM

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

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

WHEREAS, SCAG has been tentatively awarded a total of \$1,200,000 in State of California Office of Traffic Safety (OTS) Transportation Safety Funds ("Grant Funds"), to support the *Go Human* Active Transportation Safety and Encouragement Campaign (*Go Human* Campaign), in the amount of a \$600,000 grant award, and the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform, in the amount of a separate \$600,000 grant award;

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

WHEREAS, the Grant Funds will be used for the *Go Human* Campaign, which will involve consulting services to extend the *Go Human* Campaign and implement a virtual traffic safety and capacity building workshop series, as well as traffic safety resource distribution; and

WHEREAS, the Grant Funds will also be used for the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform, which will include consulting services to secure licensing for the use of a proprietary traffic safety data analysis platform. The Grant Funds will also be used to develop the requisite analytical and predictive modeling capabilities to support efforts to reduce roadway fatalities and serious injuries throughout the SCAG region and conduct outreach and technical assistance to agencies throughout the region.

REGIONAL COUNCIL OFFICERS

President
Ray Marquez, Chino Hills

First Vice President
Jenny Crosswhite, Santa Paula

Second Vice President
Patricia Lock Dawson, Riverside

Immediate Past President
Cindy Allen, Long Beach

COMMITTEE CHAIRS

Executive Administration
Ray Marquez, Chino Hills

Community, Economic, and
Human Development
Rocky Rhodes, Simi Valley

Energy and Environment
Rick Denison, Yucca Valley

Transportation
Mike T. Judge, Ventura County
Transportation Commission

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

1. **BE IT FURTHER RESOLVED THAT:** The Regional Council hereby authorizes SCAG to accept two (2) tentative State of California Office of Traffic Safety Grant Awards in the total amount of \$1,200,000 to support the *Go Human* Campaign and the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.
2. The SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the *Go Human* Campaign and the continued development and enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of October 2026.

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 4

REPORT

Southern California Association of Governments

October 1, 2026

To: TC - Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: Transportation Trends Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. This attached report provides a comprehensive analysis of post-pandemic transportation trends across the SCAG region. As of June 2026, the region's transit and roadway systems continue to recover, though progress remains uneven across modes. Light and heavy rail ridership has shown the strongest rebound, reaching 92.0 percent of pre-pandemic levels, followed by bus ridership at 84.9 percent, and commuter rail at 68.5 percent. Vehicle miles traveled (VMT) have recovered to 94.4 percent of pre-pandemic levels, while vehicle hours of delay (VHD) remain significantly lower at 72.9 percent, indicating more efficient travel patterns possibly driven by hybrid work arrangements and travel pattern shifts. Truck VMT has stabilized at approximately 91.8 percent of pre-pandemic levels. Remote work continues to reshape travel behavior, with 25.0 percent of full workdays still occurring from home in the SCAG region.

BACKGROUND:

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

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

Travel Trends and Ridership Recovery

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

- Light and heavy rail ridership reached 92.0 percent of pre-pandemic levels. Ridership in the region has exhibited notable fluctuations over the past year, coinciding with the opening of the D Line Subway Extension and increased travel demand associated with the 2026 FIFA World Cup.
- Bus ridership reached 84.9 percent of pre-pandemic levels, with ridership following typical annual fluctuations, with seasonal declines during the summer months when schools are out and during the winter holiday period.
- Metrolink's commuter rail system has rebounded to 68.5 percent despite service-level changes associated with equipment maintenance needs and funding constraints.

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

Roadway Volumes, Goods Movement, and Remote Work Impacts

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

- VMT has recovered to 94.4 percent of pre-pandemic volumes, indicating near-full resumption of driving activity.
- VHD, a measure of congestion, remains below pre-pandemic levels at 72.9 percent, suggesting more efficient traffic flow likely due to ongoing remote and hybrid work patterns.
- Truck VMT has settled at 91.8 percent, reflecting shifts in freight logistics, e-commerce demand, and industrial activity.

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

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

NEXT STEPS:

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

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Transportation Trends Report Through June 2026



Multimodal Integration Program

2026 Biannual Transportation Trends Report

OCTOBER 2026

MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY



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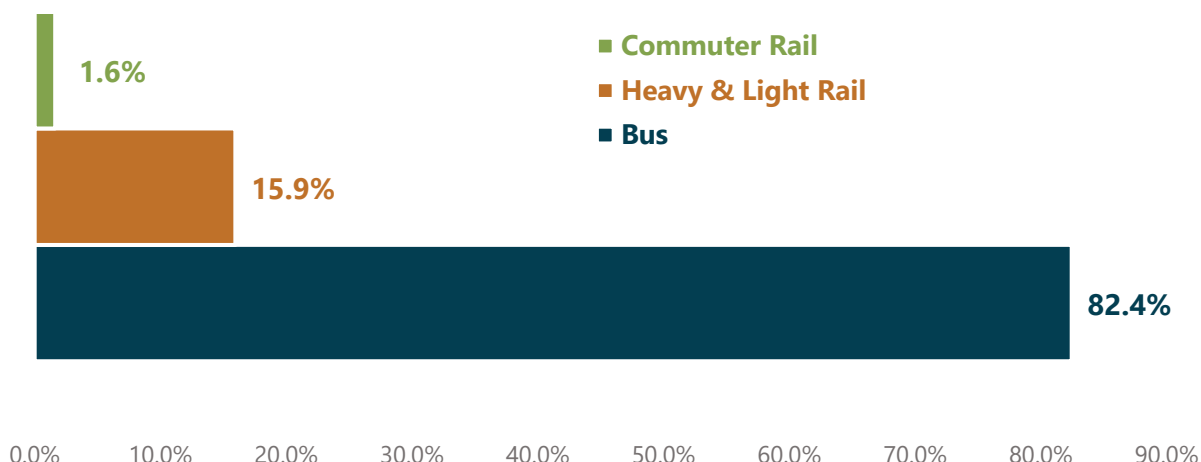
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Introduction

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

As detailed in Exhibit 1, bus service forms the backbone of the system, representing 82.4 percent of the transit service and providing the broadest level of coverage across the region. Heavy and light rail account for 15.9 percent, serving many of the region's highest-demand travel corridors and connecting major activity centers, while commuter rail represents 1.6 percent and provides longer-distance connections between communities and employment centers across Southern California. Together, these complementary modes create a layered transit network in which buses provide the foundational reach and flexibility of the system, supported by rail services that strengthen higher-capacity and longer-distance connections.

Exhibit 1 Composition of Transit Ridership by Mode Based on Total Ridership for Fiscal Year 2026



To focus this analysis, 27 transit agencies were selected based on their operational scale and the availability of consistent and comparable ridership data. These agencies represent a cross-section of public operators, including municipal systems, joint powers authorities, county transportation commissions, and transit districts. Exhibit 2 categorizes these agencies by county and mode.

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

- Imperial County is served by the Imperial County Transportation Commission, which offers intercity bus services across a vast, rural area.
- Los Angeles County features the highest number and variety of operators. Los Angeles County Metropolitan Transportation Authority operates an extensive network that includes local and rapid bus service, as well as both light rail and heavy rail lines. Smaller municipal operators such as Santa Monica's Big Blue Bus, Culver CityBus, and the Los Angeles Department of Transportation also provide critical bus services within the county.

- In Orange County, the Orange County Transportation Authority operates a comprehensive fixed-route bus system. The Anaheim Transportation Network offered circulator and shuttle services, particularly in the resort district, however all Anaheim Transportation Network service concluded in March 2026.
- In Riverside and San Bernardino counties, major operators include Riverside Transit Agency, SunLine Transit Agency, and Omnitrans, each of which provides local and regional bus service.
- Ventura County's transit landscape includes Gold Coast Transit District and the Ventura County Transportation Commission, both of which provide local and regional bus service.
- Commuter rail service across five counties in the SCAG region is provided by the Southern California Regional Rail Authority (Metrolink), which connects key population centers via seven lines. As a regional backbone for longer-distance and intercounty commuting, Metrolink supports systemwide mobility and integration.

Exhibit 2 Selection of Public Transit Operators in the SCAG Region

County	Transit Agency	Service Area	Mode
Imperial	Imperial County Transportation Commission	Regional	Bus
Los Angeles County	Antelope Valley Transit Authority	Local	Bus
	Beach Cities Transit (City of Redondo Beach)	Local	Bus
	City of Commerce Municipal Buslines	Local	Bus
	City of Gardena Transportation Department	Local	Bus
	Culver CityBus	Local	Bus
	Foothill Transit	Regional	Bus
	Glendale Beeline	Local	Bus
	Los Angeles County Metropolitan Transportation Authority	Regional	Bus, Heavy/Light Rail
	Los Angeles Department of Transportation	Regional	Bus
	Long Beach Transit	Local	Bus
	Montebello Bus Lines	Local	Bus
	Norwalk Transit System	Local	Bus
	Pasadena Transit	Local	Bus
	Santa Clarita Transit	Local	Bus
	Santa Monica Big Blue Bus	Local	Bus
	Torrance Transit	Local	Bus
Orange County	Anaheim Transportation Network	Local	Bus
	Orange County Transportation Authority	Regional	Bus
Riverside County	Riverside Transit Agency	Regional	Bus
	SunLine Transit Agency	Local	Bus
San Bernardino County	Omnitrans	Regional	Bus
	Victor Valley Transit Authority	Local	Bus
	Arrow Service	Local	Hybrid Rail
Ventura County	Gold Coast Transit	Regional	Bus
	Ventura County Transportation Commission	Regional	Bus
Multi-County	Southern California Regional Rail Authority	Regional	Commuter Rail

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

- **National Transit Database:** Provides monthly ridership trends by mode and operator.
- **California Performance Measurement System:** Offers near real-time data on vehicle miles traveled, vehicle-hours of delay, and truck activity on the state highway system.
- **Survey of Working Attitudes and Arrangements:** Captures how remote and hybrid work patterns are reshaping commute behavior.
- **Port of Los Angeles and Port of Long Beach Container Statistics:** Provide monthly twenty-foot equivalent unit (TEU) data to track container throughput and freight activity at the San Pedro Bay Ports.

Each dataset offers a unique perspective. Together, they help contextualize how travel has evolved in the post-pandemic era, highlighting uneven recovery across counties and modes, as well as sustained shifts in travel behavior, including lower vehicle hours of delay, indicating less time spent in congested conditions, and continued remote work, though at levels below the peak of the pandemic. By referencing these sources and developing integrated analysis, this report provides SCAG's Transportation Committee, policymakers, and stakeholders with a timely, data-driven foundation to:

- Evaluate shifts in travel behavior across the region.
- Shape future transportation investment and planning decisions.
- Develop strategies to rebuild transit ridership.
- Assess the equity impacts of transportation trends.
- Anticipate changes in commuting patterns due to hybrid work arrangements.

Overall Transportation Trends

This report evaluates transportation trends and ridership across the SCAG region by mode and month and provides a systemwide assessment, regardless of whether specific rail lines have opened, extended, or suspended service during the evaluation period. Similarly, bus agencies across the region adjust service levels by suspending or discontinuing routes as needed. The intent of this report is to evaluate overall bus and rail ridership totals rather than analyze changes at the individual route level. For the purposes of assessing post-pandemic ridership recovery, this report uses fiscal year 2018-19 as the baseline year for comparison. Transit ridership is tracked on a month-to-month basis, with recovery compared to the corresponding pre-pandemic month to highlight how transit use continues to recover over time and to account for seasonal variations in ridership. In contrast, the vehicle miles traveled and vehicle-hours of delay recovery analysis uses a rolling 12-month average comparison, which provides a more stable measure of broader travel and congestion trends.

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

- In June 2026, light and heavy rail recorded the highest recovery relative to pre-pandemic ridership levels. However, bus ridership maintained the highest average recovery rate over the past 12 months, while commuter rail continued to experience the slowest overall recovery.
- **Bus ridership recovered 84.9 percent of pre-pandemic ridership** as of June 2026, with ridership growth averaging 0.7 percent over the last 12 months.
- **Light and heavy rail ridership recovered 92 percent of pre-pandemic ridership** as of June 2026, with ridership growth averaging 2 percent over the last 12 months.
- **Commuter rail ridership recovered 68.5 percent of pre-pandemic ridership** with ridership growth averaging 0.9 percent over the last 12 months.
- On roadways, overall vehicle miles traveled (VMT) is at 94.4 percent of pre-pandemic levels. However, vehicle-hours of delay has recovered only 72.9 percent of pre-pandemic levels highlighting the impact of remote work and travel pattern shifts. Truck VMT has trended below pre-pandemic levels at 91.8 percent.
- Remote work continues to be a key factor; approximately 29.4 percent of workdays were performed from home over the last year, contributing to reduced peak-hour demand across all travel modes.

JUNE 2026 AT A GLANCE



30.2M
Bus Trips

84.9%
recovery of
pre-pandemic
ridership



6.6M
Rail Trips

92.0%
recovery of
pre-pandemic
ridership



674.5K
**Commuter
Rail Trips**

68.5% recovery
of pre-pandemic
ridership



5.9B
VMT

94.4%
recovery of
pre-pandemic
levels



230.7M
Truck VMT

91.8%
recovery of
pre-pandemic
levels

Transit Ridership

BUS RIDERSHIP

Bus service in the SCAG region is highly diverse, reflecting the region's varied travel markets and mobility needs. Local bus routes form the foundation of the regional bus network, providing frequent access within communities and connecting riders to jobs, schools, services, and other transit. These local services are complemented by rapid routes and express routes that provide longer-distance connections between suburban or exurban communities and improve travel times along heavily traveled corridors. Bus rapid transit offers a higher-capacity, higher-quality form of bus service through features such as dedicated lanes, enhanced stations, transit signal priority, and more frequent service. Transit operators may also provide special event services that can be deployed or expanded to accommodate major events and periods of concentrated travel demand. Together, these services demonstrate the flexibility of bus transit and its ability to serve a wide range of trip purposes, community types, and travel patterns across the SCAG region.



Image Source: Imperial Valley Transit

LOCAL

Refers to traditional bus transit service operated in a defined service area with a scheduled fixed route and stops spaced from at a minimum almost every block to a maximum of a quarter mile. This is a common form of transit among operators in the region. Several transit agencies, including numerous individual cities, operate this service. Examples include the OCTA Local and the Glendale Beeline.



Image Source: Riverside County Transportation Commission

RAPID/LIMITED STOP

Refers to routes typically operated on high-traffic routes along existing local routes, with limited stops at major intersections and transit hubs. Examples in the region include the RTA RapidLink Gold Line, IVT Direct, VCTC Cross County Limited, and OC Bus Rapid.



Image Source: Ventura County Transportation Commission

EXPRESS

Refers to a service that primarily connects suburban and exurban areas with a central city or employment center. It is characterized by motorcoach service, also known as "over-the-road" buses with multiple stops in outlying areas and limited stops in the central city primarily running on freeways and highways. Examples in the region include the Los Angeles Department of Transportation and City of Santa Clarita Transit's Commuter Express services.



Image Source: Omnitrans

BUS RAPID TRANSIT

Refers to fixed-route bus services where at least 50 percent of the service is operated on a fixed guideway. These systems also typically have dedicated passenger stations with ticket vending machines, elevated platforms and enhanced stations, off-board fare collection busways, dedicated bus lanes, traffic signal priority or preemption, short headways (i.e., the amount of time between transit vehicle arrivals at a stop), and separate branding of the high-quality service. This is a lower-cost alternative to light rail. Examples in the region include Metro's G Line and Omnitrans' sbX Green Line.



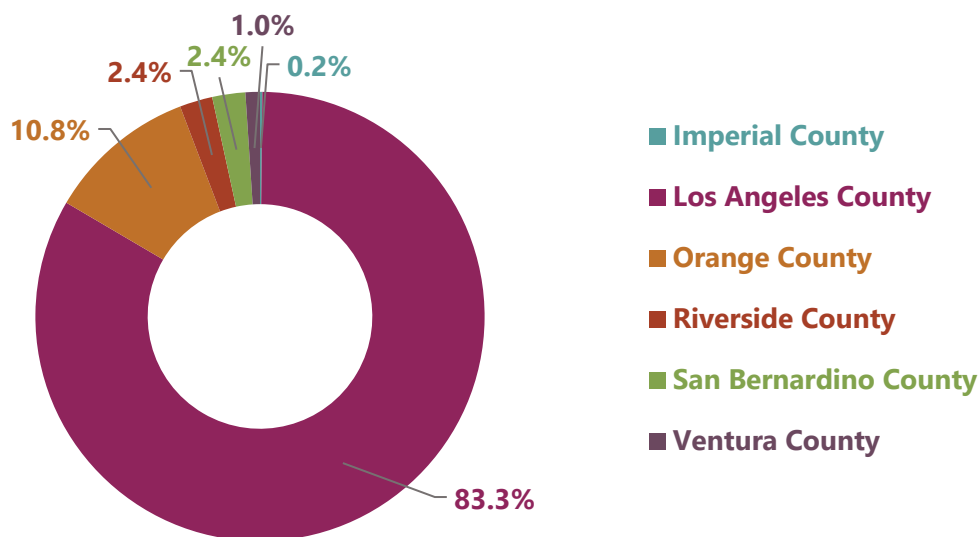
Image Source: Riverside Transit Agency

SPECIAL EVENT SERVICE

Refers to temporary or enhanced bus service provided to accommodate increased travel demand associated with major events. These services may include dedicated event shuttles, additional trips on existing routes, extended service hours, or temporary routes connecting key transit hubs, park-and-ride facilities, and event venues. Examples in the region include Metro SoFi Stadium Shuttle, OC Bus World Cup Enhanced Service, RTA World Cup Enhanced Service, and Ventura County Fair Shuttle.

Bus ridership in Southern California is heavily concentrated in Los Angeles County, which accounts for the majority of regional trips (83.3 percent). This concentration of regional trips is due to the scale of the Los Angeles County Metropolitan Transportation Authority's network and its dense urban coverage (see Exhibit 3). Orange County follows, led by the Orange County Transportation Authority system, with San Bernardino and Riverside counties contributing through agencies like Omnitrans and the Riverside Transit Agency. Ventura and Imperial counties have comparatively smaller shares, reflecting their lower population densities. Overall, the distribution of ridership aligns closely with population centers and the extent of bus service coverage.

Exhibit 3 Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2025-26



DATA SOURCE

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

BUS RIDERSHIP TRENDS

Exhibit 4 presents bus ridership trends across the SCAG region from July 2025 to June 2026. Regional bus ridership increased from 28.4 million trips in July 2025 to a period high of 34.5 million trips in October 2025. Ridership then declined sharply to 29.0 million trips in November, rebounding to 32.7 million in March 2026. Ridership moderated during the spring, before declining to 30.2 million trips in June 2026. Overall, the 12-month period reflects seasonal fluctuations in bus travel, with stronger ridership during the fall and early spring and comparatively lower levels during the summer and winter months.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff conducted a targeted year-over-year analysis of June 2026 ridership to better understand potential bus demand associated with the 2026 FIFA World Cup. Total bus ridership increased from 28.7 million trips in June 2025 to 30.2 million trips in June 2026, representing a 5.2 percent increase. This growth may reflect, in part, additional travel demand associated with the 2026 FIFA World Cup, which took place across North America in June and July 2026, including matches in the Los Angeles area.

Exhibit 4 Bus Total Unlinked Passenger Trips, 12 Month Rolling

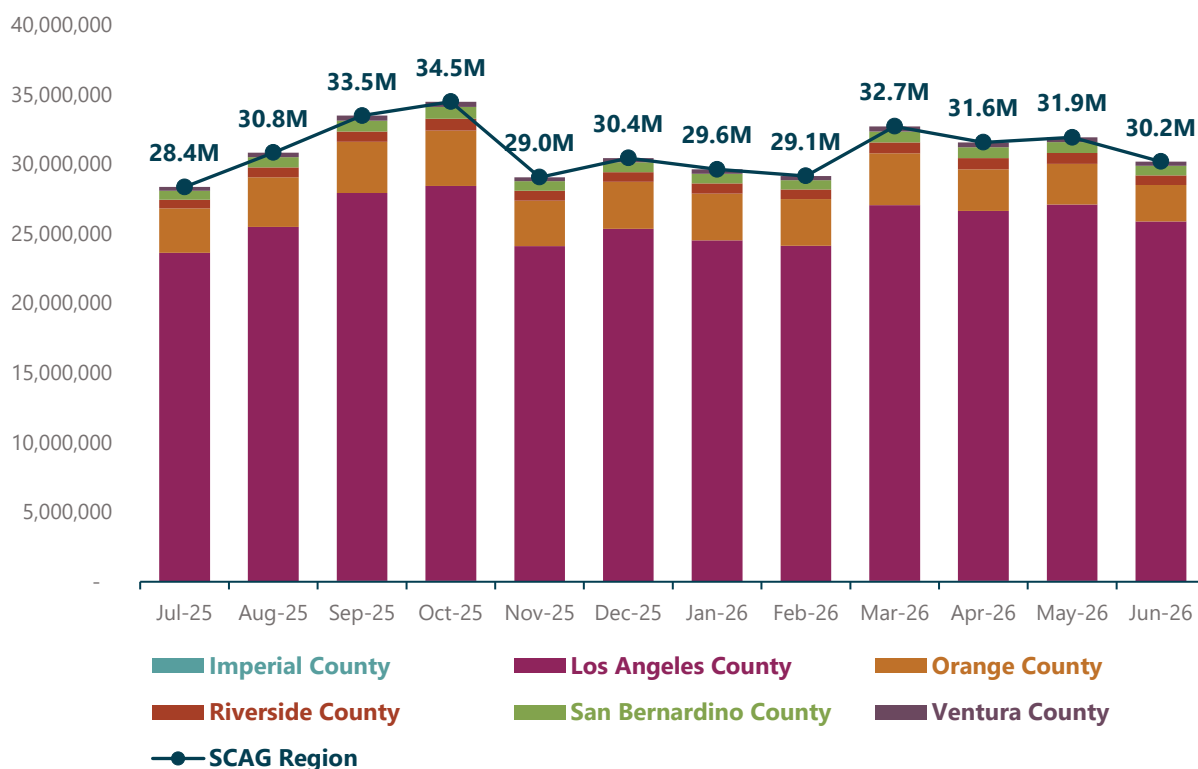


Exhibit 5 presents the month-over-month percentage change in bus ridership for the SCAG region from July 2025 to June 2026. Ridership fluctuated considerably over the 12-month period, with alternating periods of growth and decline. The largest increases occurred in March 2026 (12.2 percent), August 2025 (8.7 percent), and September 2025 (8.6 percent), while the steepest decline occurred in November 2025 (-15.7 percent), followed by June 2026 (-5.4 percent) and April 2026 (-3.5 percent). Overall, bus ridership increased by an average of 0.7 percent month over month during the period, reflecting modest overall growth despite substantial monthly variation.

Exhibit 5 Bus Month-Over-Month Comparison as a Percentage Change, 12 Month Rolling

Key Takeaway: Month-over-month ridership averaged a 0.7% increase over the past year.

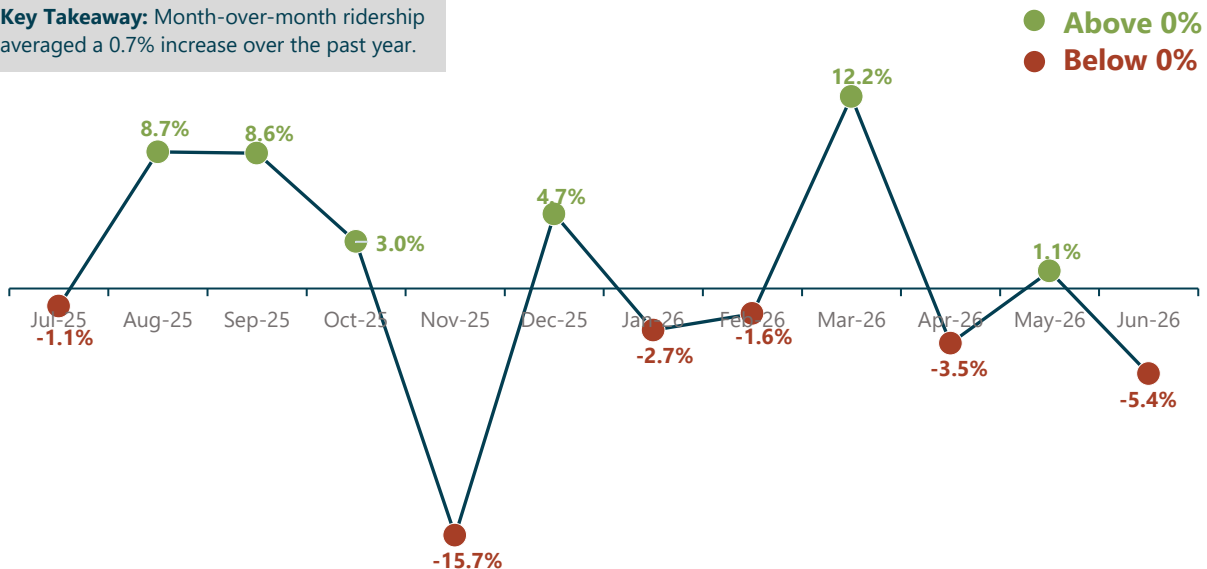
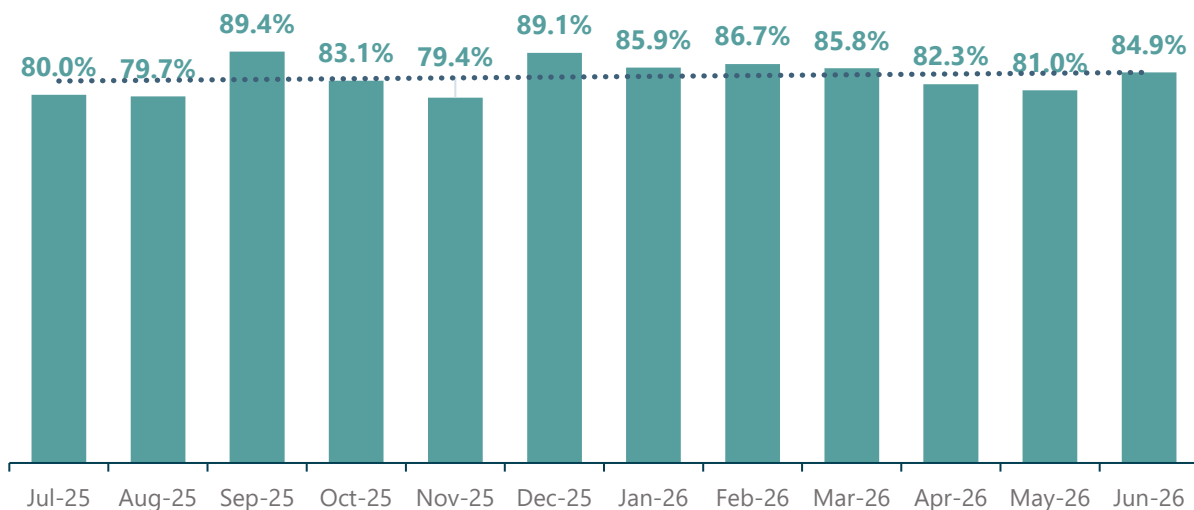


Exhibit 6 Post-Pandemic Bus Ridership Recovery as Percentage of Fiscal Year 2018-19, 12-Month Rolling

Key Takeaway: Ridership recovery averaged 83.9% the past year.



As presented in Exhibit 6, bus ridership recovery during the past 12 months fluctuated between 79.4 percent and 89.4 percent of fiscal year 2018-19 levels, with an average recovery rate of 83.9 percent over the period. This represents a 10-percentage-point spread between the lowest and highest monthly recovery rates. The highest recovery was observed in September 2025 at 89.4 percent, followed closely by December 2025 at 89.1 percent. Although recovery varied from month to month, bus ridership remained consistently below pre-pandemic levels, ending the period at 84.9 percent of fiscal year 2018-19 ridership in June 2026.

LIGHT AND HEAVY RAIL RIDERSHIP

The SCAG region's rail network features a blend of light and heavy rail services that provide critical connectivity across Southern California. The Los Angeles Metropolitan Transportation Authority operates the region's largest urban rail system; the network includes light rail lines such as the A, E, C, and K lines, as well as the heavy rail B and D subway lines. In San Bernardino County, the Arrow service launched in 2022, extending rail access to Redlands and providing connections with Metrolink's regional rail network. For purposes of this report, Arrow is also included within the urban rail category because it operates as a hybrid rail service, combining characteristics of urban rail and regional commuter rail.

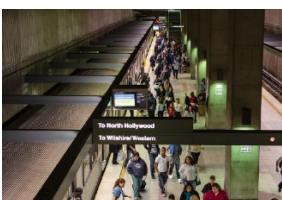


Image Source: Metro

HEAVY RAIL

Refers to rail service (often referred to as the metro or subway) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling; and high platform loading. Metro's A and B subway lines are examples of heavy rail operating in the SCAG region.



Image Source: Metro

LIGHT RAIL

Refers to transit service (sometimes referred to as a streetcar, tramway, or trolley) operating passenger rail cars singly or in short, usually two or three car segments on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph, or a third, electrified rail. Metro and Metrolink operate light rail service in the region, and the Orange County Transportation Authority plans to open a streetcar in 2026.

The urban rail system has further expanded substantially in recent years through the opening of the K Line, the Regional Connector, the LAX/Metro Transit Center, and, most recently, the first section of the long-anticipated D Line Subway Extension. Opened in May 2026, the 3.9-mile D Line extension added three new underground stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega, extending subway service west from Koreatown through the Mid-Wilshire and Miracle Mile areas to Beverly Hills. The opening represents a major milestone in expanding high-capacity heavy rail service along the Wilshire Boulevard corridor.

Together, these services illustrate the growing diversity and reach of rail transit in the SCAG region, providing frequent urban service in the region's most densely developed corridors while connecting with the region's broader transit network.

DATA SOURCE

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

RAIL RIDERSHIP TRENDS

Light and heavy rail ridership in the SCAG region exhibited notable fluctuations over the past year, as presented in Exhibit 7. Total passenger trips increased from 5.7 million in July 2025 to 6.3 million in October 2025, before declining through the winter months to a low of 5.4 million in February 2026. Ridership then rebounded sharply to 6.3 million trips in March and continued to strengthen through the spring, reaching 6.5 million in May and a 12-month high of 6.6 million in June 2026. This recent growth coincided with the May 2026 opening of the first section of the long-anticipated D Line Subway Extension, which expanded high-capacity rail access along the Wilshire Boulevard corridor and may have contributed to increased rail use during the final months of the reporting period.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff also conducted a targeted comparison of June 2026 and June 2025 to assess potential ridership effects associated with major regional events. Rail ridership increased from 5.3 million trips in June 2025 to 6.6 million trips in June 2026, representing a 23.6 percent year-over-year increase. This growth may reflect, in part, additional travel demand associated with the 2026 FIFA World Cup, as well as the continued expansion of the region's urban rail network. Overall, the recent upward trend suggests strengthening demand for light and heavy rail, while also reflecting the influence of new service investments and changing travel patterns across the region.

Exhibit 7 Light and Heavy Rail Total Passenger Trips, 12 Month Rolling

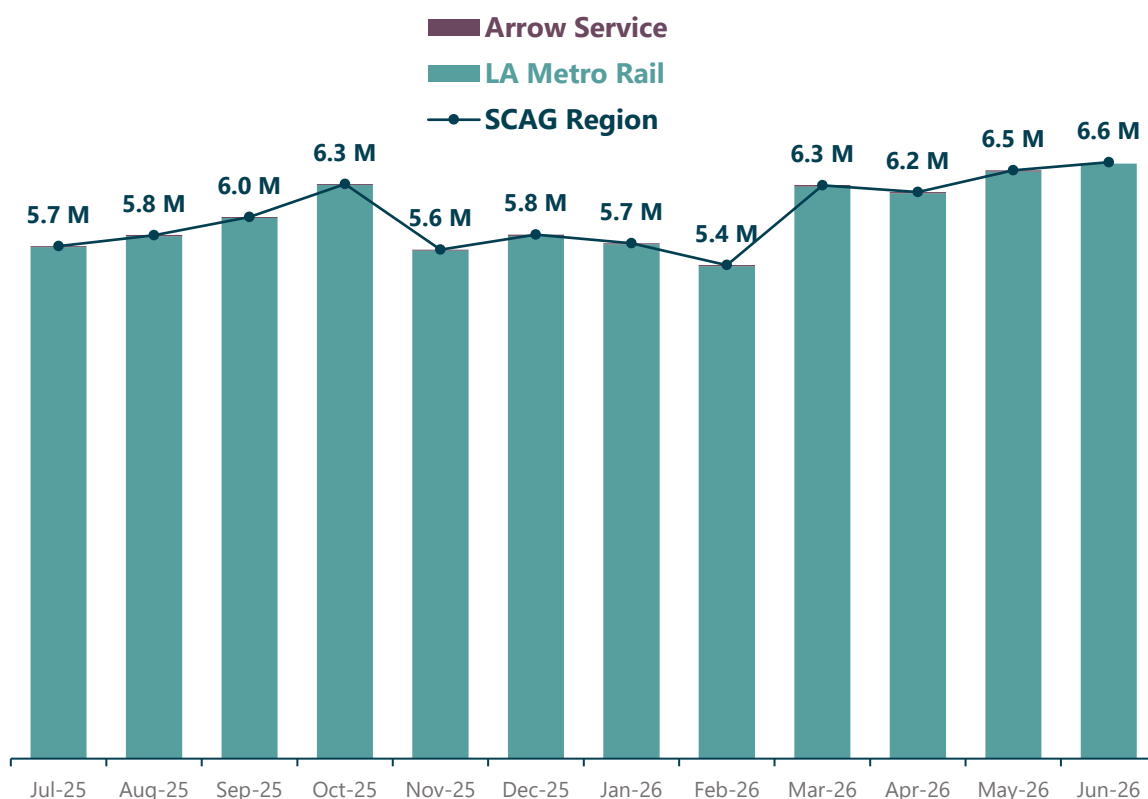
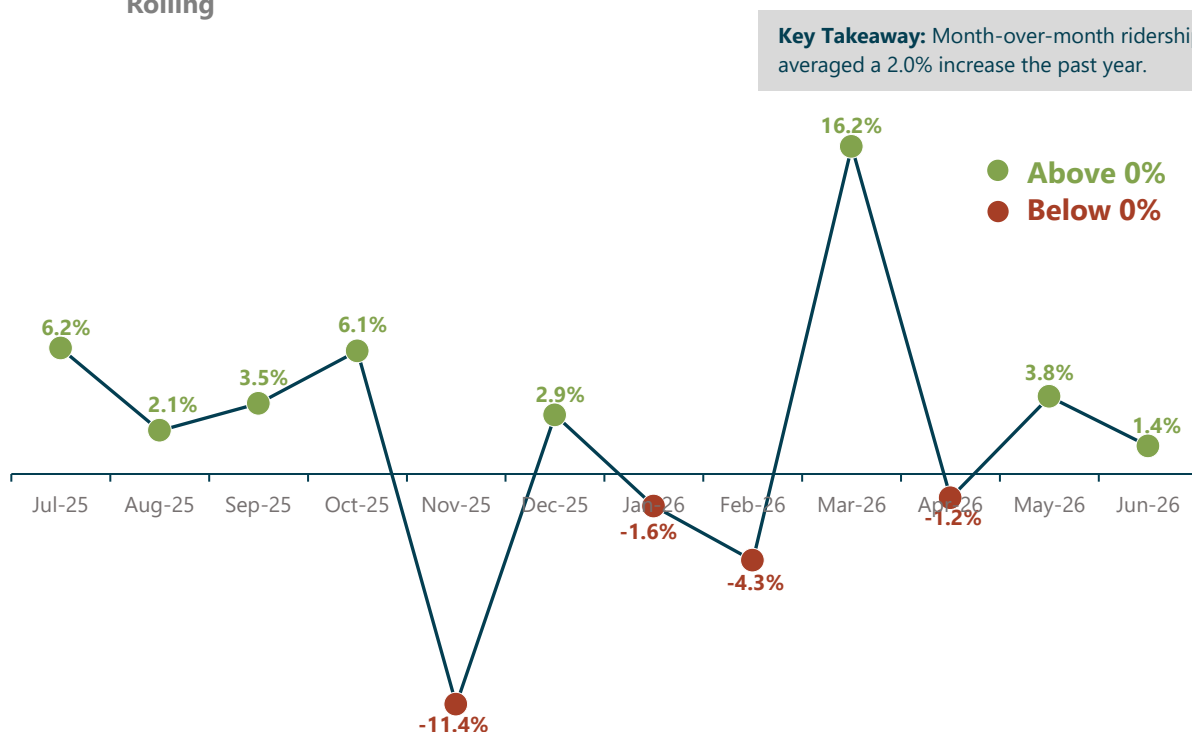


Exhibit 8 illustrates the month-over-month percentage change in total light and heavy rail ridership in the SCAG region from July 2025 to June 2026. Ridership varied considerably over the 12-month period, with alternating periods of growth and decline. The most significant increase occurred in March 2026, when ridership rose by 16.2 percent from the previous month, representing a strong spring rebound. Other notable increases occurred in July 2025 (6.2 percent) and October 2025 (6.1 percent).

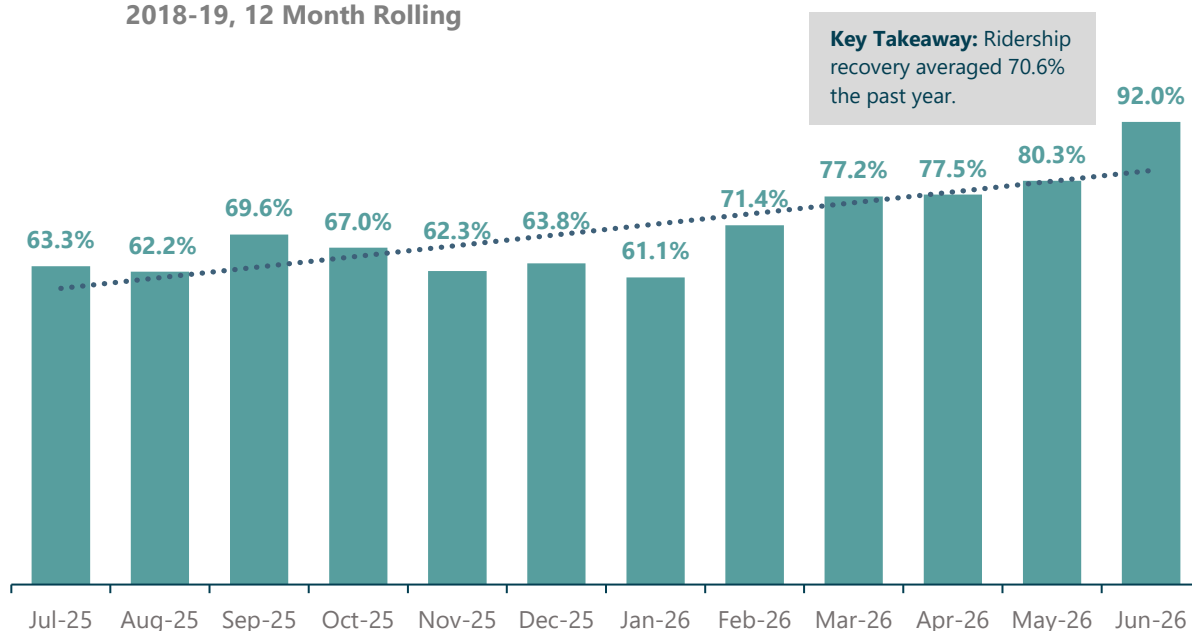
The largest monthly decline occurred in November 2025, when ridership fell by 11.4 percent, followed by a 4.3 percent decline in February 2026. Overall, four of the 12 months experienced negative month-over-month growth, while the remaining eight months recorded increases. Despite this variability, light and heavy rail ridership increased month over month by an average of approximately 2.0 percent over the past year, indicating overall growth amid continued seasonal fluctuations and changing travel patterns.

Exhibit 8 Light and Heavy Rail Month-Over-Month Comparison as Percentage Change, 12 Month Rolling



As shown in Exhibit 9, light and heavy rail ridership recovery demonstrated an overall upward trend over the past 12 months, despite some month-to-month variability. Recovery began at 63.3 percent of fiscal year 2018-19 levels in July 2025 and remained in the low- to upper-60 percent range through January 2026. Beginning in February 2026, recovery strengthened more noticeably, increasing from 71.4 percent to 77.2 percent in March and 80.3 percent in May. By June 2026, ridership reached 92.0 percent of fiscal year 2018-19 levels, the highest recovery rate observed during the period. Overall, light and heavy rail ridership recovery averaged 70.6 percent over the past year, with recent months showing an acceleration in recovery.

Exhibit 9 Post-Pandemic Light and Heavy Rail Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling



COMMUTER RAIL RIDERSHIP

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



Image Source: Metrolink

COMMUTER RAIL (REGIONAL RAIL)

Refers to rail service (also called metropolitan rail, regional rail, or suburban rail) consisting of local or short to medium distance travel operating between a central city and adjacent suburbs. Most service is provided on routes of current or former freight railroads. Metrolink is the commuter rail service in the region.

DATA SOURCE

Staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink), to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

COMMUTER RAIL RIDERSHIP TRENDS

On Oct. 21, 2024, Metrolink added 32 new weekday trains, a nearly 23 percent increase in systemwide service, to better accommodate local travel and regional passenger rail by increasing weekday service levels and optimizing connections. The San Bernardino Line received the majority of new weekday trains with 18 while the Orange County Line added seven. On Jan. 27, 2025, Metrolink implemented additional service changes to the San Bernardino Line to better manage track capacity issues while retaining service improvements. More recently, in March 2026, Metrolink reduced service on portions of the system in response to equipment reliability and mechanical issues, highlighting the operational challenges associated with maintaining expanded service levels amid an aging fleet and infrastructure constraints. Given ongoing financial and funding constraints, these reduced service levels are likely to remain in place in the near term, limiting the agency's ability to fully restore previously expanded service.

Exhibit 10 reflects monthly systemwide ridership across Metrolink's seven commuter rail lines from July 2025 through June 2026. Ridership increased from 554,004 trips in July 2025 to 606,453 trips in October, before declining through the late fall and reaching a low of 537,151 trips in December 2025. Ridership rebounded in early 2026, rising to 678,369 trips in March, and remained relatively strong through the spring, with monthly ridership ranging from approximately 658,754 to 674,501 trips between April and June 2026. The December decline likely reflects typical seasonal reductions in travel associated with the holiday period. Overall, Metrolink ridership remained relatively strong through the spring and into June 2026, despite service reductions implemented in March 2026 in response to equipment reliability issues.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff conducted a targeted comparison of June 2026 and June 2025 to assess potential ridership effects associated with the 2026 FIFA World Cup. Metrolink ridership increased from 621,514 trips in June 2025 to 674,501 trips in June 2026, representing an 8.5 percent year-over-year increase. This growth may reflect, in part, additional regional travel demand associated with the 2026 FIFA World Cup.

Exhibit 10 Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling

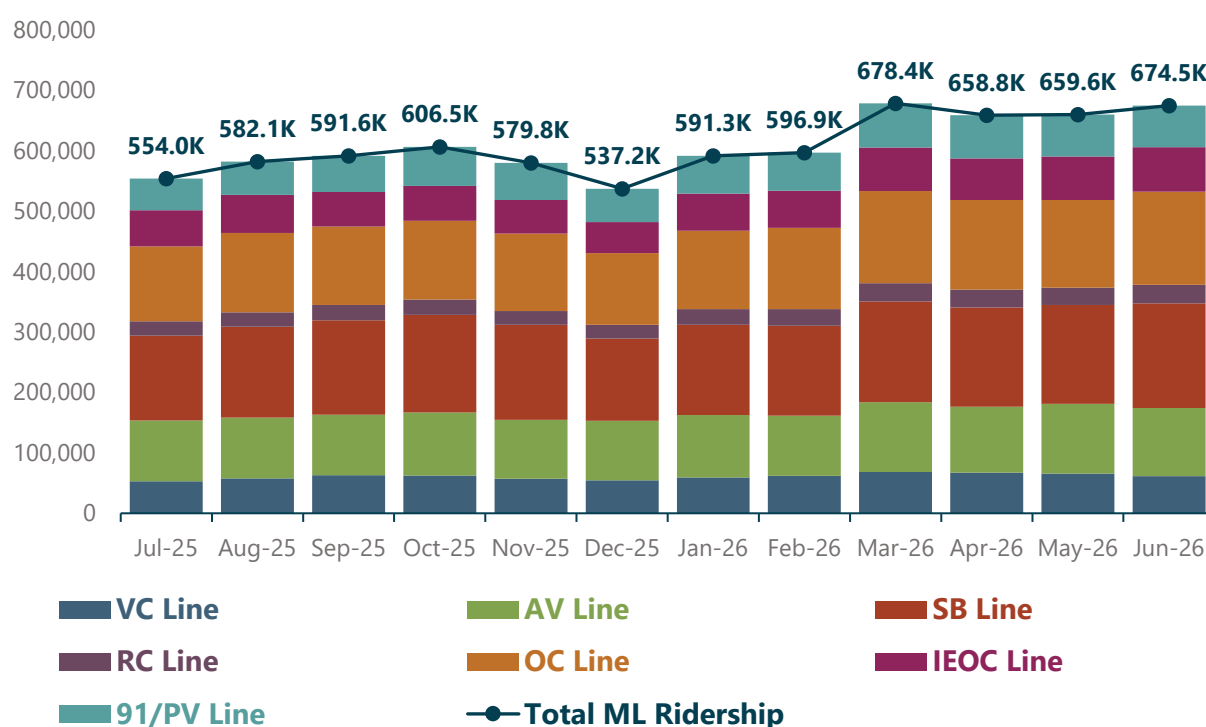


Exhibit 11 illustrates the month-over-month percentage change in Metrolink ridership from July 2025 through June 2026. Ridership fluctuated throughout the 12-month period, with the largest increase occurring in March 2026 at 13.6 percent, followed by a 10.1 percent increase in January 2026. The largest declines occurred in July 2025, when ridership fell by 10.9 percent, and December 2025, when ridership declined by 7.4 percent. Following the service reductions implemented in March 2026 in response to equipment reliability issues, ridership declined modestly by 2.9 percent in April before stabilizing in May and increasing by 2.3 percent in June. Overall, Metrolink ridership increased by an average of 0.9 percent month over month during the period, indicating modest growth despite seasonal fluctuations and reduced service levels during the latter portion of the reporting period.

Exhibit 11 Metrolink Month-Over-Month Comparison as Percentage Change, 12 Month Rolling

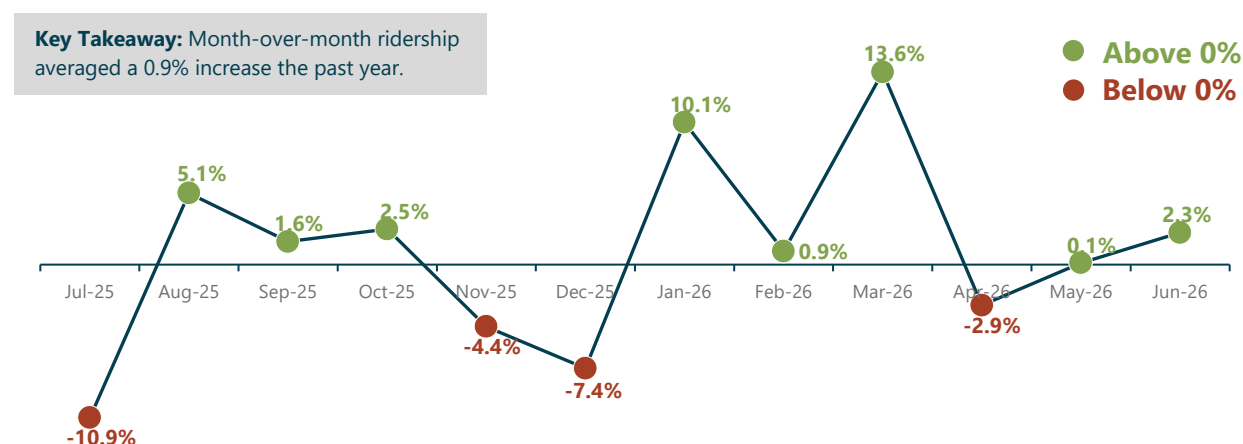


Exhibit 12 Post-Pandemic Metrolink Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling

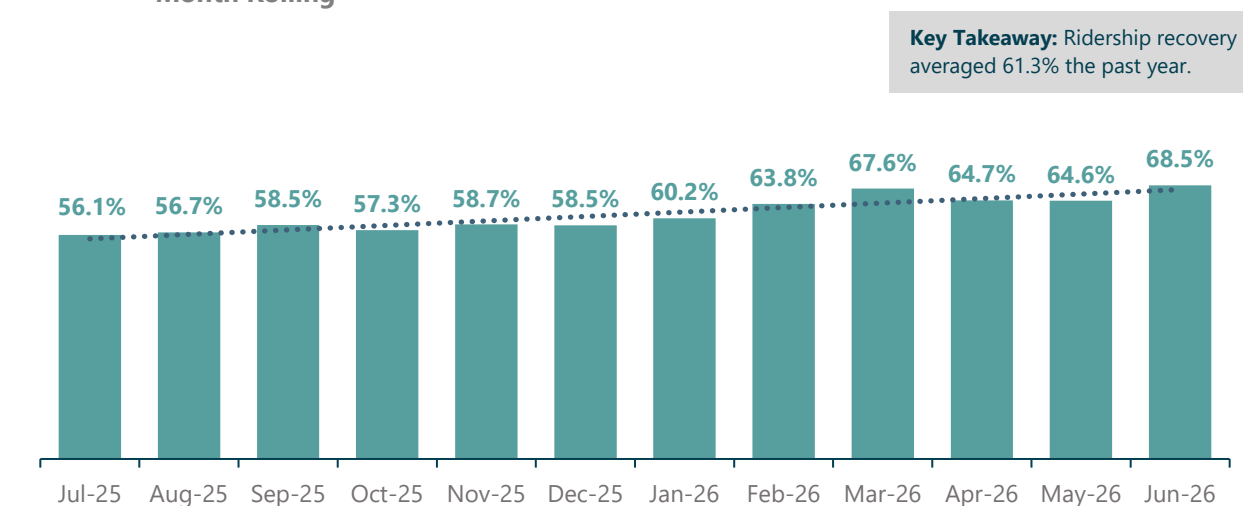


Exhibit 12 presents Metrolink's ridership recovery as a percentage of fiscal year 2018-19 pre-pandemic levels. Over the past 12 months, recovery averaged 61.3 percent and generally trended upward, increasing from 56.1 percent in July 2025 to 68.5 percent in June 2026. Although recovery dipped slightly in April and May, it rebounded to a 12-month high of 68.5 percent in June 2026. Overall, the trend indicates continued progress toward pre-pandemic ridership levels, even as commuter rail demand remains influenced by service reductions and long-term shifts in travel behavior due to hybrid work patterns.

Vehicular Travel

VEHICULAR VOLUMES

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

DATA SOURCE

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

VEHICLE TRAVEL AND CONGESTION PATTERNS FOLLOWING THE PANDEMIC

VMT experienced a sharp and unprecedented decline in early 2020 due to the COVID-19 pandemic, reaching its lowest point in April 2020. Following this disruption, travel steadily rebounded throughout 2021 and 2022. By early 2023, monthly VMT had returned to pre-pandemic levels. While seasonal dips are still present, such as during winter months or holiday periods, the overall trend has stabilized in recent years.

Exhibit 13 shows that VMT across the SCAG region remained relatively stable over the past 12 months, generally fluctuating between 5.4 billion and 6.1 billion miles per month. VMT reached 6.1 billion miles in July, August, and October 2025, and again in May 2026, while 5.4 billion miles was observed in February 2026. Overall, the pattern suggests that regional driving has settled into a relatively consistent post-pandemic range, reflecting the continued prevalence of personal vehicle travel as transit ridership continues to recover.

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

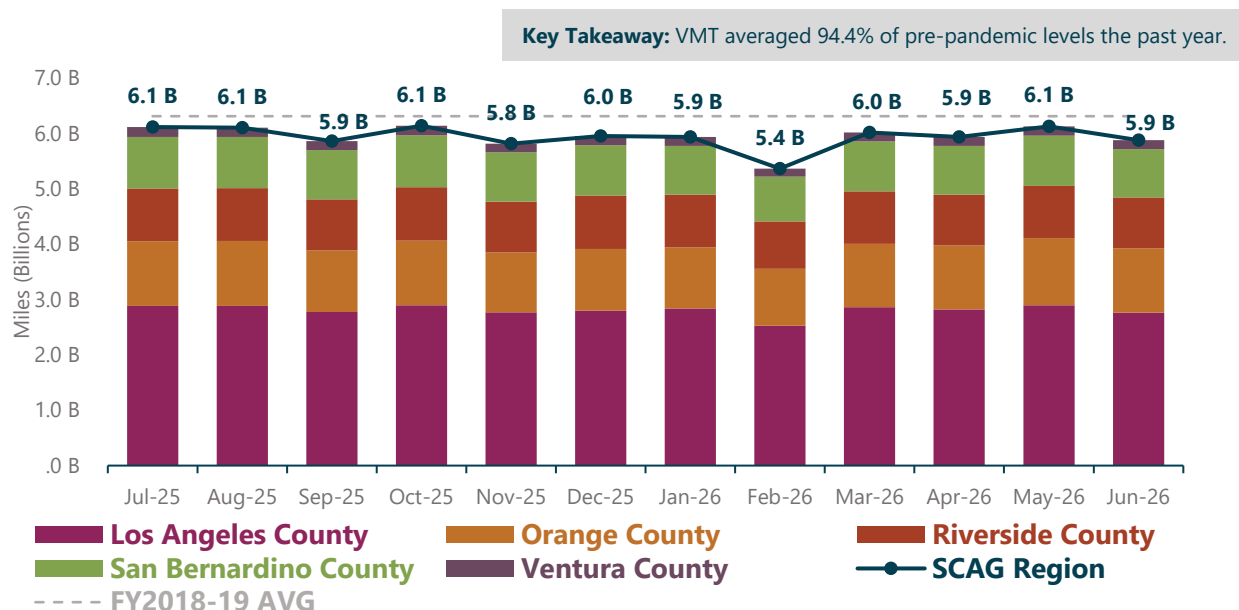
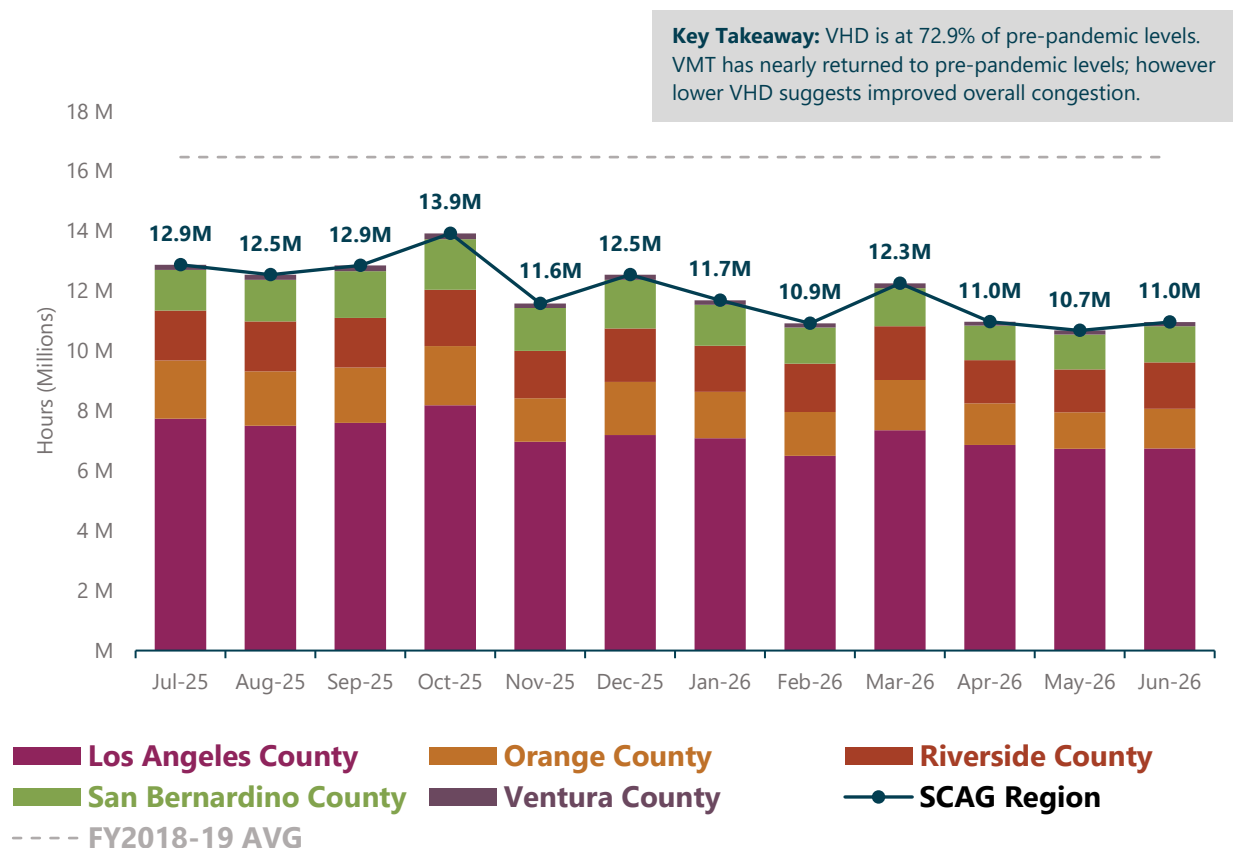


Exhibit 14 presents VHD in the SCAG region from July 2025 through June 2026, providing insight into recent regional roadway congestion patterns. Prior to the COVID-19 pandemic, monthly VHD averaged approximately 16.5 million hours. Over the past 12 months, however, VHD generally fluctuated between 10.7 million and 13.9 million hours, remaining well below pre-pandemic levels. VHD peaked in October 2025 at 13.9 million hours, while the lowest level occurred in May 2026 at 10.7 million hours. Other relatively low levels were recorded in February 2026 at 10.9 million hours and April and June 2026 at approximately 11.0 million hours.

Overall, VHD averaged approximately 72.9 percent of pre-pandemic levels during the period, indicating that roadway congestion remains substantially below fiscal year 2018-19 conditions even as regional VMT has largely returned to pre-pandemic levels. This divergence may reflect longer-term changes in travel behavior, including hybrid and flexible work arrangements and shifts in the timing of trips throughout the day. **The combination of relatively high VMT recovery and lower VHD suggests that while regional driving activity has largely returned, travel may be more dispersed across the day, resulting in fewer trips concentrated during traditional peak periods and lower overall congestion than before the pandemic.**

Exhibit 14 Vehicle-Hours of Delay in the SCAG Region by Month, 12 Months Rolling

GOODS MOVEMENT & TRUCK VOLUMES

The SCAG region is the largest trade gateway in the United States led by the San Pedro Bay ports complex. The region's economies of scale reflect 19 million people, 9 million jobs and over 6 million households and support a vast supply chain catering to both local and national consumers and businesses. The goods movement system interconnects the San Pedro Bay ports and other trade gateways like airports and border crossings via local drayage to warehouses and transload facilities, from transload facilities to distribution and fulfillment centers, and to last-mile destinations. The San Pedro Bay ports through on- and off-dock rail moves support direct freight flows to destinations, with rail playing a primary role for trips entering and exiting the region and trucking remaining the dominant freight mode serving the region.

Southern California's goods movement ecosystem is anchored by a network of major seaports, airports, international border crossings, inland freight facilities, transportation corridors, and logistics hubs that collectively support regional, national, and international goods movement.



Source: Alameda Corridor Transportation Authority

ALAMEDA CORRIDOR

The Alameda Corridor is a 20-mile freight rail corridor connecting the ports of Los Angeles and Long Beach to downtown Los Angeles through a network of grade-separated bridges, underpasses, and the 10-mile Mid-Corridor Trench. Constructed between 1997 and 2002, the project significantly improved freight movement while reducing conflicts with road and passenger rail traffic.



Source: Los Angeles Times

SEAPORTS

Southern California's seaport system is anchored by the San Pedro Bay Ports—the Port of Los Angeles and Port of Long Beach—as well as the Port of Hueneme. Together, these ports serve as major gateways for international trade, moving containerized cargo, automobiles, agricultural products, and other goods through the region's rail, highway, warehouse, and distribution networks.



Source: BNSF Railway

INTERMODAL FACILITY

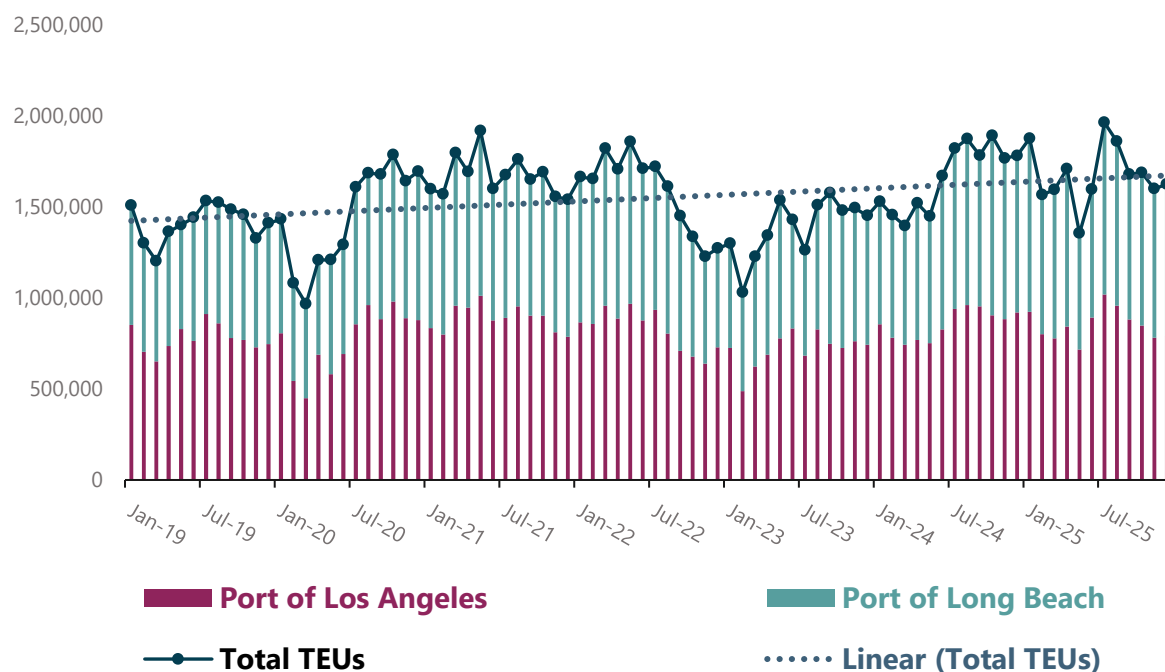
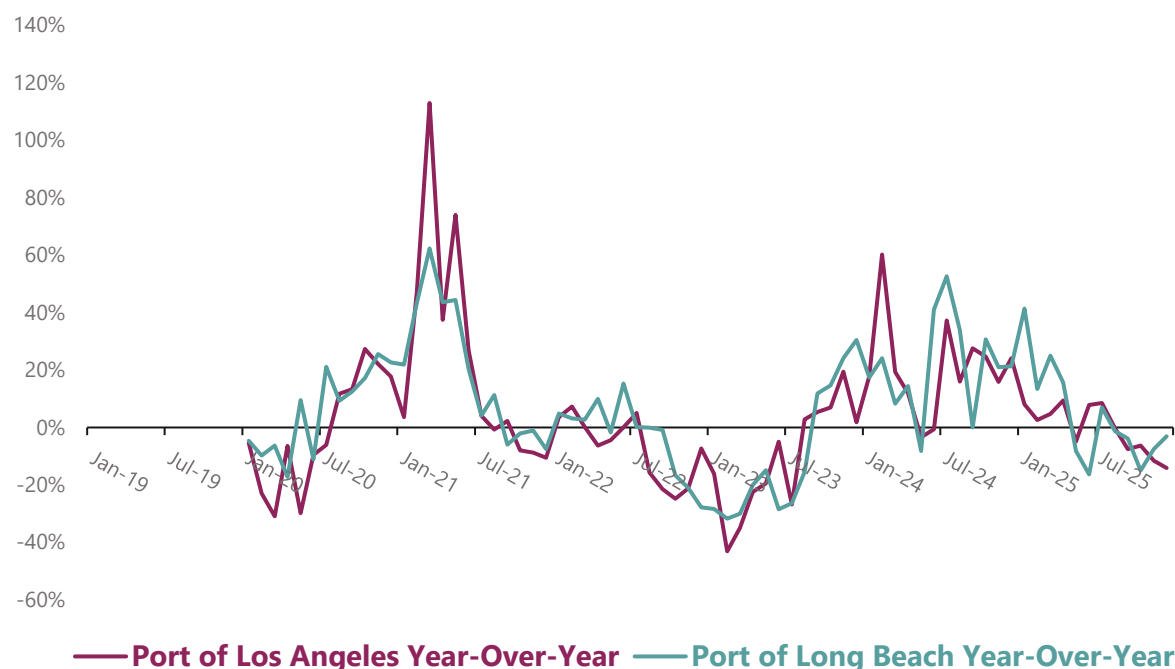
Intermodal facilities transfer cargo between transportation modes, such as ships, trains, trucks, and aircraft, without unloading the freight from its container.

The freight system is highly complex, and different freight modes and sectors can show varying trends during both times of economic expansion and contraction. During 2019 just before the pandemic, the freight industry was in recession, while 2020 and 2021 generated substantial demand shocks leading to significant freight bottlenecks and operational challenges. Since this time, geopolitics, war, and U.S. tariff policies have continued to generate further challenges. Economic activity has remained resilient, supporting consumption and freight demand, but freight performance has continued to illustrate meaningful volatility.

The pandemic era placed unprecedented strain on the regional goods movement system due to shifting global and national policies impacting both production and consumption end points. For the San Pedro Bay ports, combined throughput rose to a record of approximately 20 million containerized 20-foot equivalent units (TEUs) in 2021 as demand shocks for goods exceeded the capacity of both marine terminals and the supporting inland network, which had a significant impact effect on regional roadways: Caltrans's data indicated that truck volumes on principal freight corridors—notably Interstate 710—increased by roughly 50 percent on a daily basis relative to pre-pandemic (January 2020) conditions, according to the Caltrans Performance Measurement System.

The subsequent period has reflected shifting extremes. Containerized volumes through the San Pedro Bay ports declined to a 2023 trough below 2019 levels as consumer activity waned from substantial surges and inventory positions normalized. Based on monthly container statistics published by the Port of Los Angeles and Port of Long Beach, throughput has since recovered to a record 20.1 million TEUs in 2025 (refer to Exhibits 15 and 16 below).

The TEU analysis uses 2019 as the primary baseline for comparison because it represents the last full year before the COVID-19 pandemic, after which freight activity experienced significant volatility. As a result, the analysis period differs from other sections of the report in order to provide a more stable and meaningful baseline for evaluating recent freight trends.

Exhibit 15 San Pedro Bay Ports Monthly Total TEUs, 2019-2025**Exhibit 16 San Pedro Bay Ports Monthly Total TEUs, Year-Over-Year Percentage Change, 2019-2025**

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

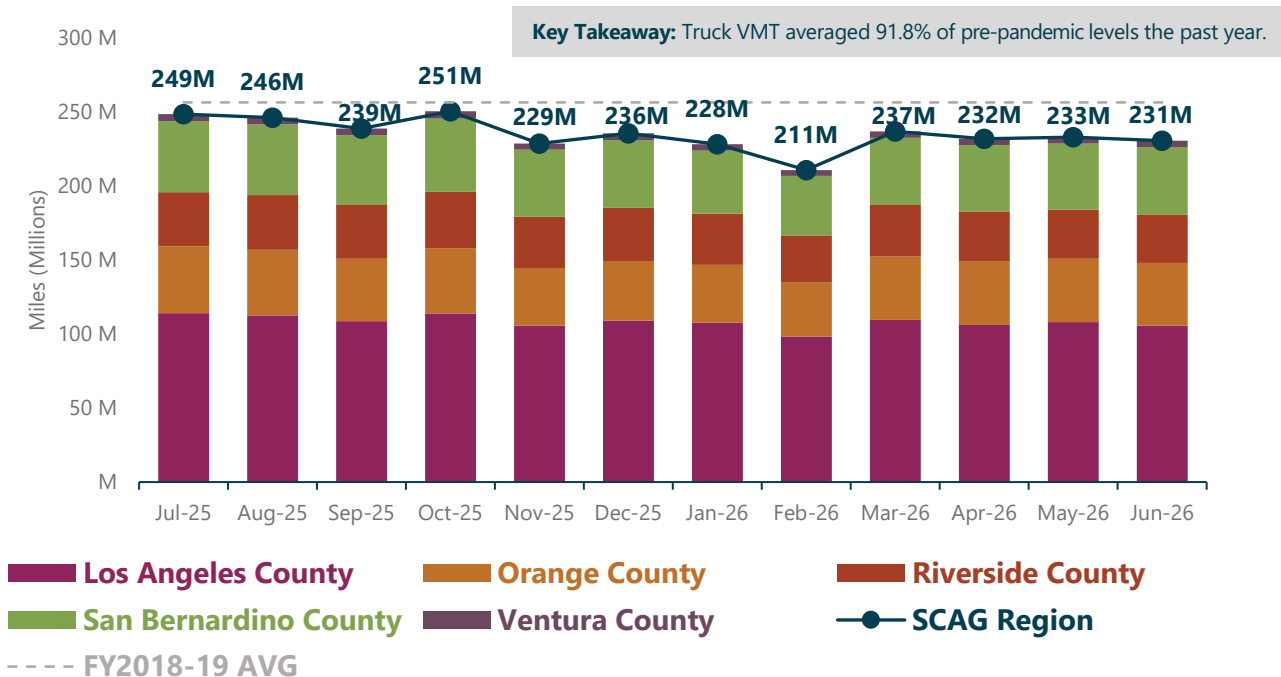
- **Freight Movement:** How much goods and cargo are being transported on the road.
- **Economic Activity:** Higher truck VMT often signals more trade, shipping, and industrial activity.
- **Roadway Impact:** Trucks cause more wear on roadways, so truck VMT helps plan for maintenance needs.
- **Air Quality and Emissions:** Since trucks produce more emissions per mile than passenger cars, truck VMT is important for air quality and environmental planning.
- **Traffic Operations:** Helps analyze congestion patterns, especially on freight corridors and near ports, warehouses, and distribution centers.

Prior to the COVID-19 pandemic, truck VMT generally ranged between 240 and 260 million miles per month, reflecting steady freight operations across the region's highways. A noticeable decline occurred in early 2020, with a temporary dip below 210 million miles, coinciding with the early stages of the pandemic and related disruptions in supply chains and economic activity. However, unlike passenger travel, truck VMT rebounded quickly by mid-2020, driven by demand for freight and logistics services, especially in support of e-commerce and essential goods distribution. Since 2021, truck VMT has remained relatively stable but has remained slightly below pre-pandemic levels.

Exhibit 17 displays truck VMT in the SCAG region from July 2025 through June 2026, based on data from the Caltrans Performance Measurement System. Monthly truck VMT generally fluctuated between 211 million and 251 million miles, with the highest level recorded in October 2025 and the lowest in February 2026. Following the February low, truck VMT rebounded in March and remained relatively stable through June at approximately 231 to 237 million miles per month.

Over the 12-month period, truck VMT averaged approximately 91.8 percent of fiscal year 2018-19 pre-pandemic levels. While truck travel has remained comparatively resilient, the data indicates that freight activity has not fully returned to pre-pandemic levels. Rather than necessarily signaling a structural shift in regional freight patterns, the lower recovery rate may reflect softer shipment activity, changing consumer spending patterns, inflationary pressures, and a normalization of goods movement following the elevated shipping volumes experienced during the pandemic.

Exhibit 17 Truck Vehicle Miles Traveled in the SCAG Region by Month, 12 Month Rolling



Remote Work Impacts

REMOTE WORK TRENDS

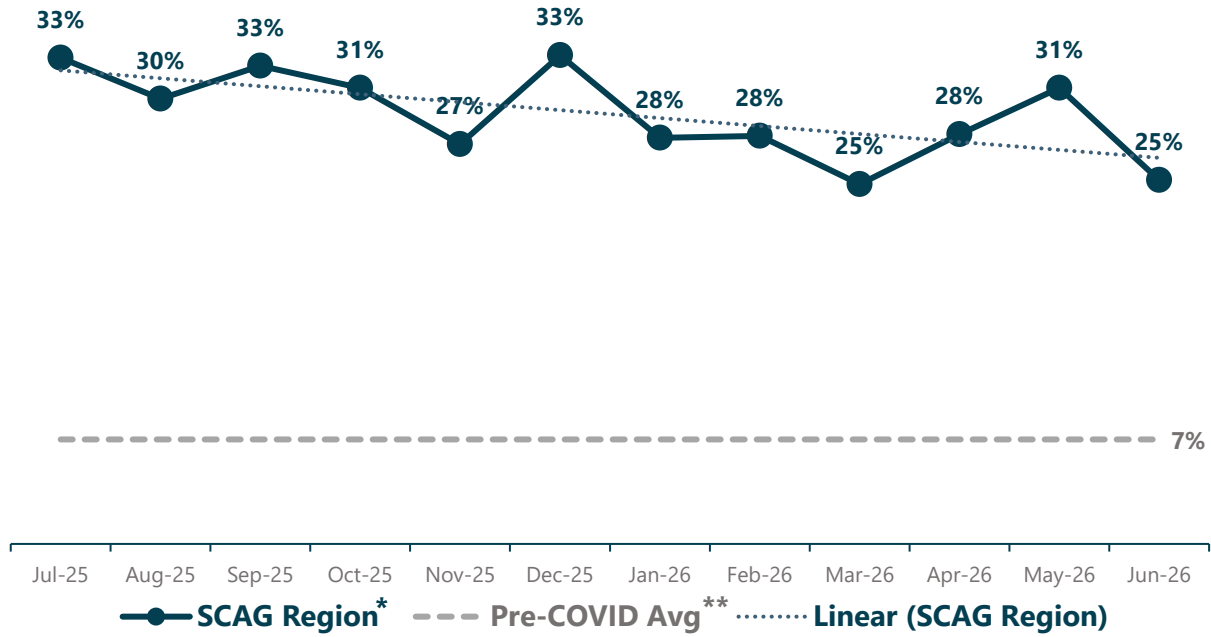
Analyzing remote work trends is essential for understanding shifts in travel demand, as remote work reduces the need for daily commuting and directly impacts traffic volumes and transit ridership. By tracking these patterns, policymakers and planners can better assess changes in peak-hour congestion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

DATA SOURCE

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

OVERALL REMOTE WORK TRENDS

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers and adoption of return to office policies by many employers. This trend is illustrated in Exhibit 18, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area sample representing the SCAG region. Based on current data from the Survey of Working Attitudes and Arrangements for July 2025 through June 2026, the share of full, paid working days spent at home ranged from 25 percent to 33 percent, averaging approximately 29 percent over the 12-month period. The share reached 33 percent in July 2025, September 2025, and December 2025, while the lowest levels of 25 percent were observed in March 2026 and June 2026. Despite month-to-month fluctuations, remote work remains substantially above pre-COVID levels, indicating that hybrid and remote work continue to be an important feature of post-pandemic travel behavior.

Exhibit 18 Monthly Percentage of Full, Paid Working Days at Home, SCAG Region

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

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

Conclusion

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

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AGENDA ITEM 5

REPORT

Southern California Association of Governments
October 1, 2026

To: TC – Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Heidi Busslinger, Principal Regional Planner (IP and P)
213-630-1541, busslinger@scag.ca.gov

Kome Ajise

Subject: FFY 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Project Nominations

RECOMMENDED ACTION:

Recommend that the Regional Council: 1) approve the federal fiscal year (FFY) 2028-29 and FFY 2029-30 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2029 and 2030 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2029 and 2030 STBG/CMAQ Program Guidelines.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

SCAG is responsible for the selection of STBG and CMAQ-funded projects in the SCAG region, which is accomplished through the call for project nomination process outlined in the FFY 2029 & 2030 STBG/CMAQ Program Guidelines. The FFY 2029 & 2030 STBG/CMAQ Call for Project Nominations will make STBG and CMAQ funding available from the federal fiscal year (FFY) 2028-29 and FFY 2029-30 apportionments. This call for project nomination process aligns with the Compliance Action Plan that was approved by the Regional Council (RC) on February 2, 2023, and subsequently approved by the California Department of Transportation (Caltrans) in coordination with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Surface Transportation Block Grant (STBG) program is a federal fund source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal fund source that supports transportation projects and programs intended to support meeting the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter

(nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

FHWA directs an annual apportionment to the state of California, which is further distributed to eligible regions. SCAG's regional share of these funds for FFY 2028-29 and FFY 2029-30 apportionments are estimated to total \$1.38 billion. Funding for the STBG and CMAQ programs in FFY 2028-29 and FFY 2029-30 is contingent on congress passing a Continuing Resolution or federal reauthorization bill that would continue to authorize these programs. The Infrastructure Investments and Jobs Act (IIJA) which currently authorizes funding for these FHWA programs is set to expire on September 30, 2026.

SCAG staff seeks the Transportation Committee's (TC) recommendation for the RC to approve the program guidelines that will serve as the basis for the project selection process for STBG and CMAQ funding. SCAG staff will subsequently initiate a call for project nominations consistent with the approved guidelines and return to the RC for approval of projects recommended for funding.

BACKGROUND:

Authorizing Legislation

The IIJA, which authorizes funding for the STBG and CMAQ programs, has been extended through December 11, 2026, under a clean continuing resolution (CR) signed by President Trump on September 2, 2026, as part of a broader FY 2027 CR, which extended FFY 2026 funding levels through the same date. The extension does not include advanced appropriations, leaving funding subject to those appropriations contingent on further congressional action beyond the IIJA's expiration date of September 30, 2026. SCAG staff will continue to monitor updates to the STBG and CMAQ programs, including funding distribution, project and applicant eligibility, and funding levels. Any changes resulting from the final reauthorization legislation or other applicable congressional actions will be incorporated into SCAG's STBG and CMAQ call for projects process as appropriate.

Updates on federal fiscal year funding and surface transportation reauthorization (i.e., FFY 2027 appropriations and surface transportation reauthorization) were presented as an information item at the Legislative/Communications and Membership Committee (LCMC) meeting on August 18, 2026. At that time, Congress was considering competing CRs to provide temporary federal government funding beyond the September 30, 2026, deadline. As noted, Congress has since enacted a clean CR extending existing FFY 2026 funding levels through December 11, 2026. However, with none of the twelve annual appropriations bills enacted to date, the December 11th funding deadline remains a significant hurdle.

With regard to surface transportation reauthorization, the House has made the most significant progress to date, with the House Transportation and Infrastructure (T&I) Committee introducing and

advancing the Building Unrivaled Infrastructure and Long-Term Development for America's 250th (BUILD America 250) Act in May 2026. The bill awaits consideration on the House floor. Meanwhile, the Senate Environment and Public Works (EPW) Committee continues to develop its own reauthorization legislation and has not yet released legislative language. Once both chambers advance their respective bills, they will need to reconcile their approaches through negotiations or a formal conference committee before a final reauthorization package can be enacted.

In the interim, the current CR allows federal highway, transit, and metropolitan transportation planning programs, including STBG and CMAQ, to continue operating without interruption through the extended deadline. SCAG legislative affairs staff will continue to monitor federal negotiations and assess potential implications for transportation, housing, and community development programs of interest to SCAG and its member jurisdictions. The SCAG CMAQ/STBG program management team will coordinate with legislative affairs staff to monitor developments and assess their potential impacts on the CMAQ and STBG programs and the call projects process.

Call for Projects Background and Structure

In accordance with federal requirements, SCAG selects projects for STBG and CMAQ funding following a performance-based evaluation and selection process. SCAG details the selection project in the RC-approved program guidelines, which were last approved by the RC in March 2025. The first cycle of funding through SCAG's call for projects nomination process resulted in the approval of 33 projects with a total of \$186.9 million in combined STBG and CMAQ funding approved by the RC in June 2024. The second cycle of funding resulted in the approval of 132 projects with a total of \$1.25 billion in STBG and CMAQ funding approved by the RC in December 2025. In February 2026, the RC approved the Programming Procedures for FHWA-Administered Federal Funding which governs the post-award activity for these selected projects.

The process to update the program guidelines included: incorporating lessons learned from the previous cycles; improving the online application submittal module; re-aligning project categories reflective of Connect SoCal 2024 goals and strategies and the 2026-27 SCAG presidential and Regional Council priorities and objectives; providing additional technical assistance and guidance for scoring criteria as clarification for applicants and to maximize score consistency; and ensuring that eligible applicants are informed of the funding opportunity. Further details are provided below to highlight key changes.

Overall, the program guidelines outline a process in which:

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

- SCAG evaluates project nominations against program criteria and develops a project recommendation list for RC approval.

Projects approved by the RC for funding will be programmed in the Federal Transportation Improvement Program (FTIP). While the program guidelines focus on CMAQ and STBG project selection for FFY 2028-29 and FFY 2029-30 apportionments, any new project or new project phase to be programmed in the FTIP with CMAQ and/or STBG funds are subject to these guidelines and/or subsequently approved program guidelines. Program guidelines and the call for projects nomination process are anticipated to be updated every other year (i.e., new program guidelines in even years and new call for projects nominations processes in odd years) to reflect the latest RC direction, updated plans and policies, new federal guidance, and for incorporation into the subsequent FTIPs.

Outreach and Engagement

The outreach and engagement process for the guidelines update included substantial collaboration with the six county transportation commissions from June 2026 to September 2026. The county transportation commissions are also in the process of developing their county specific project prioritization framework which will guide their evaluation and scoring of the applications, for submission to SCAG. The county transportation commissions have extensive experience in administering federal funds within their counties and their prioritization ranking of the project application reflects this, accounting for the largest portion of the scoring criteria. The county transportation commissions are required to engage their stakeholders in the development of their project prioritization framework. As such, further opportunities exist to help shape the framework being developed by the county transportation commission in this process.

Additionally, the regional evaluation portion of the guidelines and scoring criteria are driven by Connect SoCal 2024 (2024-2050 Regional Transportation Plan and Sustainable Communities Strategy). The four-year long Connect SoCal 2024 planning process involved comprehensive stakeholder engagement and robust policy discussions with local elected leaders. The FFY 2029 and 2030 STBG/CMAQ Program Guidelines directly support the implementation of Connect SoCal 2024. In addition, the tier one regional priorities build on extensive planning work conducted by SCAG, which spans several years of stakeholder and community engagement.

Lastly, updates and clarifications to these guidelines and application process were also informed by the feedback received from applicants during SCAG's debriefing sessions from the prior cycle in January 2026.

Summary of Key Changes

The major changes proposed to the STBG/CMAQ program guidelines are outlined below.

- **Updated Application Process** – Local agencies within the region will apply via an updated online SCAG application module that incorporates feedback from the region from the previous call.
- **Additional Technical Assistance and Clarifications** – Supplemental application resources will be provided for both the Community Economic Development Benefits and Air Quality Improvements scoring criteria. Clarifications have been provided regarding project eligibility and claiming Federal Performance Management Areas benefits.
- **Re-Aligning of Regional Priority Project Categories** – Primary project categories were established within the updated guidelines to more directly align with Connect SoCal 2024 goals and strategies and the 2026-27 SCAG Presidential Priorities and Objectives. These primary project categories outline how SCAG will prioritize projects under the Regional Priorities scoring criteria.
- **Increased Outreach and Engagement Efforts** – Highlights outreach and engagement strategies with uncommon eligible applicants (Tribal governments, federal lands management agencies, schools/school districts, etc)
- **Flexibility to Address Federal Authorization** – Given the current uncertainty regarding the federal authorization, flexible language was added to account for any changes or shifts needed as a result of the reauthorization process.

Next Steps

These guidelines will be presented to the RC for approval on November 5. Upon approval of the updated program guidelines, the application will open to eligible applicants via an online SCAG module starting on February 1, 2027. SCAG will be hosting workshops for applicants in January 2027. Additional information will be available on the SCAG [STBG/CMAQ webpage](#) following the RC's approval of the program guidelines.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2026-27 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management and 500.4962.01: Federal Highway Funding Project Selection, Monitoring, and Delivery).

ATTACHMENT(S):

1. PowerPoint Presentation – STBG/CMAQ Program Guidelines Update and Call for Project Nominations
2. FFY 2029 and 2030 STBG-CMAQ Program Guidelines



FFY 2029 & 2030 STBG/CMAQ Guidelines Update

Transportation Committee
October 1, 2026

WWW.SCAG.CA.GOV

Background

- As the designated metropolitan planning organization, SCAG is responsible for the project selection process for both federal Surface Transportation Block Grant Program (STBG) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. SCAG complies with this requirement through the development of the STBG/CMAQ Program Guidelines and the administration of the related Call for Project Nominations.
- The federal fiscal year (FFY) 2028-29 & 2029-30 STBG/CMAQ Call for Project Nominations will make an estimated \$1.38 billion in federal funding available to eligible projects within the SCAG region.

Previous Call for Project Nominations	Funding Awarded	Projects Awarded	SCAG Regional Council Approval
FFY2022-23 through FFY2025-26	\$186.9 million	33 Projects	June 2024
FFY2026-27 through FFY2027-28	\$1.25 billion	132 Projects	December 2025

Eligibility

Eligible Applicants: In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for CMAQ and STBG funds.

Eligible Projects: Projects must be eligible for STBG and/or CMAQ funds.

- **STBG Program:** Projects to preserve and improve the conditions and performance of surface transportation including highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- **CMAQ Program:** Transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Project Selection Process

1. SCAG initiates Call for Project Nominations.
2. Eligible agencies apply for funding via the SCAG application module.
3. County Transportation Commissions prioritize applications (Highest Alignment, Strong Alignment, Moderate Alignment, Limited Alignment) submitted within their respective county based on county developed framework.
4. SCAG reviews projects for eligibility, and against approved evaluation criteria.
5. SCAG presents funding recommendations to Regional Council for consideration.

Summary of Changes

County Transportation Commission Prioritization

- Update naming conventions of county transportation commissions' ranking to eliminate confusion for applicants.
- Incorporate outreach documentation to uncommon eligible applicants (i.e. Tribal governments, school districts, etc.) as part of prioritization package.

Regional Priorities

- **Updated to reflect FY2026-27 Presidential Priorities, identified in June 2026 at the EAC Retreat**
 - **Transportation Demand Management:** Updated to include LA28 Games Legacy-related projects.
 - **Resilience of At-Risk Infrastructure:** Moved category to Tier 2.
 - **Natural Land Preservation:** Removed as a standalone program category due to the lack of applications received in the prior call. Remains an eligible activity.
 - **System Preservation:** Moved category to Tier 1.

Federal Performance Management Areas

- Clarification that only projects on the National Highway System qualify for certain areas consistent with federal guidance.

Summary of Changes (cont'd)

Community Economic Development Benefits

- Provided additional guidance on justifications for claiming benefits to identified geographies to improve scoring consistency.

Air Quality Improvements

- Provide additional technical assistance resources to applicants for data and calculations, including planned workshop specific to air quality requirements.

Connected Communities

- Projects that demonstrate alignment with SCAG's connected communities may receive an additional five bonus points under this new scoring section.

Scoring Rubric

Evaluation Criteria	Possible Points CMAQ Requests	Possible Points STBG Requests
County Transportation Commission Prioritization: Relative county transportation commission project prioritization.	50 Points	50 Points
Regional Priorities: Focused on primary program/project categories that implement adopted Connect SoCal.	20 Points	20 Points
Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management areas.	20 Points	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.	10 Points	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points.	10 Points	-
Connected Communities: Projects identified as Tier 1 and 2 regional priorities may receive additional points for demonstrating alignment with SCAG's connected communities.	5 Points	5 Points
TOTAL:	115 Points	105 Points

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Call for Projects Schedule

Date	Milestone
October 1, 2026	Guidelines to SCAG Transportation Committee
November 5, 2026	Guidelines to SCAG Regional Council
December 14, 2026	County transportation commissions' supplemental questions due to SCAG
January 15, 2027	County transportation commissions' prioritization framework approval deadline
January 2027	Workshops
February 1, 2027	Application opens
February 2027	SCAG office hours available upon request
April 2, 2027 at 5pm	Application closes
August 2, 2027 at 5pm	County transportation commission prioritization packages due to SCAG
October 7, 2027 OR November 4, 2027	Award recommendations to SCAG Transportation Committee
November 4, 2027 OR December 2, 2027	Award recommendations to SCAG Regional Council
January 2028	Applicant debriefings

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

8



THANK YOU!

QUESTIONS/FEEDBACK:

Heidi Busslinger
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FFY 2029 & 2030 STBG/CMAQ Program Guidelines

November 2026

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FFY 2029 & 2030 STBG/CMAQ

Program Overview

The federal fiscal year 2028-29 and 2029-30 (FFY 2029 & 2030) Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines, scheduled for adoption by the SCAG Regional Council in November 2026, establish the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the STBG and CMAQ programs.

Background

Planning and programming actions for federal formula-funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council-approved Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), as well as Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. The RTP/SCS is developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the state of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. The RTP/SCS currently in effect is [Connect SoCal 2024](#), adopted by the SCAG Regional Council in April 2024.

The [FTIP](#) is the document prepared by a metropolitan planning organization that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling projects, funding, and the timely implementation of transportation control measures to help reduce air pollution. The FTIP applicable to the current call for project nominations is the [2027 FTIP](#), which is expected to be federally approved in December 2026. The 2029 FTIP will be in effect by mid-December 2028.

Federal Transportation Performance Management Targets, adopted by the SCAG Regional Council, provide near- and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

Guidelines and Development Process

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination included several months of bi-weekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also host workshops open to all eligible applicants related to these guidelines in early 2027.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG evaluates the availability of STBG and CMAQ funding. The current call for project nominations primarily makes funding available from apportionments for federal fiscal years (FFY) 2028-29 and 2029-30. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a congressional reauthorization or continuing resolution.

Current funding availability estimates reflect averages consistent with funding levels authorized through the Infrastructure Investment and Jobs Act. Funding levels are subject to change and may reflect future authorized increases, decreases, and/or impacts of federal rescissions.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, deobligations, OA loan repayments, Caltrans Oversight adjustments, and the 2.5 percent set-aside for SCAG-selected regional planning activities that would support planning priorities led by SCAG and/or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG/CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. Use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of STBG and CMAQ funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which projects are selected by SCAG in coordination with the SCAG region's six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Exhibit 1 Program Target Percentages

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

STBG and CMAQ funding are subject to the Timely Use of Funds provisions outlined in Assembly Bill (AB) 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

Exhibit 2 Federal Fiscal Year Obligation Deadline

Federal Fiscal Year	2028-29	2029-30
Obligation deadline	9/30/2031	9/30/2032

Call for Project Nominations

ROLES AND RESPONSIBILITIES

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

The county transportation commissions are responsible for developing their Project Prioritization Framework to guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please refer to [Appendix A](#) for more information regarding the County Transportation Commission Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for STBG and CMAQ funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for and have a federal-aid master agreement in place with the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. Additional information on required federal-aid master agreements is available on the [Caltrans Master Agreement webpage](#). This provision may not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer may need to coordinate with the county transportation commission regarding roles and responsibilities, as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review Caltrans information [Factors to Consider Before Applying for Federal Funds](#). This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority.

Public-Private Partnerships (P3's)

In the state of California, [California Government Code Section 5956 to 5956.10](#), authorizes local governmental agencies to enter into agreements with private entities to study, plan, design, construct, develop, finance, maintain, rebuild, improve, repair, and/or operate a variety of fee-producing

infrastructure facilities, including rail, highway, bridge, tunnel, or airport projects. It also prohibits using the authority in this section to design, construct, finance, or operate a toll road on a state highway. Please note that Section 143 of the CA Streets and Highways Code, which previously granted P3 authority to Caltrans and regional transportation agencies, expired in 2017. Only P3's that are formed consistently with the required provisions for allowable activities may be considered eligible applicants.

ELIGIBLE PROJECTS

Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

[STBG Federal Guidance](#)

[CMAQ Federal Guidance](#)

Project eligibility as described in the FFY 2029 & 2030 STBG/CMAQ Program Guidelines is based on current existing federal guidance for the STBG and CMAQ Programs as revised by the Infrastructure Investment and Jobs Act. In acknowledgment that program eligibility may be impacted by provisions of a new federal transportation infrastructure bill, or other acts of Congress, SCAG is committed to working with applicants recommended for funding and the respective county transportation commissions to address impacts to scope of work appropriately and/or to reprogram awarded funds to other eligible SCAG-selected projects.

Please refer to Appendix B for more information regarding eligible projects.

Consistent with RTP/SCS Goals and Strategies and Federal Performance Measure Goals, projects should be used for activities that are related to the following primary project categories **and have a clear transportation nexus**.

Regional Priorities

SCAG's Regional Priorities for the FFY 2029 & 2030 STBG/CMAQ call for project nominations are demonstrated through the identification of project categories as either Tier 1 or Tier 2 Regional Priorities. Overall, the primary project categories were derived from the [Connect SoCal 2024 goals and strategies](#). Program categories in each tier were informed as appropriate by the [2026-27 SCAG Presidential Priorities and Objectives](#), which include Clean Transportation Technology, the 2028 Summer Olympic and Paralympic Games, Housing Production, and Infrastructure as a Driver of Housing and Economic Development. Examples of projects that may fall into each of these primary (Tier 1 and 2) project categories are included in [Appendix C](#).

Tier 1 Regional Priorities

- **Clean Transportation:** alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- **Transportation Demand Management (including LA28 Games legacy activities):** In recognition of the actions underway to prepare Southern California for the unprecedented travel and mobility demands associated with hosting one of the world's largest sporting events and building off of the [SCAG 2028 Games Regional Transportation Demand Management Strategic Plan](#), this program category includes transportation demand management activities that reduce congestion, and move people and goods. Projects in this category are not required to be related to the LA28 Games.
 - Passenger Transportation Demand Management (TDM) refers to strategies that influence travel behavior to reduce single-occupancy vehicle trips and shift demand to transit, walking, biking, carpooling, micromobility, or off-peak travel. Passenger TDM strategies

are intended to reduce roadway congestion, support transit use and other sustainable travel options, and improve mobility through scalable, cost-effective approaches that can be deployed locally and regionwide.

- Freight TDM refers to strategies that enhance goods movement efficiency and proactively mitigate disruptions to freight operations and businesses while maintaining supply chain fluidity throughout the region. Freight TDM strategies may include route optimization, curb management, and other operational strategies that support reliable supply chain movement and access to businesses and major activity centers.
- **Transportation System Management and Goods Movement:** highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems, truck parking facilities, and on-dock rail projects.
- **Transit and Multimodal Integration:** support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to applicable CMAQ limitations), microtransit, and fare subsidies, also including transit safety and security projects.
- **System Preservation:** projects that maintain existing transportation systems and facilities.

Tier 2 Regional Priorities

- **Complete Streets:** complete streets projects to enable safe use and mobility for all users.
- **Resilience of At-Risk Infrastructure:** projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Connected Communities Incentive

Projects identified as Tier 1 and 2 regional priorities may receive additional points for demonstrating alignment with SCAG's "connected communities" definition, which captures presidential priorities on housing production and infrastructure as a driver of housing and economic development. Please refer to [Appendix F](#) for SCAG's connected communities definition."

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highway Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend some projects be funded with a combination of STBG and CMAQ funds to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency in order to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. More information regarding matching funds is outlined in [Caltrans' Local Assistance Procedures Manual \(LAPM\) Chapter 3: Project Authorization](#).

Toll credit use may be considered for awarded projects at the time of FTIP programming. Use of toll credits is subject to toll credit availability, [SCAG's Toll Credit Policy](#), and requires respective county transportation commission concurrence.

Application Process

Through the STBG/CMAQ call for project nominations, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with SCAG RTP/SCS goals and strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement, which will be evaluated at the project level. SCAG strongly encourages applicants to engage transportation system users, residents, and community-based organizations to ensure communities are meaningfully involved throughout the lifecycle of the project.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission's Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG's consideration during final project selection.

A Note about Primary Contact Information:

All applications are required to provide a primary and secondary alternative project contact, at least one of which must be available from the period of application review through award recommendations for questions and clarifications from SCAG and/or respective county transportation commissions. Unless otherwise indicated, application contacts will be assumed to be available to respond to project delivery questions for awarded projects. Any changes to contact information should be communicated to SCAG staff in a timely manner.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Guideline adoption	Nov. 5, 2026
Workshops	Jan. 2027
Project nominations open to local agencies	Feb. 1, 2027
Local agency project nomination application submission deadline	Apr. 2, 2027, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 2, 2027, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2027

**Actual dates subject to change*

Regional Project Evaluation

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the county transportation commissions and develop a recommended list of projects for adoption by the SCAG Regional Council. This process will consist of the following steps:

- 1. Confirm Eligibility:** SCAG staff will review submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with the adopted RTP/SCS. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.

2. **Scoring Criteria:** Eligible projects can achieve up to 115 points for projects submitted for potential CMAQ funding and up to 105 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

Exhibit 4 Scoring Criteria

Scoring Criteria	Possible Points
County Transportation Commission Prioritization: Relative county transportation commission project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix C for more information.	20 Points
Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management (PM) areas: • PM1 - Transportation System Safety • PM2 - National Highway Pavement and Bridge Condition • PM3 - National Highway System (NHS) Performance • PM3 - Freight Movement • PM3 - CMAQ Program • Transit Asset Management • Transit System Safety Please refer to Appendix D for more information. Please also refer to Section 7 of the Connect SoCal 2024 Performance Monitoring Technical Report for additional information.	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. Please refer to Appendix E for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points. Please refer to the CMAQ Air Quality and Cost-Effectiveness Guidance provided in the supplemental application materials for additional information.	10 Points
Bonus Points: Connected Communities Incentive: For all projects, assessment of alignment with SCAG Connected Communities definition.	5 Points

The review committee will score each project using the criteria outlined in [Appendix G](#).

3. **Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high-performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 115 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding. All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 105 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding. Once the lists are developed, they will be shared with the air quality districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the relative STBG and/or CMAQ availability, assessment of project readiness and project schedule feasibility as it relates to the years in which funds are available and timely use of funds requirements, and overall program balancing for a variety of project types and regional diversity. **10** Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of STBG and CMAQ funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.
5. **Program Approval:** The SCAG Regional Council will consider the recommended STBG and CMAQ projects. Projects approved by the SCAG Regional Council for funding will be eligible for programming into the FTIP. If high scoring projects (Highly Recommended and Recommended) are not fully funded or not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, Monitoring, and 2027 FTIP

Guidance for post-award activity is detailed in [SCAG's Programming Procedures for FHWA-Administered Federal Funding](#), last approved by the SCAG Regional Council in February 2026.

TRANSPORTATION CONFORMITY

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming RTP/SCS. Therefore, projects that require modeling and/or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met.

Caltrans Local Assistance Procedures

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans [Local Assistance Procedures Manual](#) and [Exhibits](#).

Appendix A

County Transportation Commission Project Prioritization Framework

The county transportation commissions will each develop a Project Prioritization Framework outlining how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission's Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to have supplemental questions included as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework which will directly inform the county transportation commission's prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission's Project Prioritization Framework and general SCAG call for project nomination process to maximize project impact and advance collaborative policy goals.

At minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

- **Eligibility:** County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
- **County Priorities:** County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
- **Community/Stakeholder Engagement:** County transportation commissions should prioritize project nomination applications with demonstrated community support. Community support may be determined through a variety of means, such as responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.
- **Deliverability and Readiness:** County transportation commissions should evaluate potential implementing agencies for risks based on prior federal project delivery trends and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission's Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission's CEO and/or governing board. A draft copy of the project prioritization framework should be provided for SCAG comment/concurrence at least three weeks prior to CEO or Board approval. County transportation commissions will be required to provide SCAG with a final copy of the Framework and documentation of CEO and/or governing board approval. Final approval of the Framework is due to SCAG by Friday, Jan. 15, 2027.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing board or CEO. Additionally, county transportation commissions will be required to publish the

approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

County Transportation Commission Project Prioritization Packages

After completing the County Transportation Commission Prioritization Framework, county transportation commissions shall submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the county transportation commission CEO (and/or governing board) prior to submission to SCAG. Extensions may be granted on a case-by-case basis. Project prioritization packages must include the following elements:

- **County Transportation Commission Project Nomination List:** complete list of eligible project nominations received for STBG and/or CMAQ funds identifying the county transportation commission prioritization designation according to approved Project Prioritization Framework.
- **CEO or Governing Board Approval:** letter from the county transportation commission's CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.
- **Outreach Documentation:** materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework, including highlighting any outreach/engagement with uncommon eligible applicants (tribal governments, federal lands management agencies, schools/school districts, etc.) and describing how they have been engaged.

The county transportation commissions' project prioritization packages are due to SCAG by Monday, Aug. 2 at 5 p.m.

Appendix B

Project Eligibility

STBG PROJECT LOCATION REQUIREMENTS

Consistent with 23 USC § 133 (c), the following project location requirements apply for STBG funding requests.

- Project **may not** be on a road classified as a **local road or rural minor collector** unless the road was on a [Federal-aid highway system on Jan. 1, 1991](#)

Please refer to [Caltrans California Road System – Functional Classification GIS Map Viewer](#) to verify that project location requirements are met.

Exceptions to the STBG Project Location Requirements

Although STBG projects generally must be located on a road functionally classified higher than a local road or a rural minor collector, 23 USC § 133 provides exceptions to this requirement for certain project types, as summarized below:

- 1) Bridge or tunnel projects, except construction of a new bridge or tunnel at a new location;
- 2) Highway and transit safety infrastructure improvements and programs;
- 3) Fringe and corridor parking facilities and programs, and carpool projects;
- 4) Recreational trail projects, pedestrian and bicycle projects, Safe Routes to School projects, and qualifying accessibility improvements;
- 5) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways;
- 6) Development and implementation of a state asset management plan for the National Highway System and a performance-based management program for other public roads described in 23 U.S.C. § 133(b)(9);
- 7) Bridge and tunnel protection, inspection, and evaluation activities described in 23 U.S.C. § 133(b)(10);
- 8) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education activities;
- 9) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal;
- 10) Congestion pricing, including electronic toll collection and travel demand management strategies and programs;
- 11) Projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- 12) Installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure;
- 13) Rural barge landing, dock, and waterfront infrastructure projects meeting the requirements of 23 U.S.C. § 133(j)
- 14) Projects described in former 23 U.S.C. § 101(a)(29), prior to the enactment of the FAST Act, including the design/planning and construction of trail facilities for pedestrians and bicyclists, the design/planning and construction of projects to provide safe routes for non-drivers, preservation of historic transportation buildings, and other related Transportation Enhancement activities. (See 23 U.S.C. § 133(c)(3) and applicable Transportation Alternatives guidance);

- 15) Replacement of a qualifying low-water crossing with a bridge; and
- 16) Other projects specifically approved by the U.S. Secretary of Transportation under 23 U.S.C. § 133(c)(5).

Applications are strongly encouraged to review 23 USC § 133 for additional details on STBG project location exceptions. Additional statutory provisions may permit limited use of STBG funds on local roads and rural minor collectors in certain circumstances. Applicants proposing such a project should contact SCAG regarding potential eligibility under 23 U.S.C. § 133(g) or § 133(k).

Note: An exception to the STBG project location requirements does not independently establish STBG funding eligibility. Projects must satisfy all other applicable federal, state, and SCAG program requirements.

CMAQ ELIGIBILITY REQUIREMENTS

Consistent with 23 USC § 149, CMAQ eligible projects must demonstrate emission reductions.

Other CMAQ eligibility restrictions are noted below:

- CMAQ funds are not eligible to be used for routine maintenance or rehabilitation projects.
- Projects that add new capacity for single-occupancy vehicles (SOV) are ineligible for CMAQ unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Operating assistance is typically only eligible for new or expanded service and for the first five years.
- General planning studies that are not part of the project development pipeline are ineligible for CMAQ funding.

Appendix C

Project Examples by Category

These primary project categories were derived from the [Connect SoCal 2024 goal areas and strategies](#). The tiers were informed by the [2026-27 SCAG Presidential Priorities and Objectives](#). Examples of projects that may fall into each of these primary project categories include, but are not limited to the following:

TIER 1 REGIONAL PRIORITIES

Clean Transportation

- Government-owned non-transit alternative fuel and zero-emission fleets that reduce criteria pollutant emissions
- Publicly available alternative fuel and zero-emission vehicle fueling/charging infrastructure and equipment that reduce criteria pollutant emissions
- Alternative fuel and zero-emission bus capital purchase that reduce criteria pollutant emissions
- Charging/fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criteria pollutant emissions
- Medium and heavy-duty alternative fuel and zero-emission conversion

Transportation Demand Management (including LA28 Games legacy activities)

- Parking – Park and rides, parking pricing
- Ridesharing – vanpool coordination
- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

Transportation System Management and Goods Movement

- Freight/goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, toll, bus-only)
- Managed lanes conversions (HOV, toll, bus-only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail

- Interchange reconfigurations
- Signal synchronization
- Intelligent Transportation System elements

Transit and Multimodal Integration

- Transit plans
- Public Transportation Agency Safety Plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit/rail facilities – new/rehab/replacement
- Transit/rail safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Micro-transit
- Operations (subject to CMAQ new-project limitations)
- Free or reduced fare programs
- Fare integration programs
- Transit signal priority
- Bus stop/transit station improvements
- Universal basic mobility
- Mobility hubs

System Preservation

- Standalone pavement rehabilitation
- Off-system (local) bridge rehabilitation
- Maintenance of existing transportation systems and facilities

TIER 2 REGIONAL PRIORITIES

Complete Streets

- Complete streets plans
- Active transportation plans
- Local roadway safety plans
- Bicycle and pedestrian facilities and programs – including Class I, II, IV bike facilities
- Complete streets and sustainable streets improvements
- Roundabouts

RESILIENCE OF AT-RISK INFRASTRUCTURE

- Projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility
- Resilience/adaptation projects and plans eligible under STBG and CMAQ guidance

Appendix D

Federal Performance Management Areas

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management (PM) packages:

- **PM 1:** Transportation System Safety
- **PM 2:** Pavement and Bridge Condition (National Highway System)
- **PM 3:** National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three PM packages, federal performance measures and reporting requirements were also established for Transit Asset Management (TAM) and Transit System Safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. Though project-specific metrics may not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management 1 – Transportation System Safety

- Total number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT)
- Total number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Total number of non-motorized fatalities and serious injuries

Performance Management 2 – National Highway System (NHS) Pavement and Bridge Condition*

- Percentage of Interstate System pavement in 'Good' Condition
- Percentage of Interstate System pavement in 'Poor' Condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Performance Management 3 – National Highway System (NHS) Performance*

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Performance Management 3 – Freight Movement

- Interstate System truck travel time reliability (truck travel time reliability index)

Performance Management 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle mode share

Transit Asset Management

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA TERM scale

Transit System Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

*Please note, these performance management areas only apply to projects located on the National Highway System. For more information regarding your project's location, please refer to the [California Road System – Functional Classification map](#).

Additional information is available in the FHWA's [Transportation Performance Management Implementation Plan](#) and the FTA's [Performance Management webpage](#).

Appendix E

Community Economic Development Benefits

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

For the purpose of this program, SCAG uses the term “Areas of Persistent Poverty and Historically Disadvantaged Communities” (APP and HDCs) consistent with the U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Community are defined as follows:

- Any county (or equivalent jurisdiction) that has consistently had greater than or equal to 20 percent of the population living in poverty as indicated through the BUILD Grant Project Location Verification mapping tool; or
- Any census tract has a poverty rate of at least 20 percent as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census available through the BUILD Grant Project Location Verification mapping tool.

The [BUILD Grant Project Location Verification](#) mapping tool should be used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities as they relate to project location and identified community economic development benefits.

The following strategies, informed by the Connect SoCal 2024 [Equity Analysis Technical Report](#), have been determined to contribute to advancing community economic development benefits in the SCAG region:

- Access improvements to everyday destinations (jobs, retail, parks, school, health care) for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to mobility options for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to walking and biking conditions for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities and/or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads, railyards, or intermodal seaport facilities.
- Grade separations to improve safety for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of noise impacts from transportation for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.

PROXIMITY AND JUSTIFICATION GUIDANCE FOR CLAIMING COMMUNITY ECONOMIC DEVELOPMENT BENEFITS

Applicants should refer to the supplemental resources section of the [STBG/CMAQ webpage](#) regarding proximity and justification guidance which will assist applicants and evaluators in determining claims of benefits for the Community and Economic Development Benefits Evaluation Criteria. While exact proximities described in guidance will not be enforced as the sole consideration for evaluation, applicants may consider this guidance as “best practices” for justifying a claimed benefit.

Appendix F

Connected Communities Incentive

CONNECTED COMMUNITIES DEFINITION

These are places where coordinated public and private investments in supportive infrastructure lay the groundwork for long-term housing growth, economic opportunity, and community development. By aligning transportation investments—such as revitalized main streets, expanded transit service, mobility hubs, active transportation networks, and first- and last-mile improvements—with holistic community plans and other supportive infrastructure, these efforts can unlock development potential, leverage additional financing, and attract more public and private capital. This approach supports more complete, connected, and resilient communities while advancing housing production, access to opportunity, and inclusive growth.

Projects that demonstrate this approach through a plan (e.g., reconnecting communities plan, main streets plan, etc.) and/or are in key areas (e.g., priority development areas, high-quality transit corridors, or Senate Bill 79 eligible areas, high injury network, etc.) will receive additional points.

Appendix G

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the County Transportation Commission list as Highest Alignment	50 Points
Prioritized in the County Transportation Commission list as Strong Alignment	40 Points
Prioritized in the County Transportation Commission Moderate Alignment	20 Points
Limited Alignment	0 Points
Regional Priorities	Possible Points
Program Category	
Project identified as part of Tier 1 Regional Priorities Program Categories: - Clean Transportation - Transportation Demand Management, (including LA28 Games legacy activities) - Transportation System Management and Goods Movement - Transit and Multimodal Integration - System Preservation	20 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: - Complete Streets - Resilience of At-Risk Infrastructure	10 Points
Projects identified as neither Tier 1 nor Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	Possible Points
Project supports multiple federal performance management areas OR demonstrates significant improvement in one FPM area, as confirmed by general responses, and project specific data is available in the current project development phase for multiple federal performance categories.	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses and project specific data is available in the current project development phase.	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses, but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet).	10 Points
Project implementation abstractly supports at least one federal performance management area but cannot be confirmed by general responses and there is no current or future planned project specific data available.	5 Points
Project does not support any federal performance management areas.	0 Points
Community Economic Development Benefits	Possible Points
Proposed project includes four or more strategies that advance community economic development benefits.	10 Points
Proposed project includes one to three strategies that advance community economic development benefits.	5 Points
Proposed project does not include any strategies that advance community economic development benefits.	0 Points

Air Quality Improvements	Possible Points
Cost Effectiveness Relative to Similar Projects*	
75-100 percentile	8 Points
50-74 percentile	6 Points
25-49 percentile	4 Points
1-24 percentile	2 Points
Does not address cost effectiveness	0 Points
PM2.5 Reduction Relative to ALL Projects	
Top 50% of PM2.5 Reducing Projects	2 Points
Below top 50% of PM2.5 Reducing Projects	0 Points
<i>*If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted</i>	
Bonus Points: Connected Communities Incentive	Possible Points
Projects in either Tier 1 or Tier 2 that contribute to the development of connected communities	5 Points
Projects that <u>do not</u> contribute to the development of connected communities	0 Points



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AGENDA ITEM 6

REPORT

Southern California Association of Governments

October 1, 2026

To: TC - Transportation Committee
From: Javier Silva, Senior Regional Planner (PT and I)
213-630-1508, silva@scag.ca.gov
Subject: Smart Cities Strategic Plan Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG is developing a Smart Cities Strategic Plan to establish a regional framework for the use of emerging technologies to improve transportation system safety, efficiency, accessibility, and sustainability. The Strategic Plan will assess existing conditions and technology readiness, establish a guiding policy framework, identify implementation opportunities, and recommend ways SCAG can support local jurisdictions.

Preliminary research and stakeholder engagement indicate that smart city implementation is affected by limited staff capacity, funding challenges, and infrastructure readiness. The project remains underway, and staff will continue to prepare the draft Strategic Plan for further guidance by SCAG's Transportation Committee and Regional Council during Spring 2027.

BACKGROUND:

In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024. Connect SoCal 2024 identified development of a Smart Cities Strategic Plan as a key implementation strategy for SCAG. This strategy has become more important as smart city technologies such as connected and automated vehicles (CAVs) have continued to evolve, creating new opportunities to improve transportation operations, expand access to clean transportation, and support more connected communities.

Other related implementation strategies from Connect SoCal 2024 call for SCAG to support the adoption of zero and near-zero emission vehicles, explore opportunities to expand access to electric

vehicle charging and other clean technologies, and develop a framework to support pilot programs such as the Sustainable Communities Program (SCP) and its Smart Cities and Mobility Innovations grant program. In response to these strategies, SCAG has begun the development of its Smart Cities Strategic Plan.

What are smart city technologies?

Smart city technologies can refer to both physical and digital transportation infrastructure. Physical infrastructure can include roadway equipment, sensors, pavement markings, signage, electric vehicle charging equipment, and other systems needed to support connected transportation. Digital infrastructure can include broadband, data platforms, communications networks, software, and systems that allow public agencies, transportation operators, vehicles, and residents to exchange information. Gaps in either type of infrastructure can limit the ability of local agencies to implement and maintain smart city technologies.

What is the Smart Cities Strategic Plan?

The Smart Cities Strategic Plan is intended to build upon SCAG's previous work by establishing a coordinated regional approach to transportation-related technologies. Although smart cities can include a broad range of public services, this effort is focused primarily on mobility and transportation, including intelligent transportation systems, CAVs, multimodal integration, electric vehicle charging, broadband, data integration, and emerging technologies that support these areas. The planning effort will also consider how these technologies can be deployed across different local contexts and how SCAG can provide strategic guidance and technical assistance to local jurisdictions.

The Smart Cities Strategic Plan includes an existing conditions assessment of infrastructure, policies, data practices, funding sources, technology trends, and relevant regional, state, and local programs. The assessment examines the region's physical and digital readiness, existing intelligent transportation systems, current and anticipated connected and automated vehicle implementation, and opportunities to integrate new technologies with existing transportation systems. It also considers regulatory requirements, data privacy, socioeconomic conditions, infrastructure gaps, funding availability, and the long-term operational and maintenance needs associated with smart city investments.

Technical Assistance Committee (TAC)

To support the development of the Smart Cities Strategic Plan, SCAG has assembled a Technical Assistance Committee (TAC) to ensure strategies and policies are useful to public and private stakeholders. The TAC is composed of public agencies, private-sector representatives, community organizations, academic institutions, and utilities.

From May 2026 through July 2026, SCAG staff and the consultant team conducted three TAC meetings and administered an online survey to gather input on the challenges and opportunities

associated with implementing smart city technologies. The TAC engagement process is ongoing, and additional meetings will be conducted as the policy framework, recommendations, and draft Strategic Plan are developed.

Preliminary engagement findings indicate that limited local jurisdiction staff capacity and limited access to flexible funding are significant implementation challenges for local agencies. Emerging technology projects can require expertise in software procurement, data governance, cybersecurity, and legal matters that may not be readily available within a jurisdiction. Stakeholders also indicated that available funding programs may not support the full project lifecycle, including planning, pilot evaluation, operations, maintenance, and the additional work that may be necessary before a technology can be deployed at a larger scale.

Procurement and regional coordination were also identified as challenges. Local agencies may be required to define detailed specifications for technologies they have limited experience procuring, while conventional procurement processes can require agencies to identify a preferred solution before fully evaluating the problem or available options. Additionally, transportation needs frequently cross jurisdictional boundaries, but procurements are often developed for individual jurisdictions or agency departments. Stakeholders identified opportunities for regional procurement guidance, shared technical resources, and greater coordination among jurisdictions and vendors.

Stakeholders also emphasized that successful implementation depends on political support and public trust. Smart city technologies can involve the collection of personal information. This raises questions regarding privacy, surveillance, data ownership, and transparency. Preliminary feedback indicates that clear data governance practices and public engagement are important to communicate the purpose of proposed technologies, identify unintended impacts, and build confidence in how public agencies use and protect data.

Next Steps:

Following completion of the remaining analysis and stakeholder engagement, the project team will prepare a draft Strategic Plan. The final Smart Cities Strategic Plan will subsequently be presented to SCAG's Transportation Committee and Regional Council during Spring 2027.

Concurrently, SCAG staff will develop a Call for Projects for anticipated release in Spring 2027, using Carbon Reduction Program (CRP) funds to support local projects that advance the Smart Cities Strategic Plan's priorities. The call will invite project proposals from local jurisdictions that apply technology and data to address transportation challenges and reduce transportation-related carbon emissions. Staff will use the remaining analysis and stakeholder input to refine project eligibility, evaluation criteria, and available support, consistent with CRP funding requirements.



FISCAL IMPACT:

Work associated with this item was included in the FY 26-27 Overall Work Program (OWP) in Task 100.4911.01 Smart Cities Strategic Plan.

ATTACHMENT(S):

1. PowerPoint Presentation - Smart Cities Strategic Plan

Smart Cities Strategic Plan Update

October 1, 2026

Transportation Committee

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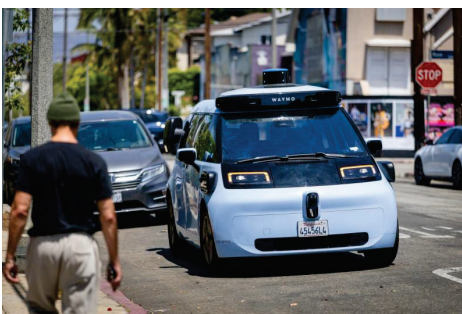
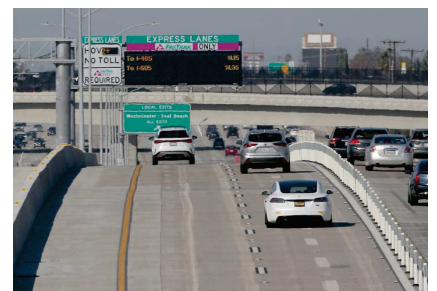
Why are we developing a Smart Cities Plan?

- Connect SoCal 2024 identified development of a Smart Cities Strategic Plan as a key implementation strategy for SCAG.
 - This has become more important as smart technologies such as connected and autonomous vehicles (CAVs) have continued to evolve.
- Connect SoCal 2024 called for SCAG to support the adoption of zero and near-zero emission vehicles.
- Connect SoCal 2024 called for SCAG to develop a framework to support pilot programs such as the Sustainable Communities Program (SCP) and its Smart Cities and Mobility Innovations grant program.

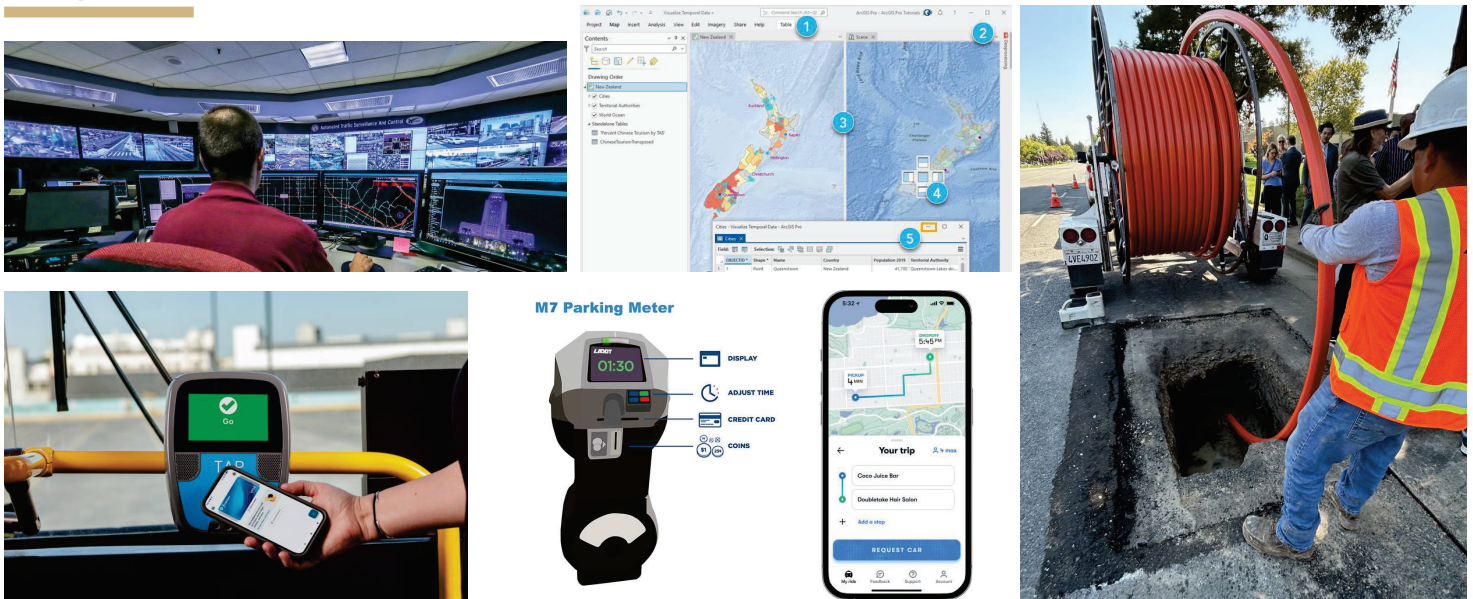
What are smart city technologies?

- Smart city technology can refer to both physical and digital transportation infrastructure.
- Physical: roadway equipment, sensors, pavement markings, signage, EV charging
- Digital: broadband, data platforms, communication networks, software

Physical Infrastructure



Digital Infrastructure



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What is the Smart Cities Strategic Plan?

- The plan will consider how these technologies can be deployed across different local contexts and how SCAG can provide strategic guidance and technical assistance to local jurisdictions.
- The plan will examine:
 - The region's physical and digital readiness,
 - Gaps in existing intelligent transportation systems
 - CAV and EV charging implementation
 - Opportunities to integrate new technologies with existing transportation systems
- Based off this analysis, the plan will develop a policy framework and strategies for effective deployment of smart city technologies.

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Technical Assistance Committee (TAC)

- To support the development of the Smart Cities Strategic Plan, SCAG has assembled a TAC to ensure strategies and policies are useful to public/private stakeholders.
- TAC is composed of public agencies, private-sector representatives, community organizations, and academic institution, and utilities.
- From May 2026 through July 2026, SCAG staff and the consultant team have conducted three TAC meetings and administered an online survey to gather input on the challenges/opportunities associated with implementing smart city tech.

Preliminary TAC findings

- Limited local jurisdiction staff capacity and limited access to flexible funding are significant implementation challenges.
- Emerging technology can require expertise in software procurement, data governance, cybersecurity, and legal matters that may not be available within a jurisdiction.
- Procurement was identified as a challenge:
 - Jurisdictions may be required to define detailed specifications for technologies they have limited experience procuring, while conventional procurement processes can require agencies to identify a preferred solution before fully evaluating the problem or available options.
- Stakeholders also emphasized that successful implementation depends on political support and public trust.

Next Steps

- The final Smart Cities Strategic Plan will be presented to SCAG's Transportation Committee and Regional Council during Spring 2027.
- Concurrently, SCAG staff will develop program guidelines for Call for Projects
 - The call will use Carbon Reduction Program (CRP) funds to support local projects that advance the Smart Cities Strategic Plan's priorities.
 - Building on the findings and recommendations of the Strategic Plan, the call will solicit local projects that use technology and data to address transportation challenges and reduce transportation-related carbon emissions.
 - Program guidelines will be presented to the Transportation Committee and Regional Council for review and approval for anticipated release during Spring 2027.



THANK YOU!

For more information, please visit:

Contact Javier Silva, Senior Planner: silva@scag.ca.gov



AGENDA ITEM 7

REPORT

Southern California Association of Governments
October 1, 2026

To: TC - Transportation Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jaimee Lederman, Principal Regional Planner (IP and P)
(213) 236-1948, lederman@scag.ca.gov

Kome Ajise

Subject: Connect SoCal 2050: Core Revenue Forecast

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.
5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

A financial plan is a critical element of a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that identifies the source of funds from public and private sectors that can reasonably be expected to be available to support the region's surface transportation investments. This presentation will provide an update of the financial plan development for the 2028 RTP/SCS, referred to as Connect SoCal 2050.

BACKGROUND:

The 2028 RTP/SCS (Connect SoCal 2050) must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the transportation system as a whole, over the minimum 20-year planning horizon. This includes information on how the region reasonably expects to fund the projects included in Connect SoCal 2050, including anticipated revenues from federal, state, local, and private sources and user charges. The plan must demonstrate that there is a balance between the expected revenues sources for transportation investments and the estimated costs of the projects and programs described in Connect SoCal 2050, ensuring that the plan is fiscally (or financially) constrained.

This presentation will provide an update on the Connect SoCal 2050 financial plan development, including the working draft core revenue forecast. This presentation covers the initial core revenue forecast, which comprises projections of existing federal, state, and local revenue sources only, and will highlight major trends impacting the core revenue forecast for Connect SoCal 2050.

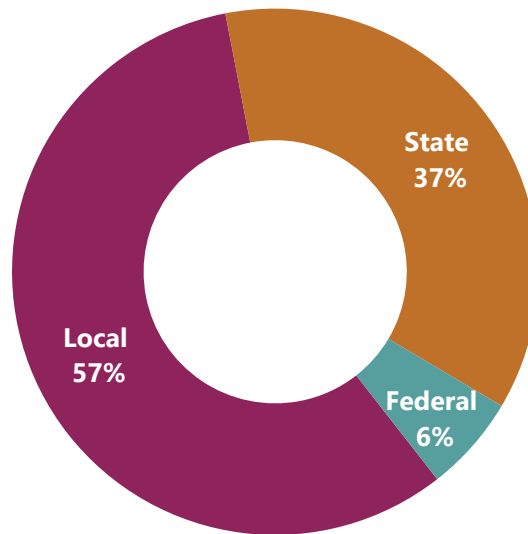
INITIAL CORE REVENUE FORECAST:

Staff have developed an initial draft of the Connect SoCal 2050 financial plan core revenue forecast, which comprises projected revenues from existing federal, state, and local revenue sources. This update represents an early stage in the financial planning process. At this point, estimates are based on initial findings. As part of the Connect SoCal planning process, staff will continue to refine the forecasts as new data becomes available and work with stakeholders to ensure that the assumptions reflect current local trends and conditions. This staff report highlights several of the most critical issues affecting the financial plan, including areas of uncertainty. However, these issues do not represent the full scope of policy challenges facing the financial plan.

It is also important to note that the initial inflation forecast is higher than in the previous plan, increasing from 2.3 percent to 2.9 percent to align with state and national long-term inflation data. Because the financial plan is presented in nominal (i.e., year of expenditure) dollars, this higher inflation assumption increases the projected dollar values. As staff are presenting the draft revenue forecast, it is important to recognize that inflation will also affect the cost side of the financial plan. Based on recent Connect SoCal amendments and Federal Transportation Improvement Program (FTIP) project submissions, costs are likely growing faster than inflation, which is expected to create significant challenges in maintaining fiscal constraint. Also, Connect SoCal 2050 covers a planning period that is four years shorter than Connect SoCal 2024. The combination of the shorter planning horizon and higher inflation makes direct comparison with Connect SoCal 2024 difficult.

Preliminary estimates indicate that core revenues available to the SCAG region could range from approximately \$515 to \$615 billion over the life of Connect SoCal 2050. The following figure illustrates the distribution of draft core revenues by source type.

Core Revenues by Source



Note: May not sum to 100 due to rounding.

KEY ISSUES IMPACTING CORE REVENUE FORECAST

Taxable Sales and Demographic Forecasts

Eight local option sales tax (LOST) measures remain the largest single source of core revenue within the SCAG region. As a result, even small changes in consumer spending behavior affect the funding that is available for transportation investments. Regionally, while taxable sales rebounded after the initial shock of the COVID-19 pandemic in 2021 and 2022, growth has largely flattened between 2022 and 2025, raising uncertainty about future sales growth.

Preliminary population forecasts developed for Connect SoCal 2050 are lower than those used in prior plans, and project a regional population in 2050 that is slightly below current levels. Lower population growth could place additional downward pressure on taxable sales and therefore LOST revenue, and current actual LOST revenue receipts are below previous projections.

Additionally, multiple LOST measures in the SCAG region are scheduled to expire during the planning horizon for Connect SoCal 2050. It is anticipated that both Riverside and San Bernardino counties will place measure extensions on the ballot this November, and staff will continue to monitor potential measures extensions and updates to local sales tax forecasts.

State Zero-Emission Vehicle Policy and Adoption

The Connect SoCal 2050 core revenue forecast is also impacted by the uncertainty surrounding California's zero-emission vehicle (ZEV) policies and targets. The California Air Resources Board (CARB) regulations set a target for all new passenger vehicle sales to be zero-emission by 2035. However, recent federal actions to challenge these regulations have introduced uncertainty around California's ability to implement these targets.

Despite these challenges, ZEV sales in California continue to steadily grow. In the second quarter of 2026, ZEV sales accounted for more than 19 percent of all new vehicle sales in California. This suggests that demand for ZEVs remains strong despite the recent expiration of federal EV tax credits, which led to a temporary decline in sales during late 2025 and early 2026. Continued growth in ZEV adoption in California is expected to reduce state gasoline tax revenues over time. Because the Connect SoCal 2050 planning period starts in 2028, fewer years remain before the CARB ZEV target for new vehicles sales is expected to significantly reduce gasoline tax revenues.

Federal Surface Transportation Authorization Legislation and the State of the Highway Trust Fund

The long-term solvency of the Federal Highway Trust Fund (HTF) remains a major source of uncertainty in the forecast. The HTF generates most of its revenue from federal motor fuel excise taxes and has required more than \$200 billion in transfers from the General Fund since 2008, including the \$118 billion transfer through the Infrastructure Investment and Jobs Act (IIJA). The Congressional Budget Office projections indicate that the HTF could be exhausted by Fiscal Year 2028 without congressional action. Several factors impact the long-term solvency of the HTF. The federal fuel tax has not been increased since 1993 and is not indexed to inflation. Meanwhile, increasing fuel efficiency and zero-emission vehicle adoption nationally continues to reduce fuel tax revenue.

IIJA provided \$550 billion nationally in new federal transportation and infrastructure investments through 2026 that were captured in Connect SoCal 2024. With IIJA authorization scheduled to expire this year, Congress passed a short-term extension to December. However, there is uncertainty regarding the scope, funding levels, and policy priorities of the next surface transportation authorization bill, and whether new legislation will provide a sustainable solution to address the continuing uncertain status of the HTF.

Staff will continue to monitor federal legislative developments and incorporate updated assumptions into the core revenue forecast.

NEXT STEPS:

Staff will report back in the near future to provide an update on the estimated operation and maintenance needs for Connect SoCal 2050. Next year, staff will report back on the estimated costs of projects and programs under consideration for inclusion in Connect SoCal 2050 and the

identification of potential sources of new revenue and innovative financing strategies that may be necessary to address the region's transportation needs.

FISCAL IMPACT:

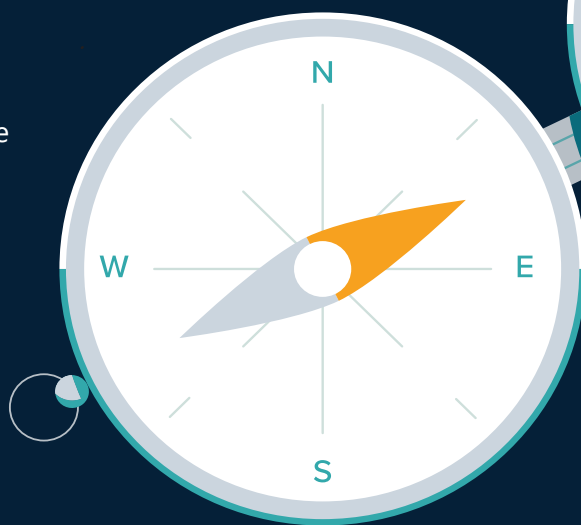
Work associated with this item is included in the Fiscal Year 2026-27 Overall Work Program (015.0159.01: RTP Financial Planning).

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal 2050 Financial Plan Revenue Forecast Update

Connect SoCal 2050: Financial Plan Core Revenue Forecast Update

October 1, 2026
Transportation Committee



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

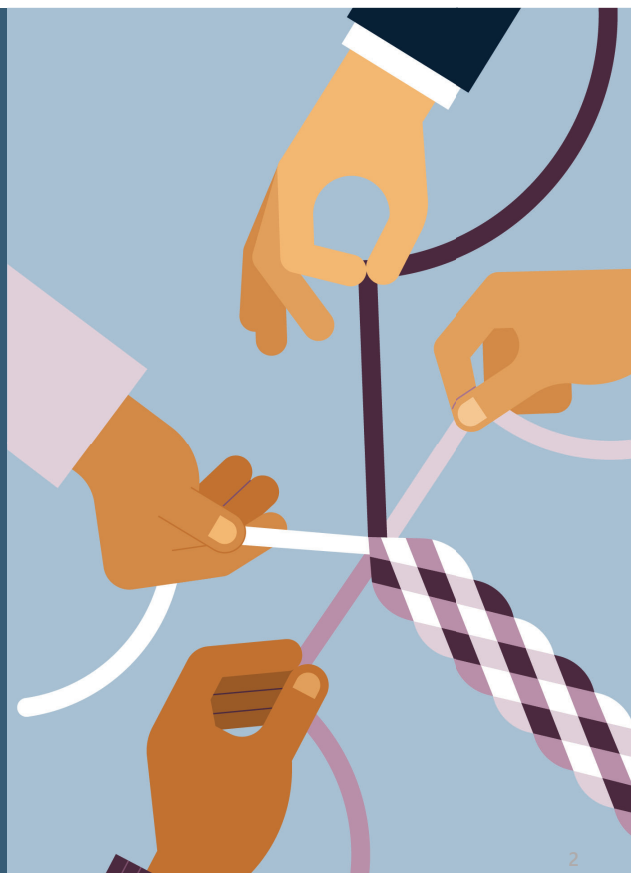


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AGENDA

- Financial Plan Overview
- Draft Core Revenue Forecast
- Timeline and Next Steps



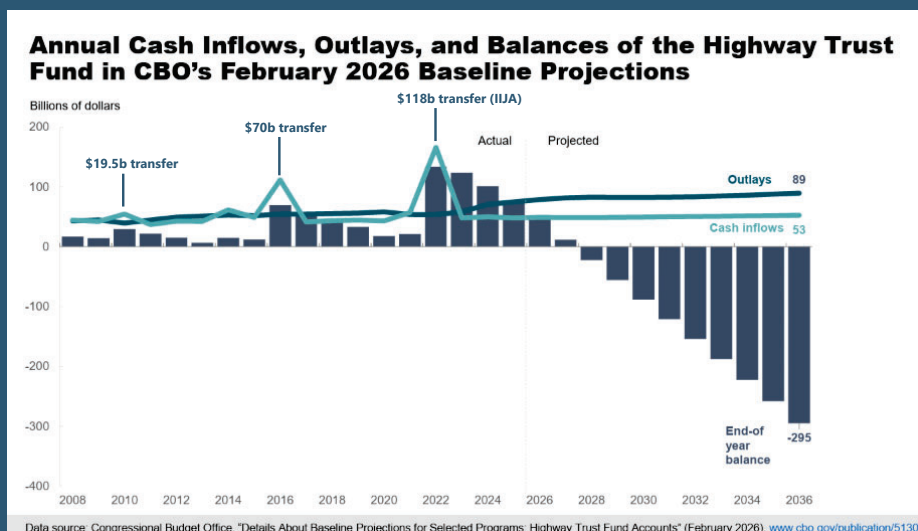
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Key Elements of a Financial Plan

- Federal RTP requirement
 - Estimate of funding needed over 20-year life of RTP to implement recommended improvements, operate, and maintain the transportation system
 - Reasonably available revenue sources
 - Core sources - existing federal, state, and local sources
 - New sources / innovative financing - including but not limited to private funding, user charges, etc.
 - Financial constraint: balance expected revenue sources and estimated costs
- Assumptions
 - Builds off county transportation commissions' input, state forecasts, federal apportionments, and others

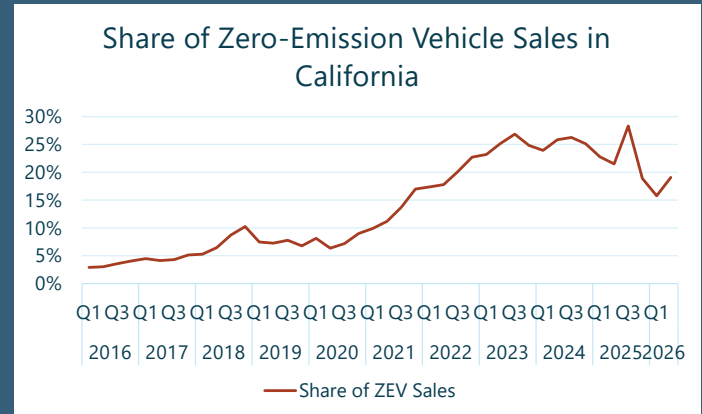
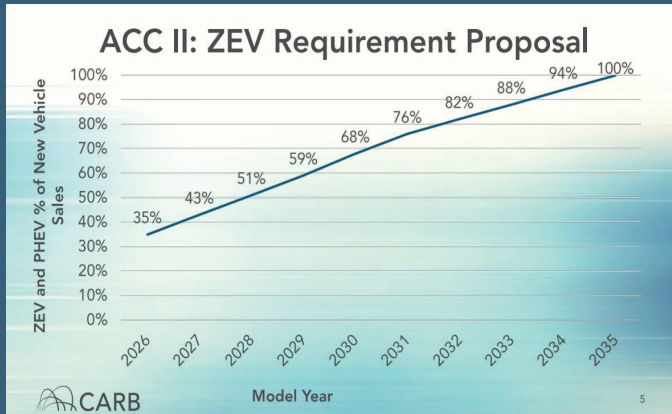
Issues Impacting Connect SoCal 2050 Core Revenues

Since 2008, the Federal Highway Trust Fund has required more than \$200 billion in General Fund transfers to remain solvent (including a one-time transfer of \$118 billion for IJA alone).



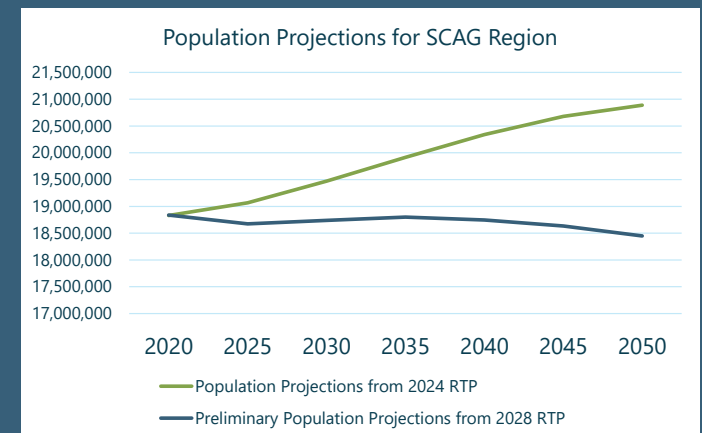
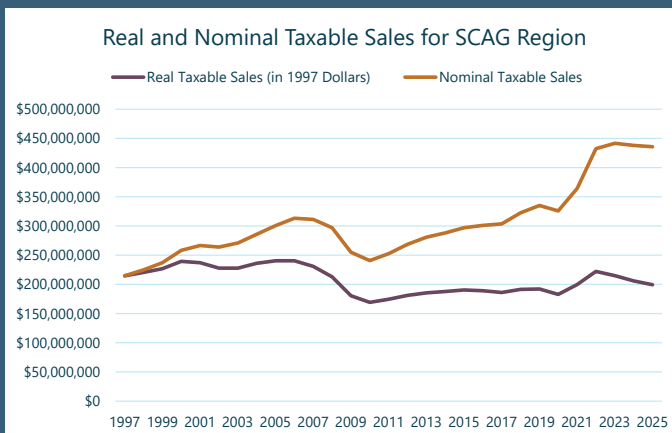
Issues Impacting Connect SoCal 2050 Core Revenues

Increasing Zero-Emission Vehicle (ZEV) adoption and fuel efficiency will further reduce Highway Trust Fund revenues.

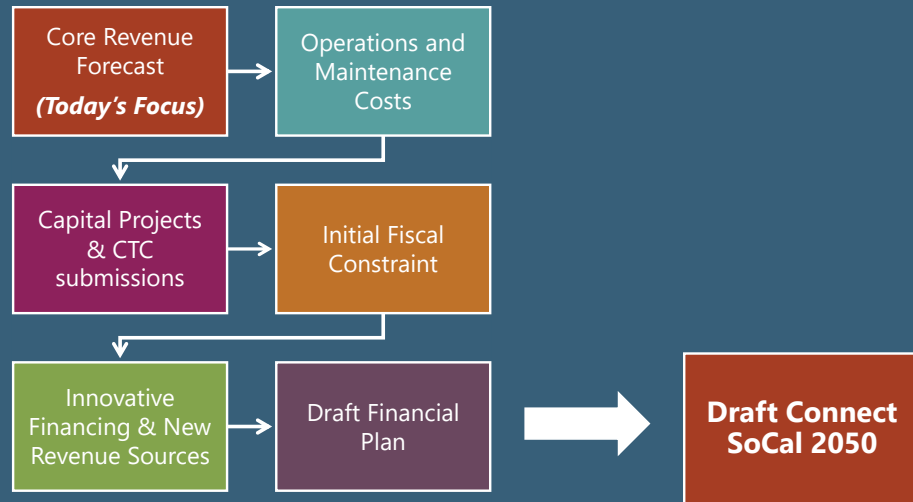


Issues Impacting Connect SoCal 2050 Core Revenues

Eight transportation sales tax measures in the SCAG region provide the largest single source of revenue. Even small changes in consumer behavior have significant effects on revenues that are available for transportation investments.

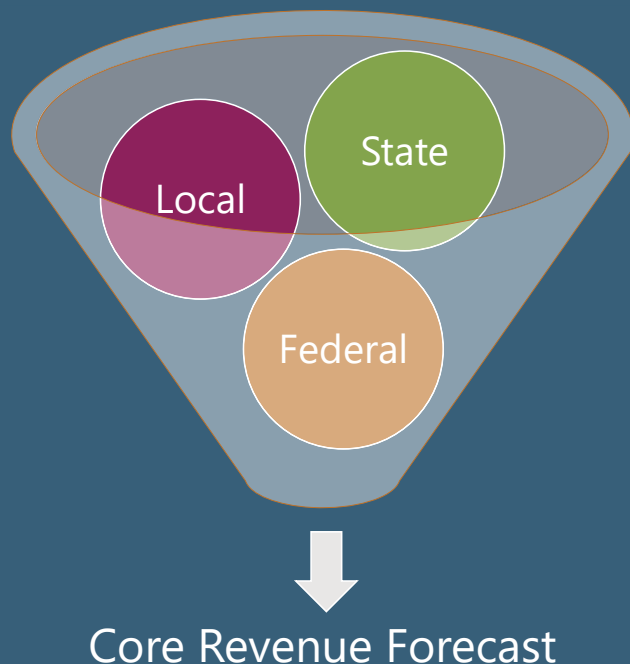


Financial Plan Development Process



Core Revenue Forecast

We begin by forecasting existing transportation revenue from local, state, and federal sources



Key Changes Since Last Forecast

Current policy environment is volatile and uncertain:

- Plan horizon (2050) extends beyond some local option sales tax measures
 - OC Measure M: 2041
 - RC Measure A: 2039
 - SBC Measure I: 2040
- Infrastructure Investment and Jobs Act (IIJA) provided \$550 billion nationally in new federal spending through 2026
- California still planning to end sales of gasoline-only cars by 2035
- Updated population projections show slowdown in growth

Key Policy Assumptions and Forecast Sensitivities

- **Electric Vehicle Penetration:** rate and fleet mix impact state and federal gas tax revenues; some compensation for state loss with SB 1 registration fees
- **Sales Tax Growth:** forecast impacted by long-term growth rates, potential measure extensions, local forecast updates, and inflation rate volatility
- **Federal Funding:** potential new surface transportation authorization may impact federal revenue forecast
- **Inflation:** applying a 2.9% rate uniformly across the plan period
 - By comparison, Connect SoCal 2024 used a 2.3% inflation rate

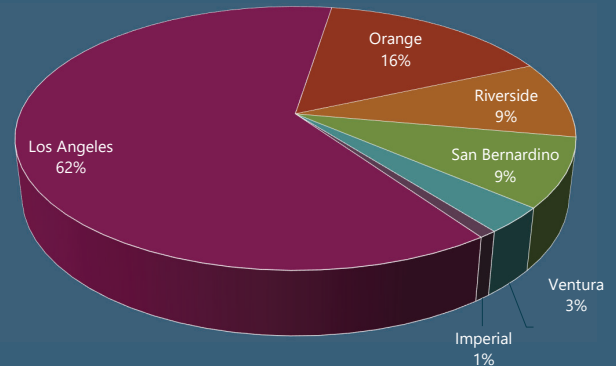
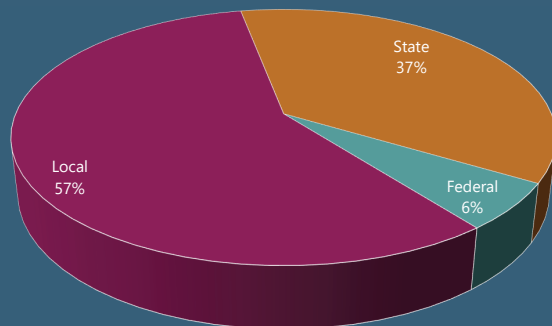


We forecast long-term financial consistency despite short-term volatility of key indicators

Initial Core Revenue Forecast - Working Draft

Core revenues (nominal \$):
\$515 to \$615 billion

Core revenues by county (nominal \$):
\$515 to \$615 billion



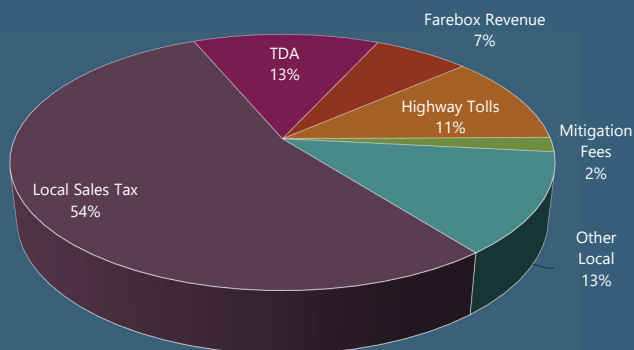
Numbers may not sum to total due to rounding. Forecast subject to further revisions.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Initial Core Revenue Forecast (Working Draft)

Core revenues **local sources** (nominal \$):
\$295 – \$355 billion



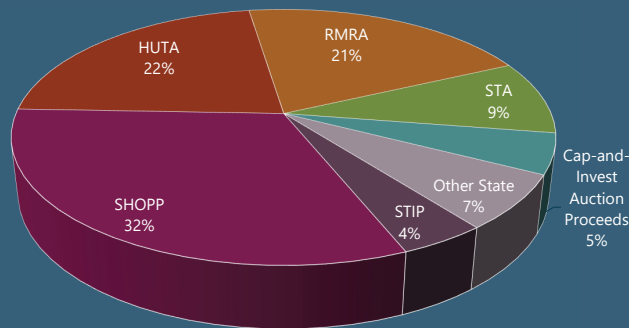
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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

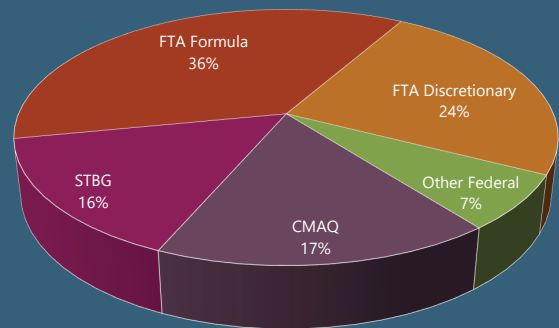
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Initial Core Revenue Forecast (Working Draft)

Core revenues **state sources**
(nominal \$): \$190 – \$220 billion

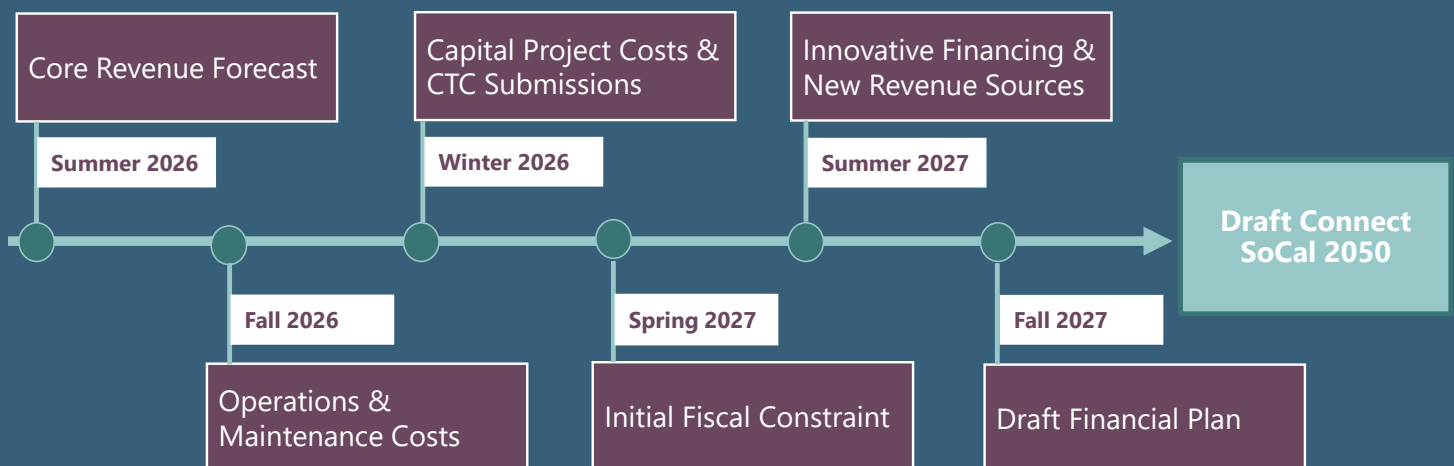


Core revenues **federal sources**
(nominal \$): \$30 – \$40 billion



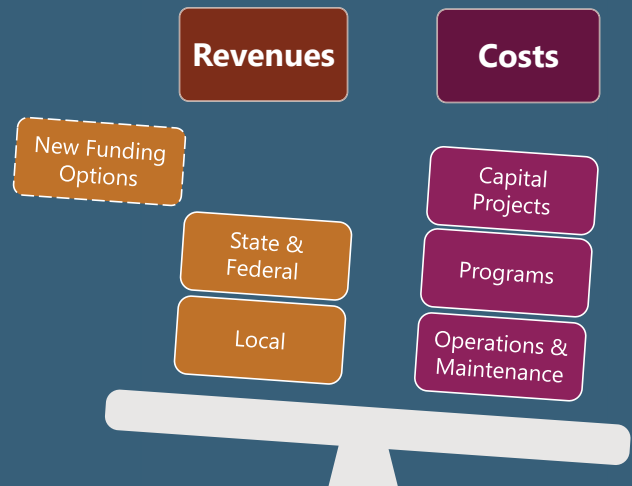
Numbers may not sum to total due to rounding. Forecast subject to further revisions.

Financial Plan Development Process Timeline



Next Steps

- Continue to refine core revenue forecast
- Collect and analyze program and project costs
- Identify financial capacity and additional funding needs
- Identify options for new revenue sources and innovative financing



THANK YOU

For more information, contact:

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AGENDA ITEM 8

REPORT

Southern California Association of Governments
October 1, 2026

To: TC - Transportation Committee
From: Krystal Ayala, Planning Supervisor (PT and I)
213-236-1868, ayala@scag.ca.gov
Subject: Regional Pilot Initiatives Program Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Regional Pilots Initiative (RPI) Program Framework, approved by the Regional Council in July 2023, identified key pilot program areas and partnership opportunities to spur innovation and achieve transformative impact throughout the Southern California region. Staff will provide an update on the Regional Pilots Initiative (RPI) Program, including progress on four pilot projects and next steps.

BACKGROUND:

Program Overview

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

Since the adoption of the RPI Framework, staff has advanced pilots for four of the RPI program areas (Table 1), which rely on public and private sector partnerships for success. SCAG is leveraging federal funds from the Carbon Reduction Program (CRP) and state funds from REAP 2.0 to fund these projects.

Table 1. RPI Pilot Projects

RPI Program Area	Pilot Project	Partners
Accelerative Active Transportation	E-Bike Lending Library	Housing Authority of the City of Los Angeles
Big Data Research	Transportation Data Analysis Technical Assistance (TA) Program	StreetLight Insight, Fehr & Peers; Several public agencies
Mobility Wallets/Universal Basic Mobility	Open Loop Fare Payment Demonstration	Metrolink, Cal-ITP
Mobility Hubs	Burbank Mobility Hub Network	City of Burbank

RPI Pilot Portfolio

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

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

To reduce barriers for accessing and utilizing big data, SCAG procured the StreetLight Insight Big Data Platform in February 2023, providing public agencies throughout the region with no-cost access to advanced transportation analytics tools. Building on this investment, SCAG subsequently launched the Transportation Data Analysis TA Program to support local agencies in applying big data analytics, building technical capacity, and advancing data-driven transportation planning decision-making.

Thirteen public agencies, including local jurisdictions, transit agencies, and County Transportation Commissions (CTCs), participated in the program and developed transportation-focused use cases for analysis. To date, SCAG [has published 5 white papers](#) documenting mobility case studies in the cities of Anaheim, Culver City, Pasadena, and Pomona, as well as San Bernardino County. While access to the Streetlight platform ended June 30, 2026, SCAG is continuing to advance the program's objectives through the development of a best practices report. The report will evaluate outcomes of the TA program, identify lessons learned, and provide recommendations to support big data readiness and adoption in the SCAG region.

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

Open loop payment systems enable transit riders to pay for their trip by using a debit, credit card or mobile wallet. In 2025, SCAG partnered with the Southern California Regional Railroad Authority (Metrolink) and the California Integrated Travel Project (Cal-ITP)/Caltrans to deploy an open loop demonstration project on the San Bernardino and Arrow Lines. The \$2.8 million pilot installed contactless fare payment validators at 18 Metrolink stations, creating a new and easy fare payment option for Metrolink riders. The pilot launched ahead of the 2026 World Cup on June 10, 2026 and is expected to conclude December 2026.

In the first three months, Metrolink recorded 1,594 taps using contactless payments. Approximately 96.7% riders were one-time riders, indicating that is an appealing payment option for new or infrequent riders. Metrolink continues to conduct outreach and education on the “tap on and tap off” model to ensure a seamless customer experience. The outcomes of this pilot serves as a test case for systemwide implementation of contactless payments ahead of the 2028 Olympic and Paralympic Games (2028 Games). SCAG supported Metrolink with an application for a Transit and Intercity Rail Capital Program (TIRCP) grant to fund fare modernization, payment interoperability, and coordinated trip planning improvements. If awarded funding, Metrolink plans to expand contactless payment across its entire system in advance of the 2028 Games. TIRCP award announcements are expected in October 2026.

Accelerating Active Transportation: E-Bike Lending Library

SCAG is partnering with the Housing Authority of the City of Los Angeles (HACLA) to implement an e-bike library program at the Nickerson Gardens housing development in the Watts neighborhood in the City of Los Angeles. The pilot will install an e-bike storage and maintenance hub and offer a fleet of up to 100 e-bikes for use by Watts residents and neighboring communities. The project will procure e-bikes and equipment, fund design and construction, develop program guidelines, and conduct bicycle education and training in partnership with Eastside Riders Bike Club.

Design and installation of the e-bike hub is intended to be complete by December 2026 with the program publicly launching in early 2027. Lessons learned from this pilot will provide key insights for establishing a sustainable operating model to support the expansion of similar shared mobility programs in the SCAG region.

Mobility Hubs

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

time travel information to create a comfortable experience for travelers. The Guide included conceptual designs for mobility hubs at up to five priority sites across the region.

Following the release of the Guide in 2025, SCAG is partnering with the City of Burbank to design a network of mobility hubs in its downtown area. The pilot will identify a suite of improvements to expand access to regional transportation services and support near-term implementation of mobility hub amenities in advance of the 2028 Games. The pilot will enhance community connections within the downtown area and generate lessons learned for scaling and expanding mobility hubs across Southern California. SCAG is in the process of executing a partnership agreement with the City of Burbank partnership and will be initiating a procurement for design consultant services in 2027.

Next Steps

As pilot projects progress, SCAG staff will continue to provide RPI partners with procurement, planning, and design support. Later this fiscal year, SCAG staff will complete the pilot evaluation for the Big Data Research and Open Loop Demonstration projects, launch the e-bike lending library, and finalize the procurement for the Burbank mobility hub network. Staff will return to the Transportation Committee in 2027 to provide an update on the pilot projects, implementation insights, and lessons learned.

FISCAL IMPACT:

Work associated with this item is included in the FY 2026-27 Overall Work Program (325.4950.01: RPI - Transportation Data Analytics Technical Assistance Program; 325.4950.02: Regional Pilot Initiative - Watts Rising E-Bike Lending Library; 325.4950.03: Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project; 325.4950.04: RPI - Mobility Hubs).

ATTACHMENT(S):

1. PowerPoint Presentation - RPI Program Update

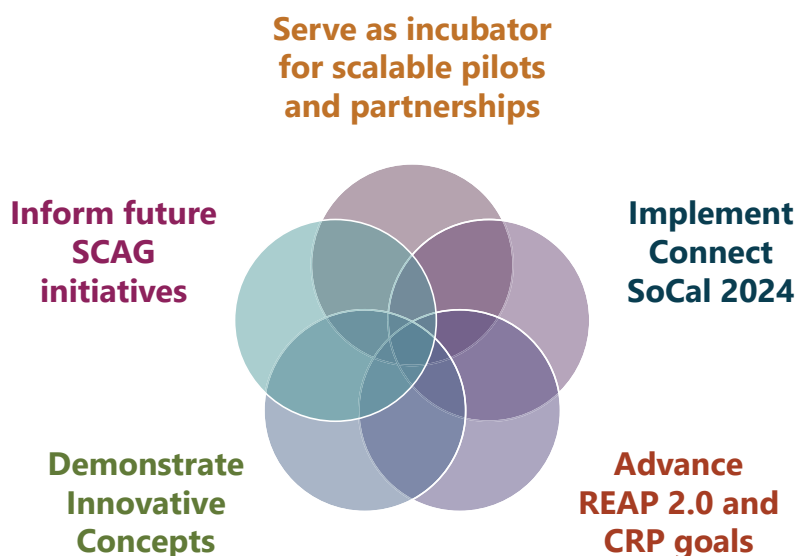
Regional Pilot Initiatives (RPI) Program Update

Transportation Committee

October 1, 2026

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RPI Program Objectives



RPI Pilot Projects



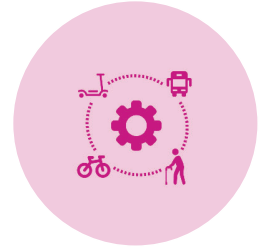
**Transportation
Data Analysis
Technical
Assistance Program**



**E-Bike Lending
Library**



**Open Loop Fare
Payment
Demonstration**



**Burbank Mobility
Hub Network**

3

Transportation Data Analysis Technical Assistance Program



Transportation Data Analysis TA White Papers

Provide public agencies with no-cost, on-call support with big data analyses

- **Partner(s):** Local jurisdictions, CTCs, transit agencies
- **Project Cost:** \$400,000
- **Status:** Technical assistance complete; program evaluation underway
- **Timeline:** Concludes 2026



Open Loop Fare Payment Demonstration



Open Loop Validator at Union Station

Install station-based validators along San Bernardino/Arrow line for a seamless and easy rider experience ahead of the 2028 Games

- **Partner:** Metrolink and Cal-ITP/Caltrans
- **Project Cost:** \$2.8 million
- **Status:** Pilot launched June 2026
- **Timeline:** Pilot concludes Dec 2026



E-Bike Lending Library



Future E-Bike Lending Library Site at Nickerson Gardens

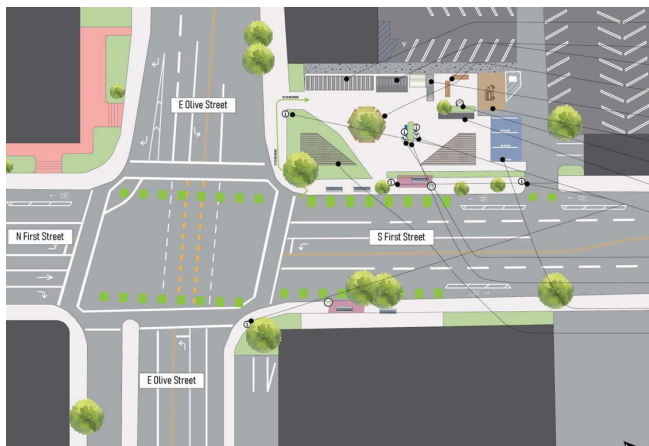
Implement e-bike lending library in Watts neighborhood

- **Partner:** HACLA
- **Project Cost:** \$680,000
- **Status:** Design, construction and community engagement underway
- **Timeline:** Installation in December 2026; Library launching early 2027



Burbank Mobility Hub Network

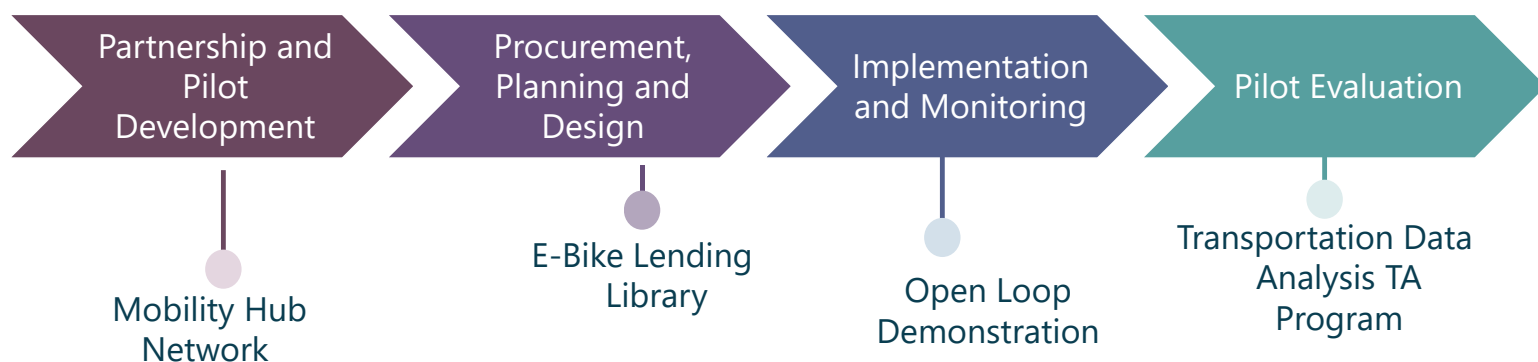
Advance designs to support implementation of a mobility hub network



City of Burbank Conceptual Design for First and Olive Street

- **Partner:** City of Burbank
- **Project Cost:** \$500,000
- **Status:** MOU and procurement under development
- **Timeline:** Initiate design & community engagement in 2027

Project Phasing



Next Steps

Big Data TA

Complete big data best practices report

Open Loop Demonstration

Evaluate open loop pilot performance
Assess systemwide roll-out needs

E-Bike Lending Library

Installation of e-bike lending library
Finalize program guidelines

Burbank Mobility Hub Network

Finalize partnership agreement with the City of Burbank
Conduct mobility hub design procurement

Program Evaluation

Draft RPI program evaluation report
Report back to TC with program updates



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/regional-pilot-initiatives>