



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

TRANSPORTATION COMMITTEE

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

Thursday, March 6, 2025

10:00 a.m. – 11:45 a.m.

To Attend In-Person:

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

To Watch or View Only:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 10:00 a.m.

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

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

Instructions for Participating and Public Comments

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

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, March 5, 2025**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, March 5, 2025, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Javier Amezcua City of Calipatria - City Hall City Council Chambers 125 N Park Avenue Calipatria, CA 92233</p>	<p>Adele Andrade-Stadler 2956 West Shorb Street Alhambra CA 91803</p>	<p>Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>
<p>Daniel Brotman City of Glendale - City Hall 613 E. Broadway, Suite 200 Glendale, CA 91206</p>	<p>Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p>	<p>J. John Dutrey City of Montclair - City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763</p>
<p>James Gazeley City of Lomita - City Hall 24300 Narbonne Ave Lomita, CA 90717</p>	<p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832</p>
<p>Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Newport Beach, CA 92660</p>	<p>Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805</p>	<p>Bridgett Lewis City of Torrance - City Hall 3031 Torrance Blvd Torrance, CA 90503</p>
<p>Richard Loa Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550</p>	<p>Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p>L. Dennis Michael City of Rancho Cucamonga - City Hall Mayor's Office 10500 Civic Center Drive Rancho Cucamonga, CA 91739</p>
<p>Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p>Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324</p>	<p>Ed Reece City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711</p>
<p>Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582</p>	<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference RM Temecula CA, 92590</p>	<p>Ward Smith City of Placentia Council Chambers 401 E. Chapman Avenue Placentia, CA 92870</p>
<p>Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882</p>	<p>Cynthia Sternquist 6131 Camellia Avenue Temple city CA 91780</p>	<p>Butch Twining City of Huntington Beach - City Hall 2000 Main Street Huntington Beach, CA 92648</p>
<p>Michael M. Vargas City of Perris - City Hall 101 N. D Street Perris, CA 92570</p>	<p>Alan D. Wapner Hyatt Regency Sacramento 1209 L Street Sacramento, CA 95814</p>	

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



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

- 1. Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
- 2. Hon. Mike Judge**
TC Vice Chair, VCTC
- 3. Hon. Javier Amezcua**
Calipatria, ICTC
- 4. Hon. Adele Andrade-Stadler**
Alhambra, SGVCOG
- 5. Hon. Phil Bacerra**
Orange County, CoC
- 6. Hon. Ryan Balius**
Anaheim, RC District 19
- 7. Sup. Kathryn Barger**
Los Angeles County
- 8. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 9. Hon. Daniel Brotman**
Glendale, AVCJPA
- 10. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 11. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 12. Hon. Jon Dumitru**
Orange, RC District 17
- 13. Hon. JJohn Dutrey**
Montclair, SBCTA
- 14. Hon. Bryan Fish**
Culver City, WCCOG
- 15. Hon. John Gabbard**
Dana Point, RC District 12
- 16. Hon. James Gazeley**
Lomita, RC District 39



TRANSPORTATION COMMITTEE AGENDA

- 17. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 18. Hon. William Go**
Irvine, RC District 14
- 19. Sup. Curt Hagman**
San Bernardino County
- 20. Hon. Jan C. Harnik**
RCTC
- 21. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 22. Hon. Lauren Hughes-Leslie**
Lancaster, NCTC JPA
- 23. Hon. Heather Hutt**
Los Angeles, RC District 57
- 24. Hon. Fred Jung**
Fullerton, RC District 21
- 25. Hon. Trish Kelley**
TCA Representative
- 26. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 27. Hon. Linda Krupa**
Hemet, RC District 3
- 28. Hon. Andrew Lara**
Pico Rivera, RC District 31
- 29. Hon. Carlos Leon**
OCTA Representative
- 30. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
- 31. Hon. Richard Loa**
Palmdale, NCTC
- 32. Hon. Clint Lorimore**
Eastvale, RC District 4
- 33. Hon. Ken Mann**
Lancaster, RC District 43



TRANSPORTATION COMMITTEE AGENDA

- 34. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 35. Hon. Ray Marquez**
Chino Hills, RC District 10
- 36. Hon. Larry McCallon**
Air District Representative
- 37. Hon. Marsha McLean**
Santa Clarita, Pres. Appt. (Member at Large)
- 38. Hon. Tim McOsker**
Los Angeles, RC District 62
- 39. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 40. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 41. Hon. Carol Moore**
Laguna Woods, OCCOG
- 42. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
- 43. Hon. Ara Najarian**
Glendale, SFVCOG
- 44. Hon. Frank Navarro**
Colton, RC District 6
- 45. Hon. Nikki Perez**
Burbank, RC District 42
- 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**
San Bernardino County CoC



TRANSPORTATION COMMITTEE AGENDA

- 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. Zak Schwank**
Temecula, RC District 5
- 55. Hon. Emma Sharif**
Compton, RC District 26
- 56. Hon. Marty Simonoff**
Brea, RC District 22
- 57. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
- 58. Hon. Ward Smith**
Placentia, OCCOG
- 59. Sup. Hilda Solis**
Los Angeles County
- 60. Hon. Wes Speake**
Corona, WRCOG
- 61. Sup. Karen Spiegel**
Riverside County
- 62. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 63. Hon. Butch Twining**
Huntington Beach, RC District 64
- 64. Hon. Steve Tye**
Diamond Bar, RC District 37
- 65. Hon. Michael Vargas**
Riverside County CoC
- 66. Hon. Scott Voigts**
Lake Forest, OCCOG
- 67. Sup. Donald Wagner**
Orange County



TRANSPORTATION COMMITTEE AGENDA

68. Hon. Colleen Wallace
Banning, WRCOG

69. Hon. Alan Wapner
SBCTA

70. Hon. Thomas Wong
Monterey Park, SGVCOG

71. 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, March 6, 2025
10:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Tim Sandoval, 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 – December 5, 2024 PPG. 10

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 19
3. Transportation Trends Update PPG. 23
4. CalSTA Transit Transformation Task Force Update PPG. 40

ACTION ITEM

5. FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines and Call for Project Nominations PPG. 43
20 Mins.

(Warren Whiteaker, Department Manager, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council: 1) approve the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines.



TRANSPORTATION COMMITTEE AGENDA

6. SCAG 2025 Regional Active Transportation Program 10 Mins. PPG. 77
(Rachel Om, Senior Regional Planner, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council adopt Resolution No. XX-XXX-X approving the SCAG 2025 Active Transportation Program.

INFORMATION ITEMS

7. Regional Recovery and Resilience in the face of Disasters-Policy Discussion 45 Mins. PPG. 94
(Annie Nam, Deputy Director of Transportation, SCAG)
8. Regional Mobility Hubs Strategy Update 15 Mins. PPG. 108
(Sirinya Matute, Senior Regional Planner, SCAG)

CHAIR'S REPORT

(The Honorable Tim Sandoval, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, DECEMBER 5, 2024**

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

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

Members Present:

Hon. Mike T. Judge (Vice Chair)

Hon. Phil Bacerra	<i>Orange County</i>	VCTC
Hon. Russel Betts	<i>Desert Hot Springs</i>	CoC
Hon. Daniel Brotman	<i>Glendale</i>	CVAG
Hon. Art Brown	<i>Buena Park</i>	AVCJPA
Hon. Jonathan Dumitru	<i>Orange</i>	District 21
Hon. John Dutrey	<i>Montclair</i>	District 17
Hon. Jason Gibbs	<i>Santa Clarita</i>	SBCTA
Hon. Curt Hagman		NCTC
Hon. Jan Harnik		San Bernardino County
Hon. Laura Hernandez	<i>Port Hueneme</i>	RCTC
Hon. Fred Jung	<i>Fullerton</i>	District 45
Hon. Trish Kelley		OCCOG
Hon. Linda Krupa	<i>Hemet</i>	TCA
Hon. Richard Loa	<i>Palmdale</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	NCTC
Hon. Ken Mann	<i>Lancaster</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 43
Hon. Ray Marquez	<i>Chino Hills</i>	District 63
Hon. Larry McCallon		District 10
Hon. Marsha McLean	<i>Santa Clarita, Pres. Appt.</i>	Air District Representative
Hon. Carol Moore	<i>Laguna Woods</i>	Member at Large
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	OCCOG
Hon. Sharona Nazarian	<i>Beverly Hills</i>	GCCOG
		WSSCOG

Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Gil Rebollar	<i>Brawley</i>	District 1
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. Suely Saro	<i>Long Beach</i>	District 29
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Don Wagner		Orange County
Hon. Alan Wapner		SBCTA
Hon. Thomas Wong	<i>Monterey Park</i>	SGVCOG
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

Members Not Present:

Hon. Tim Sandoval (Chair)	<i>Pomona</i>	District 38
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	SGVCOG
Hon. Kathryn Barger		Los Angeles County
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Malcolm Lilienthal	<i>Hemet</i>	WRCOG
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Hilda Solis		Los Angeles County



Hon. Karen Spiegel		Riverside County
Hon. Michael Vargas	<i>Riverside County</i>	CoC
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Colleen Wallace	<i>Banning</i>	WRCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice Chair, Mike Judge, Simi Valley, VCTC, called the meeting to order at 10:02 a.m. Hon. Art Brown, Buena Park, District 21, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Vice Chair Judge opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment 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.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize the agenda item.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – November 7, 2024

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items
 3. CalSTA Transit Transformation Task Force Update
 4. Status Update on the South Coast Air Quality Management District (AQMD) California Environment Quality Act (CEQA) Guidance for Evaluating Cumulative Impacts from Air Toxics
 5. Transportation Trends Update
-

Vice Chair, Mike Judge, Simi Valley, VCTC, announced, with the committee's concurrence, a single vote could be taken on the Consent Calendar and agenda Item No. 6 and suggested holding the vote after a presentation on Item No. 6.

ACTION ITEMS

6. 2024 Sustainable Communities Program Active Transportation and Safety Recommended Projects

There were no public comments on Item No. 6.

Rachel Om, SCAG staff, reported on recommended projects for the 2024 Sustainable Communities Program (SCP), Active Transportation and Safety. She stated in June 2024, following adoption of Connect SoCal 2024 and to support its implementation, the Regional Council directed staff to release a call for transportation and safety applications through the SCP. These support the implementation of Connect SoCal 2024 mobility policies under complete streets, transit, multimodal integration, and safety. Ms. Om reviewed the public engagement strategy including gathering public comments on the guidelines, application workshops, and standing office hours to support applicants.

She noted 40 applications were received including 19 plans and 21 quick-build projects which totaled \$15.9 million, nearly twice the \$8.2 million funding available. She noted 13 projects were recommended for funding through a combination of state and federal sources. She highlighted the recommended projects including Cal State University Dominguez Hills, Travel Demand Management Plan, and OCTA's Move Orange County. She reviewed the 11 recommended quick-build projects and next steps for awardees including working with SCAG staff around environmental clearance.

Hon. Jan Harnik, Palm Desert, RCTC, asked about the Dominguez Hills project and if it extends outside campus. Ms. Om responded that it looks at student travel patterns to campus to identify ways to promote student use of active transportation, transit, and biking.

A MOTION was made (Nazarian) to recommend the Regional Council approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Project List and Contingency List and authorize SCAG staff to fully fund awarded projects, and if applicable, any contingency projects, subject to the identification of additional funding, approval of Consent Calendar Item 1; and Receive and File items 2 through 5. The motion was SECONDED (Brown) and passed by the following roll call votes.

AYES: Bacerra, Betts, Brown, Dutrey, Gibbs, Hagman, Harnik, Hernandez, Judge, Jung, Kelley, Krupa, Loa, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Moore, Munoz-Guevara, Nazarian, Perez, Rebollar, Ruiz, Saleh, Sanchez, Saro, Simonoff, W. Smith, Sternquist, Tye, Wagner, Wapner, and Wong (35)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

7. Southern California Zero Emissions Truck Infrastructure Study: Preliminary Findings

There were no public comments on Item No. 7.

Jonathan Raspa, SCAG staff, reported on preliminary findings from the Southern California Zero Emissions Truck Infrastructure Study (ZETI). He noted ZETI is a vision and blueprint for regional zero emission truck charging and fueling infrastructure. It addresses Connect SoCal goals including improving regional air quality and livability, reduce greenhouse gas (GHG) emissions, and supports equity. He reviewed the fueling simulation results and the basis for analysis. Mr. Raspa noted the simulation goals were to estimate energy needs, how much will need to be publicly funded, and what are the best charging locations to support demand. The study estimated demand at the county level.

Mr. Raspa reported that 6.5 gigawatt daily hours will be needed to support zero emission trucks by 2030. By 2035, 14.5 gigawatts daily will be needed. By 2040, 23.8 gigawatts will be needed daily, and it would be useful to work in tandem with utility providers to scale toward that need. Additionally, the study indicates an increasing use of zero emission trucks in long haul use in future years. He reviewed anticipated charging demand by county noting that the greatest infrastructure build out is needed in Los Angeles County and that utility infrastructure planning often involves a 10-year outlook.

Hon. Ray Marquez, Chino Hills, District 10, asked about hydrogen fuel production regionally. Mr. Raspa responded that additional information is needed before the scaling of hydrogen power is understood and fuel cell efficiency would benefit its evolution.

Hon. Curt Hagman, San Bernardino County, commented that jurisdictions will need to think about charging locations and the land footprint needed to serve electric truck and passenger vehicle fueling. He added that this will be a challenge in areas.

8. 2024 Go Human Outcomes

Alina Borja, SCAG staff, provided an update on 2024 Go Human outcomes. Ms. Borja reported the Go Human program was developed from a need to address the growing number of traffic, pedestrian and biking fatalities and injuries. She noted several strategies are deployed toward this effort including Community Streets Grant Program, Kit of Parts & Technical Assistance, co-branded messaging materials, and traffic safety education events. Ms. Borja noted SCAG has supported greater than 130 traffic safety projects since 2018 providing \$1.7 million in funding. The Community Street Grants Program awarded \$430,000 in 2024, its sixth year. Applicants often include community-based organizations, non-profits, and social enterprises. She noted that an additional Go Human strategy is SCAG's Kit of Parts which are lightweight, portable curb, and street treatments promoting important safety points such as visible colorful crosswalk segments. These highlight best safety practices while encouraging safety as a community activity. During Kit of Parts deployments over 7,000 community participants were engaged and surveys were collected among attendees. Feedback indicated local participants support permanent safety infrastructure after seeing Kit of Parts safety items deployed in their communities. Ms. Borja reviewed community training and education as well as media research efforts.

Lionel Mares, provided comments as a member of the public. Mr. Mares stated that he is a transit advocate in the East San Fernando Valley and requested that open street events take place in the East San Fernando Valley. He noted in the previous year there was a MoveLA event sponsored by City Council District 7 member, Monica Rodriguez. He stated more open streets events were needed in the area as a way for residents to explore their community and bring neighborhood businesses closer to their local customer base. He encouraged greater intra agency collaboration to bring these events to local neighborhoods.

Hon. Munoz-Guevara, Lynwood, GCCOG, asked if materials could be distributed to municipalities. Ms. Borja responded that all Go Human strategies are available to jurisdictions, school districts, and community organizations. She also indicated that additional participants were welcome and that forms were available on SCAG's website.

CHAIR'S REPORT

Vice Chair Judge reported that at the Regional Council meeting there would be a presentation on the 2024 Economic Update and indicated that members and the public were welcome to attend.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that AAA members could save on fares. He also noted that Metrolink was partnering with AAA to create more transportation options. He indicated



that AAA members receive a passcode from their website which could be used when purchasing at a fare machine. Lastly, he shared that the Christmas train was continuing with live events at locations and multiple county stops.

STAFF REPORT

David Salgado, SCAG staff, reported that nominations were being accepted for SCAG’s Sustainability Awards up to December 13, 2024.

ANNOUNCEMENTS

Hon. Art Brown, Buena Park, District 21, announced he was concluding his public service as an elected official and expressed appreciation for the opportunity to serve SCAG and the public since 1994.

ADJOURNMENT

There being no further business, Vice Chair Judge adjourned the meeting of the Transportation Committee at 11:42 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report

2024- 25

MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended To Date
Andrade-Stadler, Adele	Alhambra, SGVCOG				1		1							2
Barger, Kathryn	Los Angeles County													
Bacerra, Phil	Orange County, CoC						1	1						2
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1									2
Betts, Russell	Desert Hot Springs, CVAG	1			1		1	1						4
Brotman, Daniel	Glendale, AVCJPA	1			1		1	1						4
Brown, Art	Buena Park, RC District 21	1			1		1	1						4
Burns, Jeanette	Morongo Band of Mission Indians													
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)						1							1
Dumitru, Jonathan	Orange, RC District 17	1			1		1	1						4
Dutrey, J. John	Montclair, SBCTA	1			1		1	1						4
Gazeley, James	Lomita, RC District 39	1			1		1							3
Gibbs, Jason	Santa Clarita, NCTC	1					1	1						3
Hagman, Curt	San Bernardino County	1			1		1	1						4
Harnik, Jan	RCTC	1			1		1	1						4
Hernandez, Laura	Port Hueneme, RC District 45	1			1			1						3
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1									2
Hutt, Heather	Los Angeles, RC District 57													
Judge, Mike	VCTC	1			1		1	1						4
Jung, Fred	Fullerton, OCCOG	1			1		1	1						4
Kelley, Trish	TCA Representative	1			1		1	1						4
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep.													
Krupa, Linda	Hemet, RC District 3	1					1	1						3
Lara, Andrew	Pico Rivera, Dist 31				1									1
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1			1									2
Lilienthal, Malcolm	Hemet, WRCOG	1			1		1							3
Loa, Richard	Palmdale, NCTC				1		1	1						3
Lorimore, Clint	Eastvale, RC District 4	1			1		1	1						4
Mann, Ken	Lancaster, RC District 43	1						1						2
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	1						4
Marquez, Ray	Chino Hills, RC District 10	1			1		1	1						4
McCallon, Larry	Air District Representative	1			1		1	1						4
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1			1		1	1						4
McOsker, Tim	Los Angeles, RC District 62	1												1
Michael, L. Dennis	Rancho Cucamonga, RC District 9													
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1					1							2
Moore, Carol	Laguna Woods, OCCOG	1			1		1	1						4
Munoz-Guevara, Juan	Lynwood, GCCOG	1					1	1						3
Najarian, Ara	Glendale, SFVCOG	1			1		1							3
Navarro, Frank	Colton, RC District 6	1					1							2
Nazarian, Sharona	Beverly Hills, WSCCOG	1			1		1	1						4
Perez, Nikki	Burbank, District 42							1						1
Rebollar, Gil	Brawley, RC District 1				1		1	1						3
Reece, Ed	Claremont, SGVCOG	1			1		1							3
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1			1		1	1						4
Reyes, Gabriel	San Bernardino County CoC													

Attachment: TC Attendance Sheet Dec 5, 2024 (Minutes of the Meeting - December 5, 2024)

Ruiz, Crystal	Sna Jacinto, WRCOG	1	1	1	1							4
Saleh, Ali	Bell, RC District 27	1	1	1	1							4
Sanchez, Steve	La Quinta, District 66	1	1	1	1							4
Sandoval, Tim	Pomona, RC District 38	1										1
Saro, Suely	Long Beach, RC District 29	1	1		1							3
Schwank, Zak	Temecula, RC District 5			1								1
Simonoff, Marty	Brea, RC District 22	1	1	1	1							4
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)											
Smith, Ward	Placentia, OCCOG		1	1	1							3
Solis, Hilda	Los Angeles County											
Speake, Wes	Corona, WRCOG	1	1	1	1							4
Spiegel, Karen	Riverside County	1	1									2
Sternquist, Cynthia	Temple City, SGVCOG	1	1	1	1							4
Tye, Steve	Diamond Bar, RC District 37				1							1
Vargas, Michael	Riverside County CoC	1	1	1								3
Voigts, Scott	Lake Forest, OCCOG											
Wagner, Don	Orange County	1	1	1	1							4
Wallace, Colleen	Banning, WRCOG	1	1	1								3
Wapner, Alan	SBCTA	1	1	1	1							4
Wong, Thomas	Monterey Park, SGVCOG	1		1	1							3



AGENDA ITEM 2
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director
(213) 236-1827, Nam@scag.ca.gov

Subject: Transportation Committee Agenda Outlook and Future Agenda Items

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024. Following adoption of Connect SoCal 2024, staff developed a 12-month TC Outlook to carry forward the policy priorities and Implementation Strategies of Connect SoCal 2024. For FY2025, the TC Outlook reflects outcomes of the 2024 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item.

BACKGROUND:

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

Transportation Committee Outlook and Framework

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

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

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

Given the discussions and learnings from the February 2025 Join Policy Committee meeting, the TC discussions in March and April will shift towards resilience planning and recovery content. The Outlook will be amended following the April meeting in collaboration with the Chair and Vice Chair.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. TC Outlook for FY25_March 2025 TC Meeting

Transportation Committee Agenda Outlook for FY2025

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

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

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

Transportation Committee Agenda Outlook for FY2025

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

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

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



AGENDA ITEM 3
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Courtney Aguirre, Planning Supervisor
(213) 236-1990, aguirre@scag.ca.gov

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. Current analysis shows that transit/rail ridership has improved over the 12 months ending in December 2024. Overall, in December 2024, the region's bus ridership was eight percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down six percent vs. 29 percent, respectively). Metrolink's rail ridership in December 2024 was 39 percent lower than it was in December 2019 (excluding newer Arrow Line ridership). L.A. Metro rail and Metrolink declines in ridership were not unexpected since the holidays often result in decreases in ridership. Vehicular travel has recovered at a more robust rate. Vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. VMT was about five percent below pre-pandemic levels between March and December 2024, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of December 2024. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained between 30 and 35 percent since then. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

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

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency did not report the data on time. These delays make it difficult to provide immediate and current insights.

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

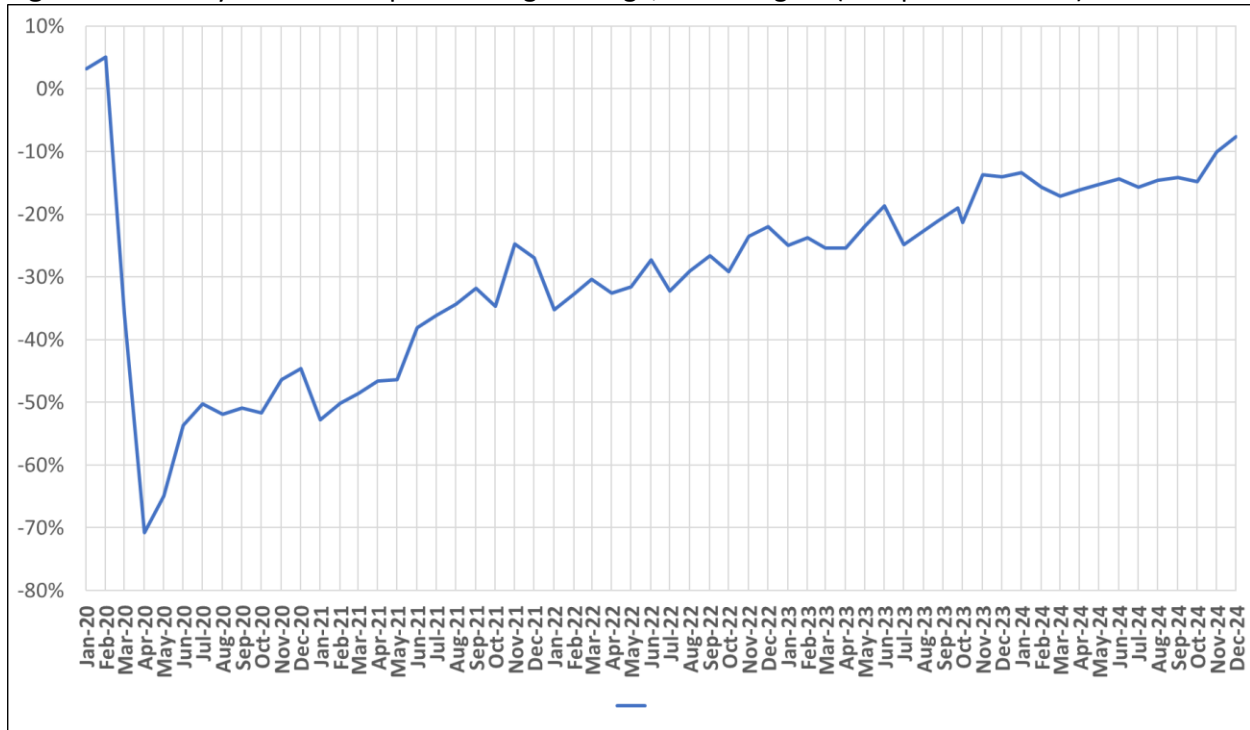
For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the State Highway System (SHS). California currently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

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

Overall Transit/Rail Trends

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

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



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

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

Bus Operator	FY24 Qtr3	FY24 Qtr4	FY25 Qtr1	FY25 Qtr2
	Jan-Mar	Mar-Jun	Jul-Sep	Oct-Dec
Anaheim Transportation Network	-3%	-9%	-20%	-14%
Antelope Valley Transit Authority	-30%	-39%	-40%	-41%
Beach Cities Transit (City of Redondo Beach)	-27%	-33%	-28%	-30%
City of Commerce Municipal Buslines	33%	34%	31%	30%
City of Glendale*	-24%	-25%	-27%	-14%
City of Los Angeles Department of Transportation	-15%	-19%	-13%	-15%
City of Pasadena	-18%	-21%	-25%	-24%
Culver City Municipal Bus Lines	-36%	-34%	-32%	-24%
Foothill Transit	-20%	-21%	-17%	-13%
Gold Coast Transit	7%	4%	2%	2%
City of Gardena Transportation Department	-24%	-21%	-20%	-17%
Imperial County Transportation Commission	25%	23%	-11%	-5%
Long Beach Transit	-26%	-23%	-21%	-15%

Bus Operator	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec
Los Angeles County Metro	-13%	-12%	-11%	-11%
Montebello Bus Lines	-46%	-48%	-48%	-45%
Norwalk Transit System	-18%	-17%	-12%	-14%
Omnitrans	-32%	-34%	-34%	-30%
Orange County Transportation Authority	-5%	-4%	-1%	1%
Riverside Transit Agency	-34%	-33%	-32%	-27%
Santa Clarita Transit	-11%	-13%	-9%	-5%
Santa Monica's Big Blue Bus	-28%	-32%	-36%	-26%
SunLine Transit Agency	-35%	-35%	-38%	-31%
Torrance Transit System	-40%	-36%	-32%	-32%
Ventura Intercity Service Transit Authority	-38%	-36%	-30%	-27%
Victor Valley Transit Authority	-38%	-30%	-28%	-26%
TOTAL	-15%	-15%	-14%	-13%

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

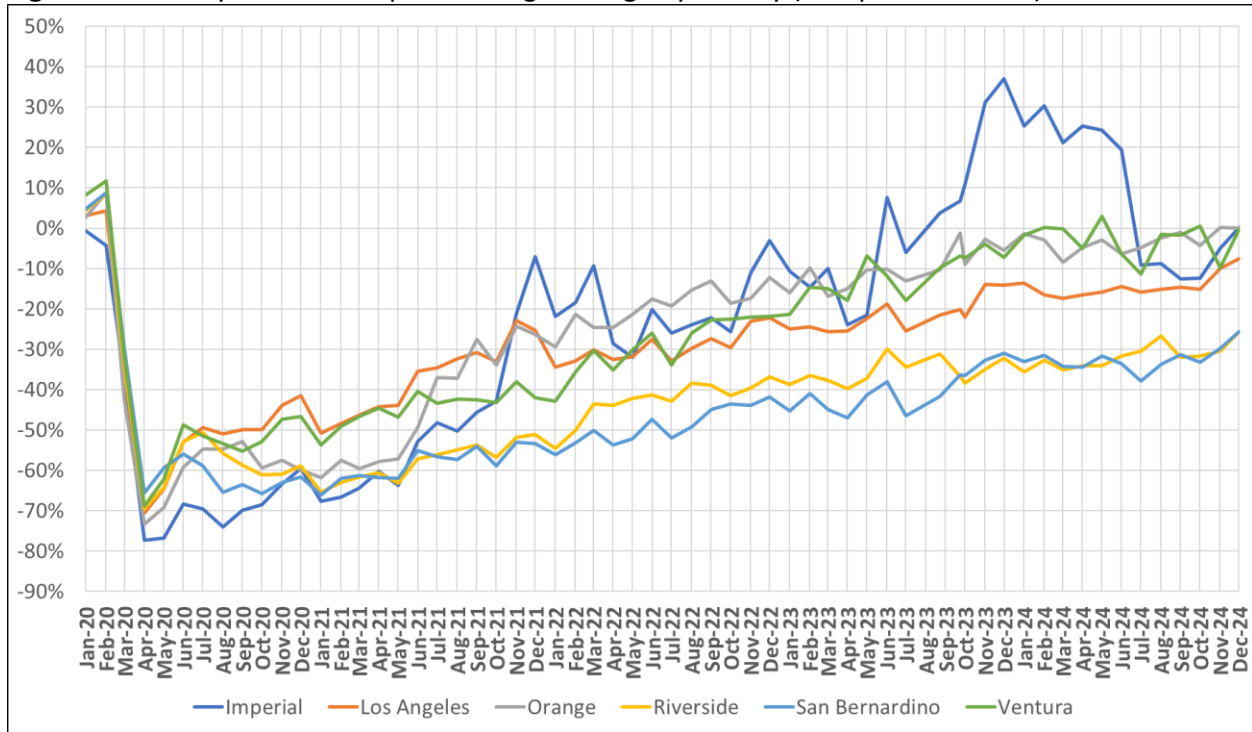
*City of Glendale baseline FY 2019 ridership numbers were corrected, adjusting the baseline 2019 monthly ridership numbers and the respective quarterly ridership change comparison.

Note: Anaheim Transportation Network, City of Pasadena, and Ventura Intercity Service Transit Authority were unable to report ridership statistics in the previous NTD reporting round, covering July and August 2024, but have since reported their ridership statistics, updating the results for this period.

Most counties in the region have experienced moderate gains in transit ridership over the course of the past year, with Riverside County experiencing the most significant increase of 10 percent when comparing December 2024 to December 2023. Meanwhile, Los Angeles, Ventura, and San Bernardino counties have experienced a smaller gain of eight percent each. Orange County experienced a six percent gain. Imperial County is the only county in the region experiencing a significant loss in ridership, with a 27 percent decrease over the same period. The significant decrease in ridership over the previous year is likely influenced by Imperial County’s substantial ridership growth at the end of 2023 and into early 2024. For example, in December 2023, Imperial County experienced a 41 percent increase in ridership compared to December 2022. Overall, regional bus ridership increased by seven percent year-over-year between December 2024 and December 2023.

Overall, these trends represent a significant improvement from December 2020, when regional transit ridership was down by 45 percent against December 2019. Furthermore, bus ridership has returned to pre-pandemic levels (December 2019) in Imperial County, Orange County, and Ventura counties, as shown in **Figure 2**.

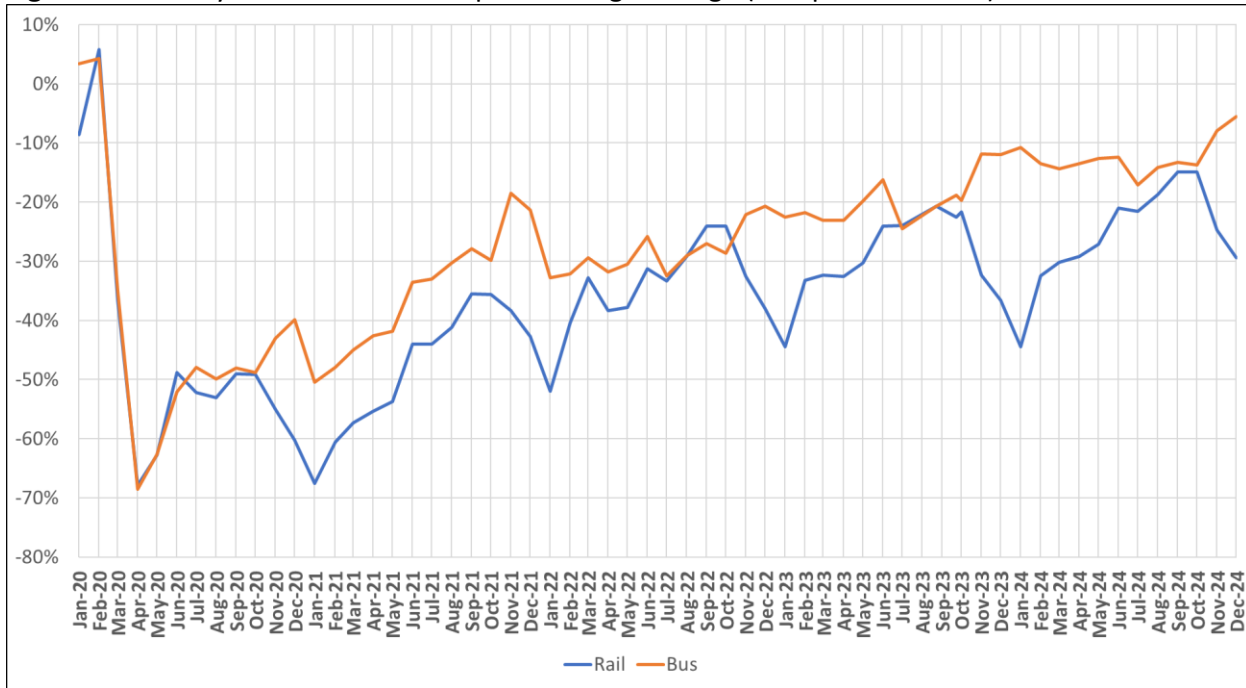
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



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

Data reported by L.A. Metro for its bus and rail systems through December 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly seven percent in December 2024 compared to December 2023, marking the 25th consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by 11 percent over the same time period. Although these trends are an improvement from December 2020, they remain below pre-pandemic levels. For example, compared to December 2019, bus ridership in December 2024 was down six percent, and rail ridership was down 29 percent over the same time period. The 29 percent decrease of rail ridership compared to December 2019 is likely attributable to holiday seasonal trends.

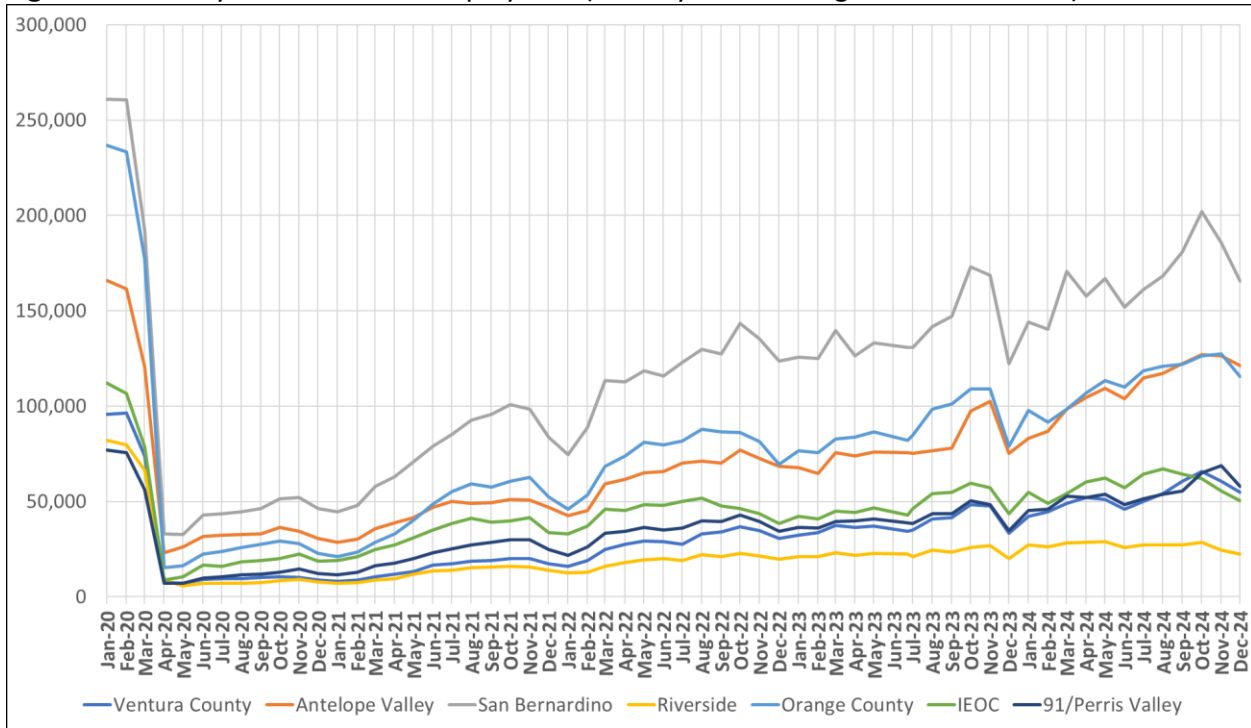
Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, as of February 2024.

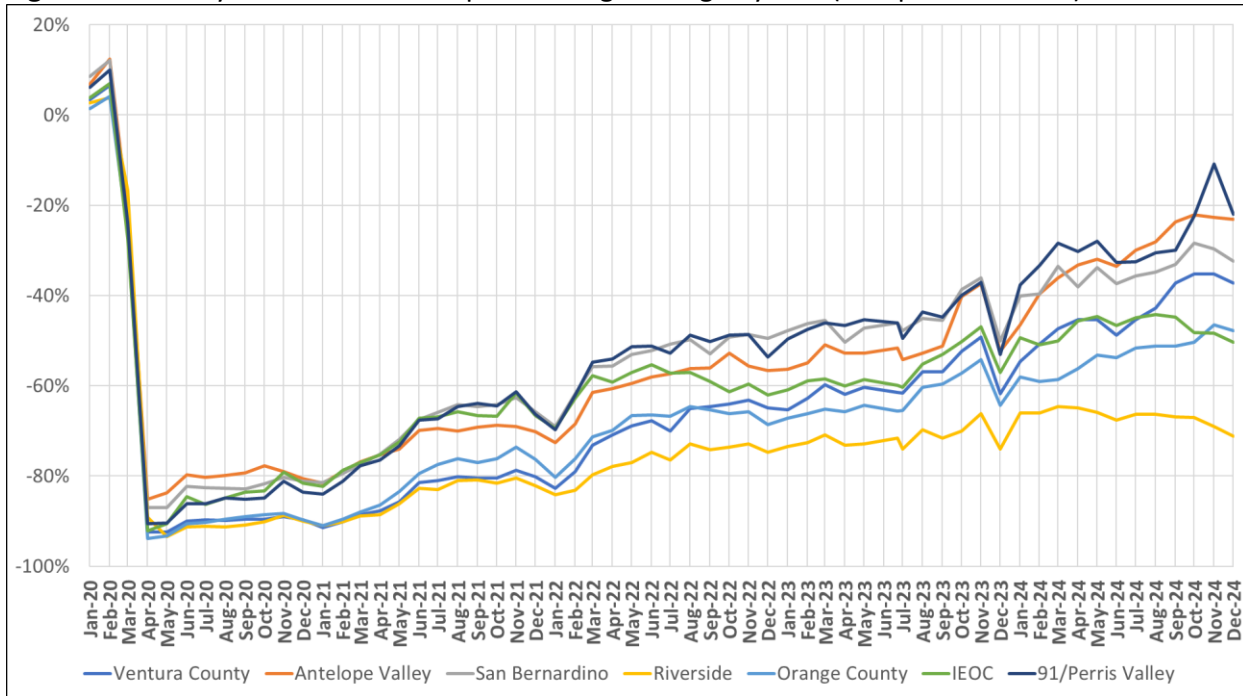
Figure 4 reflects total monthly ridership data reported by Metrolink by line through December 2024. Overall, Metrolink regional rail ridership is up by approximately 44 percent in December 2024, compared to December 2023, with the 91/Perris Valley line experiencing the most significant increase at 66 percent followed by the Ventura County line with a 65 percent increase. The Antelope Valley and Orange County lines experienced increases of 61 and 46 percent, respectively. Notably, the December 2024 trends for all lines are behind the trends observed in preceding months. The decline in ridership can be potentially attributed to seasonal holiday ridership patterns and adjustments around the operational service change in October, notably for the San Bernardino line. On October 21, 2024, Metrolink added 32 new weekdays trains, a nearly 23 percent increase in systemwide service, to better accommodate local travel and regional passenger rail by increasing weekday service levels and optimizing connections. The San Bernardino line received most of the new weekday trains (18), while the Orange County line added seven. On January 27, 2025, Metrolink implemented additional service changes to the San Bernardino line to better manage track capacity issues while retaining service improvements (although not reflected in the data).

Figure 4. Monthly Metrolink Ridership by Line (January 2020 through December 2024)



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

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

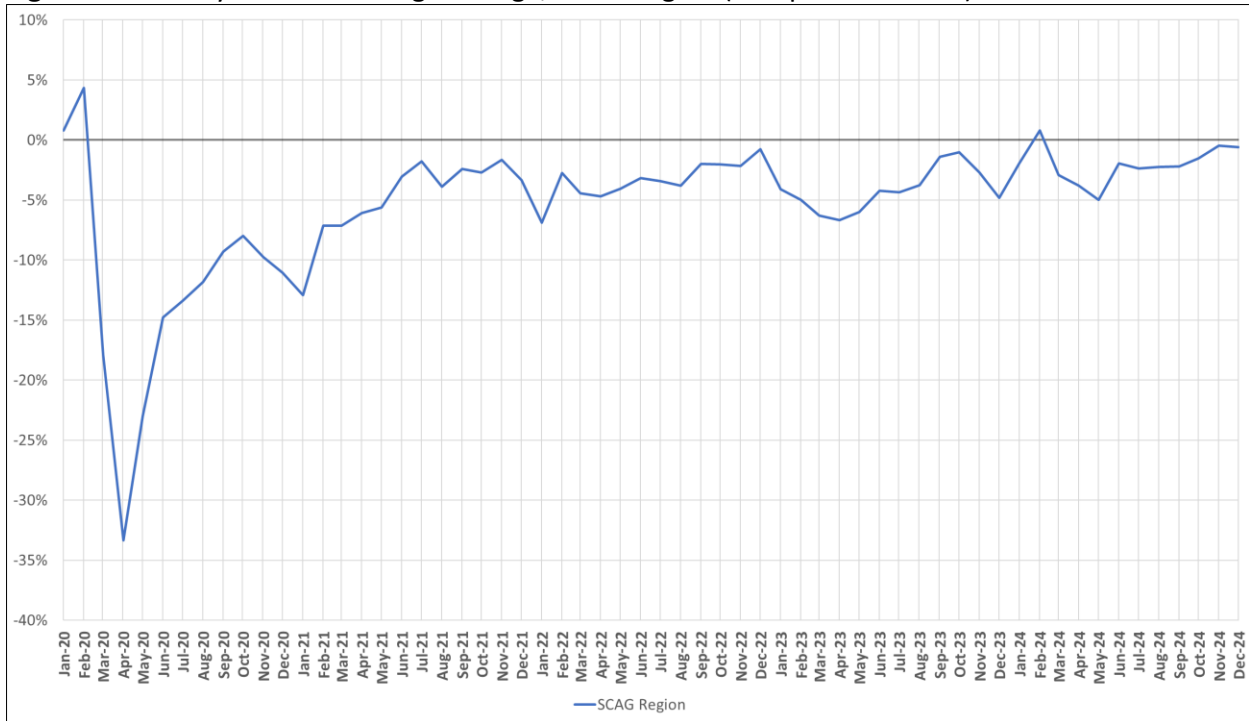


Source: Southern California Regional Rail Authority, as of February 2025.

Overall Vehicular Travel Trends

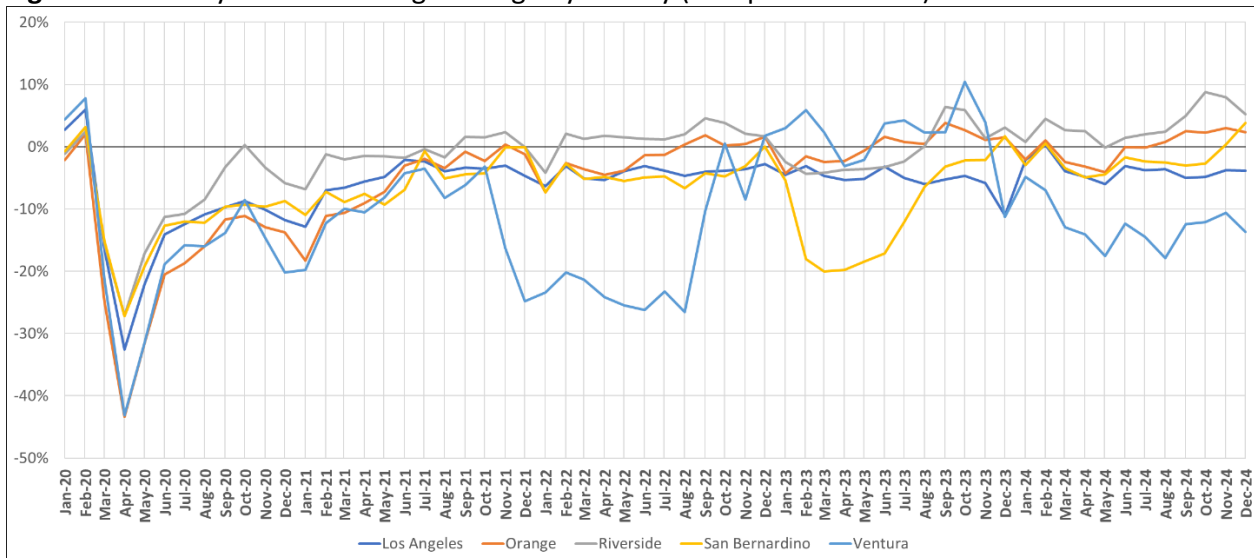
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed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

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



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

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

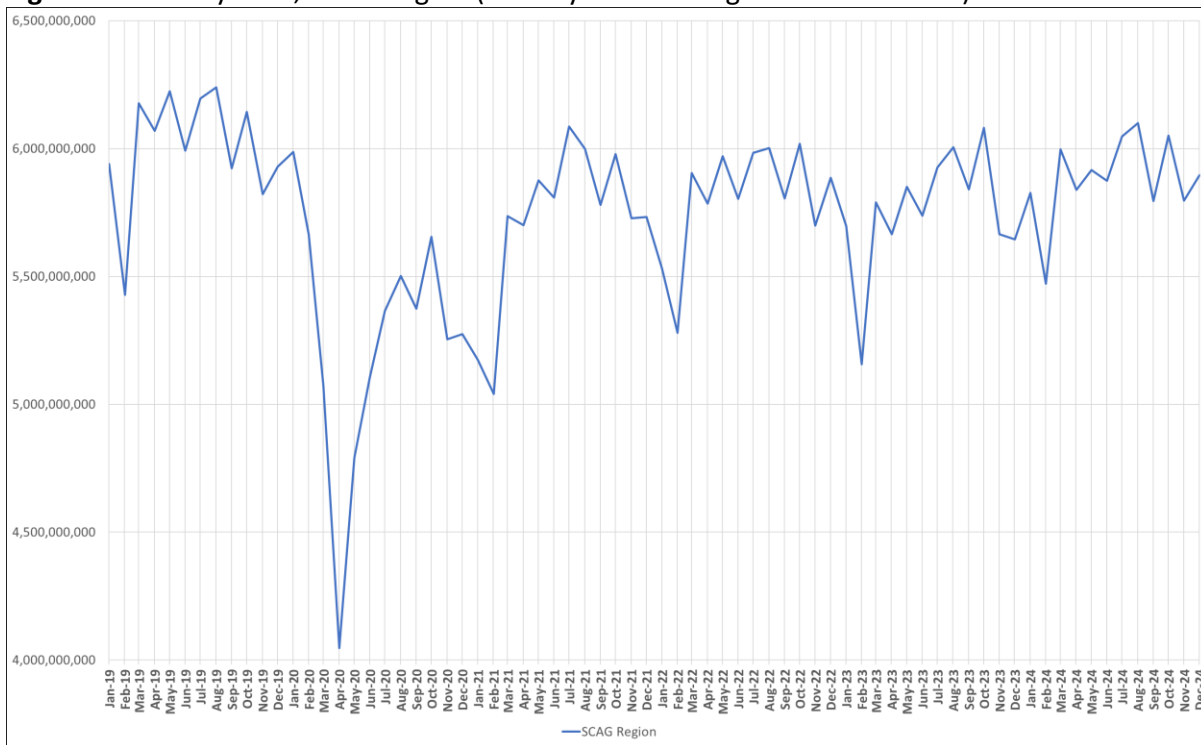


Source: California Performance Measurement System (PeMS), as of February 2025.

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

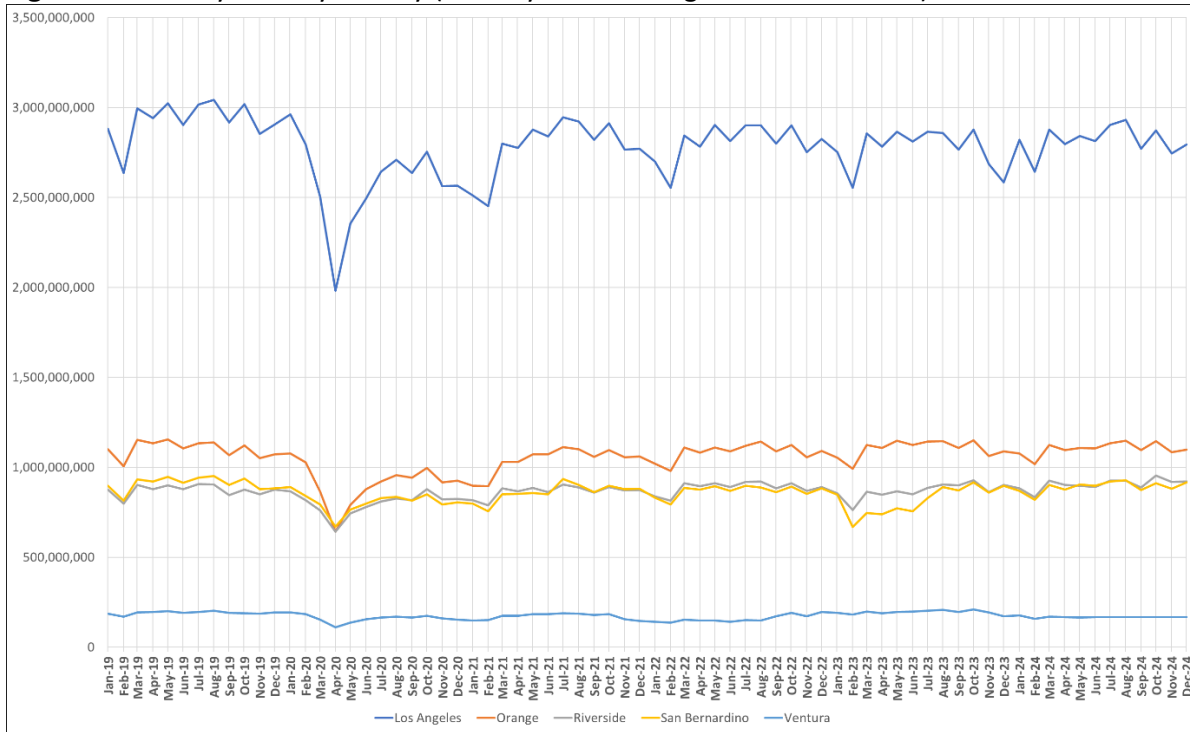
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through December 2024)



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

Figure 9. Monthly VMT by County (January 2019 through December 2024)

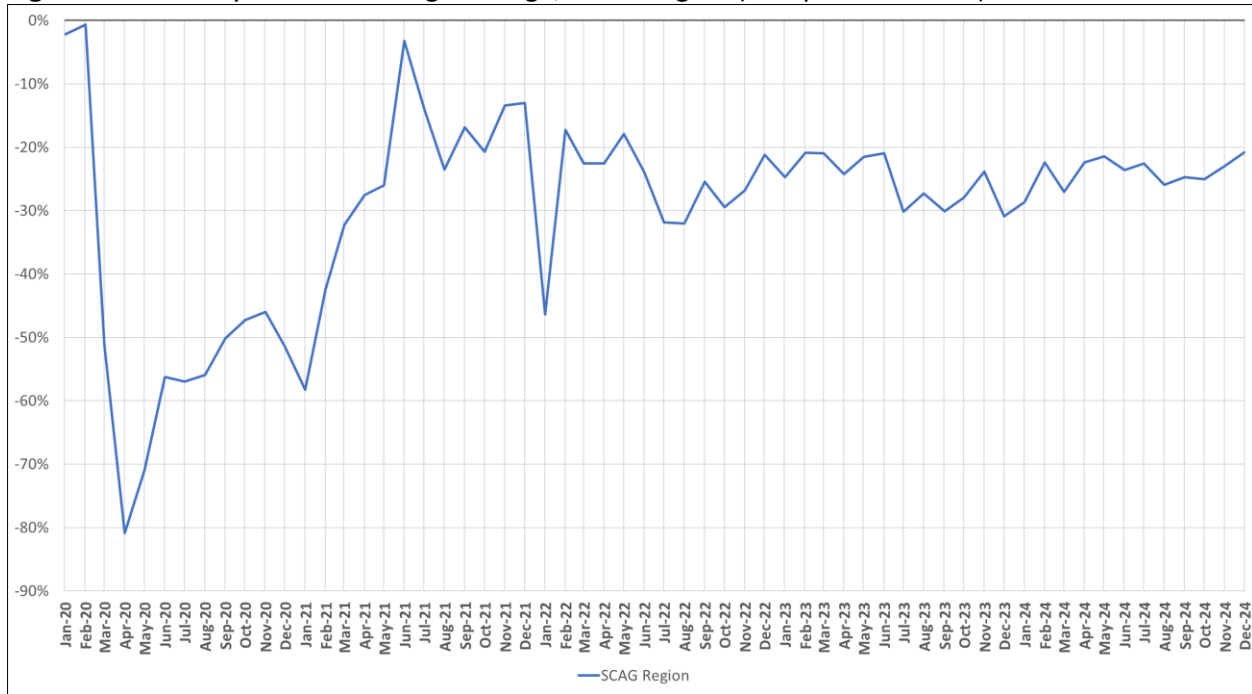


Source: California Performance Measurement System (PeMS), as of February 2025.

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

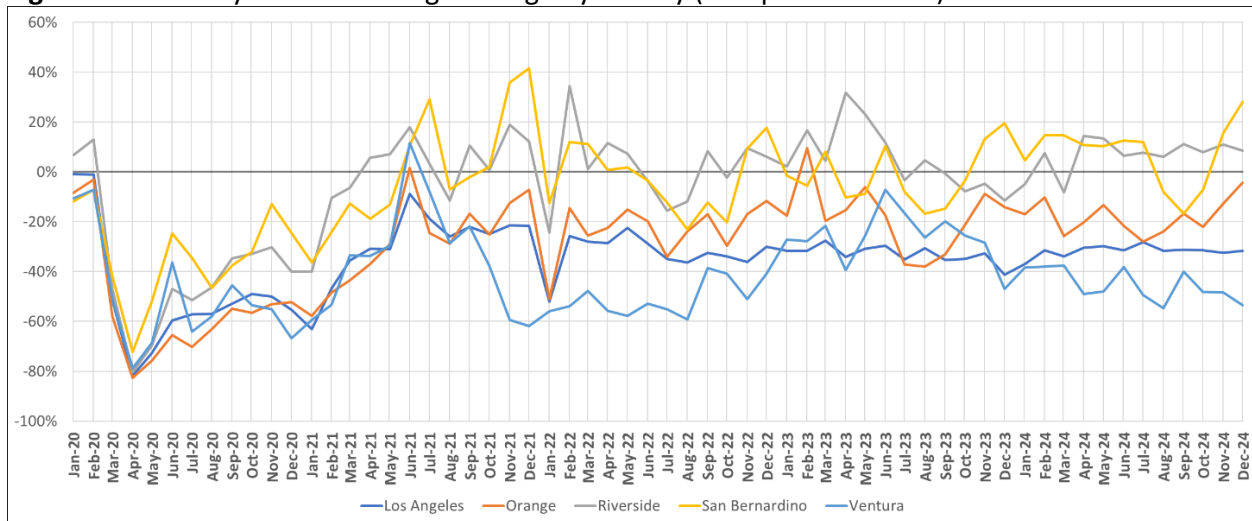
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

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



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

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



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

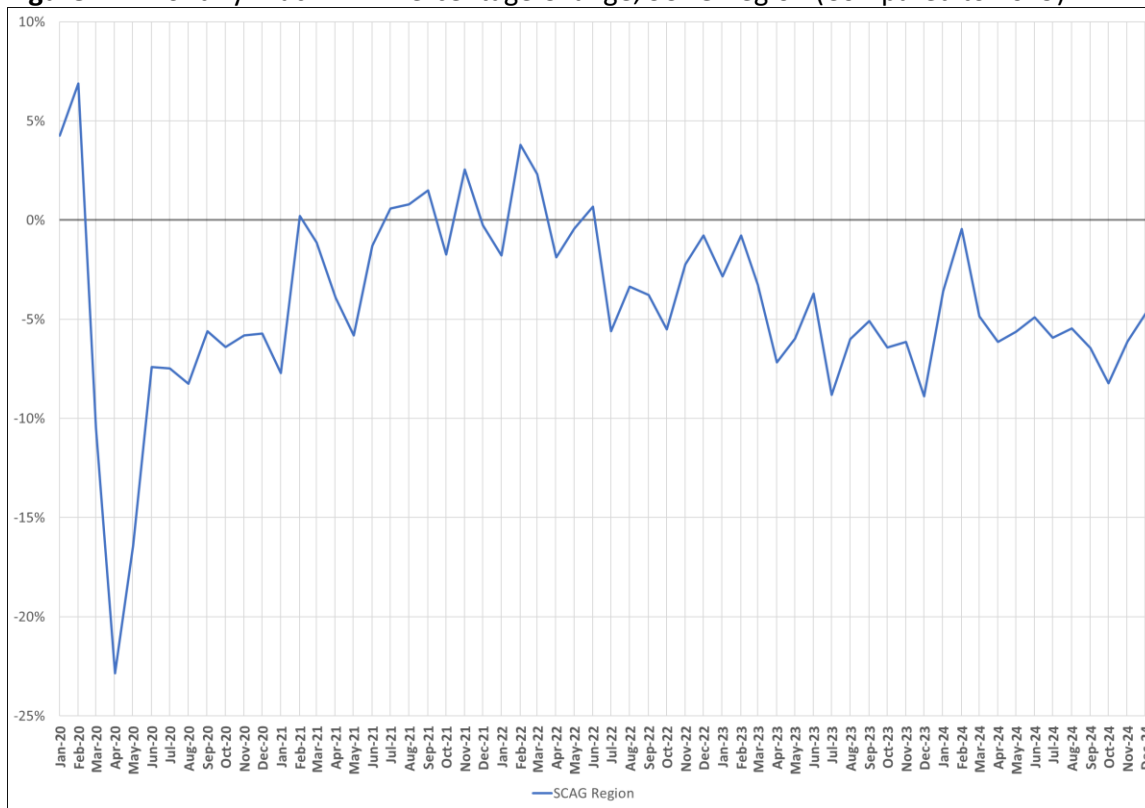
As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the

onset of the pandemic, including in the first half of 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about five percent below the pre-pandemic baseline by the end of December 2024.

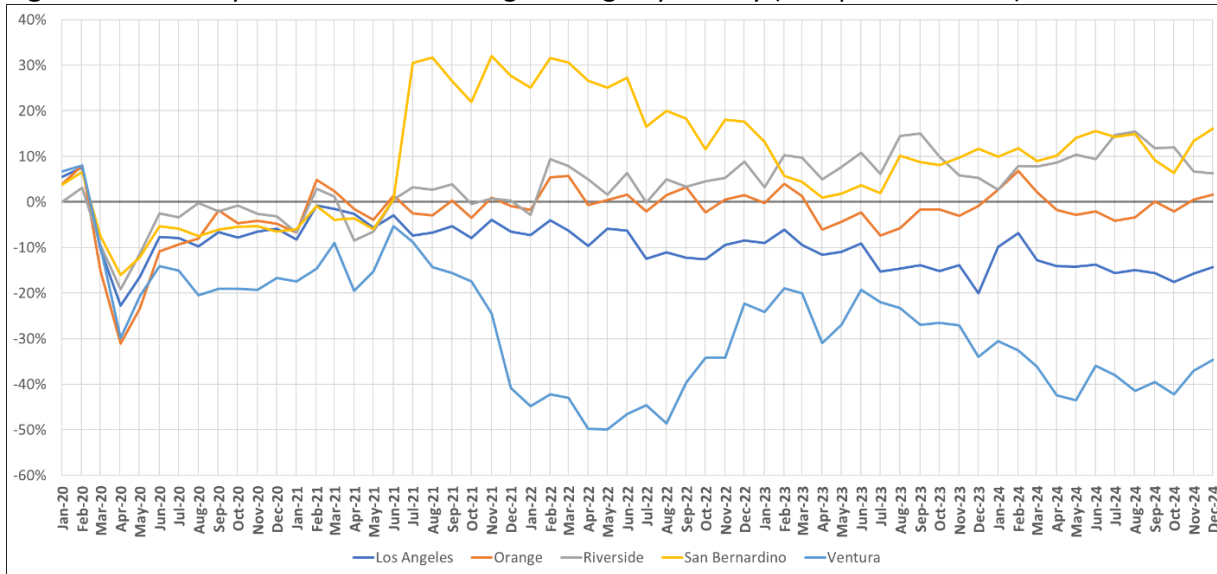
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on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

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



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

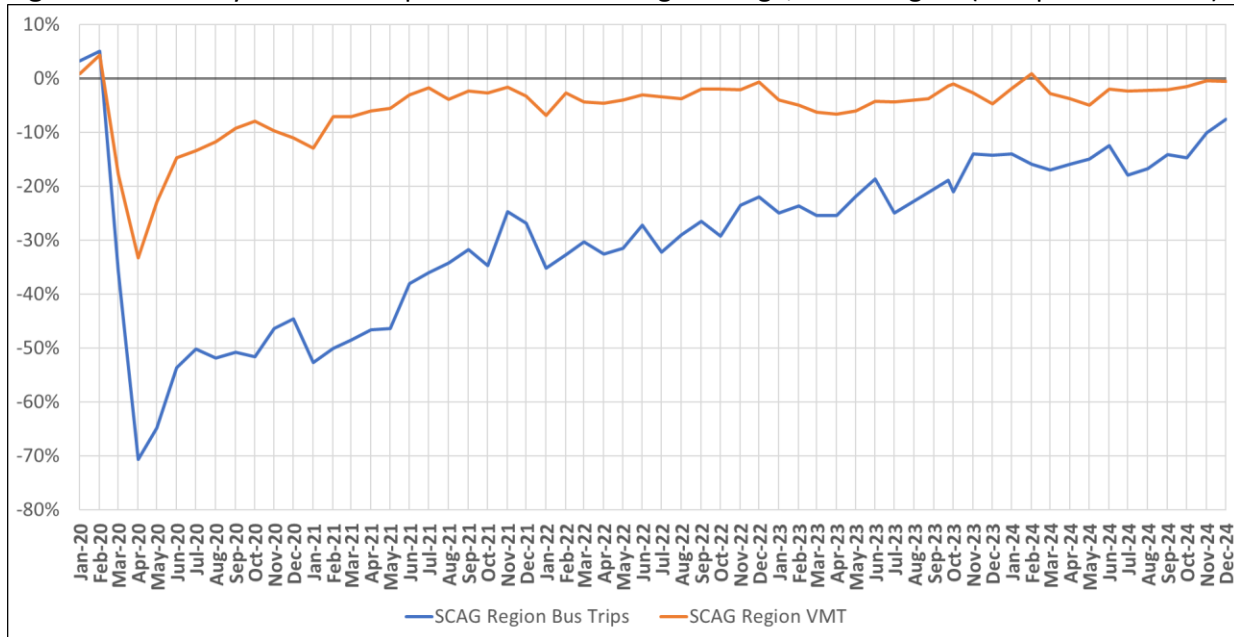
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



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

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month’s totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about eight percent below its pre-pandemic baseline level as of December 2024, is greater than the deficit in VMT of about less than one percent below its pre-pandemic baseline level in December 2024. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic, and both continue to gradually approach their pre-pandemic baselines.

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

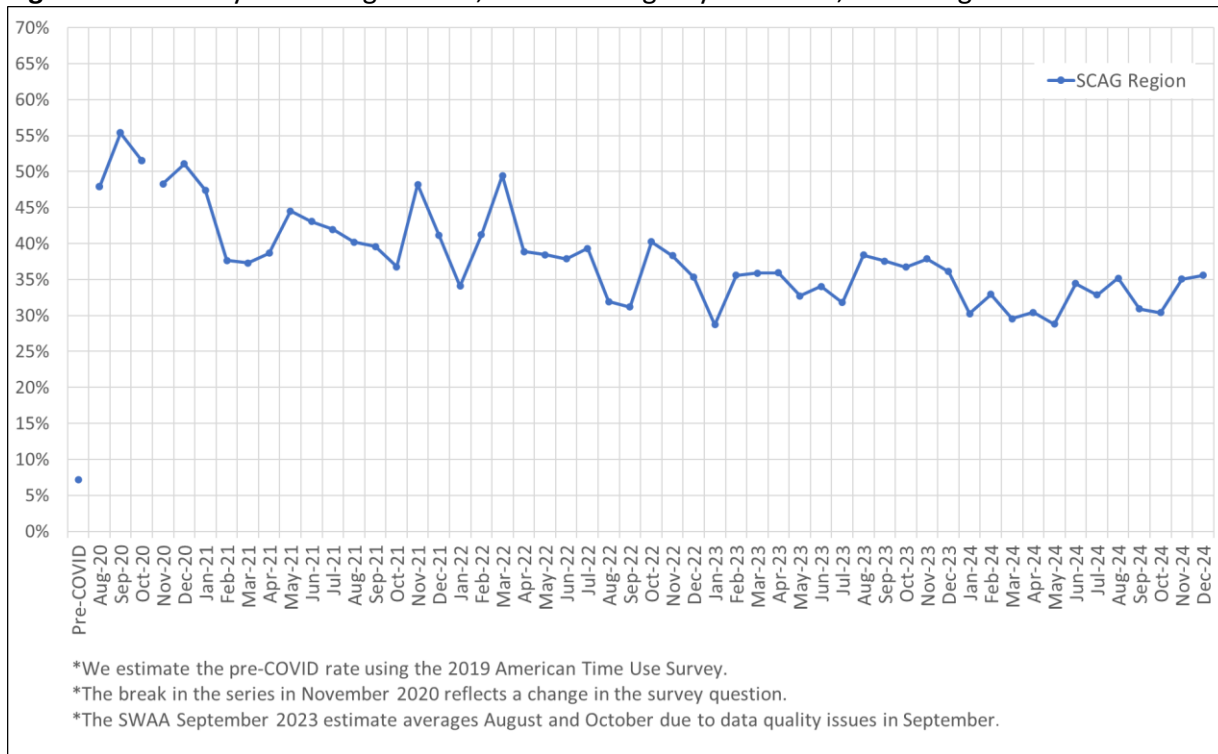


Source: [Federal Transit Administration National Transit Database](#) and California Performance Measurement System (PeMS), as of February 2025.

Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained relatively consistent, hovering between 30 and 35 percent. As of December 2024, the current rate stands at 36 percent.

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



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

NEXT STEPS:

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

FISCAL IMPACT:

None.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director
(213) 236-1827, Nam@scag.ca.gov

Subject: CalSTA Transit Transformation Task Force Update

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. Per the recent ridership updates to the Transportation Committee (please see the Transportation Trends Update staff report), as of December 2024, bus ridership is still approximately eight percent below pre-pandemic levels overall. Notably, however, many transit agencies continue to see ridership recovery on their systems. The Los Angeles County Metropolitan Authority's (Metro's) bus ridership has recovered more than rail ridership (down six percent vs. 29 percent, respectively, in December 2024, relative to December 2019). Many other lingering challenges threaten ridership growth beyond the purview of transit agencies. These pandemic impacts, along with increasing demand for sustainable transportation options, advancements in technology, and changes in urban environments, will shape the future for transit/rail recovery.

In addition to assembling the Regional Transit Technical Advisory Committee to discuss relevant issues relevant for improving transit in the region, SCAG continues to explore ways to advance transit and as part of implementing Connect SoCal 2024. For example, in 2025, SCAG plans to secure consultant support to conduct an Innovative Clean Transit Regional Assessment Study, to assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans and to assess the readiness of the region to transition to zero-emission transit fleets. SCAG anticipates exploring opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness and identifying potential roles for SCAG to play in facilitating the transition to clean transit.

Transit Transformation Task Force

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

The Task Force held its eighth bimonthly meeting on February 5, 2025, in Riverside. At this meeting, the Task Force reviewed and voted on a subset of policy recommendations pertaining to fleet and asset management goals and needs and the state's management of transit programs. The

recommendations considered start on slide #13 of this [presentation](#).¹ The Task Force recommended that CalSTA and Caltrans staff adjust language for several of the recommendations, including:

- AA.1: Deleting reference to requiring cost estimation and standardization inside grant programs.
- AA.3: Adding a recommendation to facilitate statewide coordination to address zero emission vehicles and related technologies not in service due to lack of OEM support to render vehicles operational and to ensure vehicles are adequately maintained.
- BB.1: Revising the recommendation to read: Allow agencies to opt-in to regional or California-wide joint procurement contracts to aggregate demand, and reduce costs for buses, parts, components, energy (e.g., utilities, hydrogen providers), and other technologies expanding upon DGS' existing procurement.
- DD.2: Revising the recommendation to read: Encourage transit agencies to consider shared training programs and for the state to invest in apprenticeship programs (e.g., on vehicle maintenance).
- DD.3: Revising the recommendation to read: Amend state rules and procedures to allow for the co-location for charging and fueling, as an opportunity to partner with schools and Caltrans, and to charge private freight to use charging facilities.

The Task Force deferred voting on several recommendations pertaining to the state's management of transit programs. The Task Force will require more detail to make informed recommendations in these areas. The Task Force also discussed options for additional funding, revenue sources, and needs. Meeting materials and updates on the work of the Task Force can be found at the CalSTA [webpage](#). The next Task Force meeting will be held on March 11, 2025, in Sacramento, where the Task Force will further discuss funding, revenue sources, and construction costs.

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

FISCAL IMPACT:

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

¹ February 5, 2025 Transit Transformation Task Force Presentation: https://calsta.ca.gov/-/media/calsta-media/documents/ttff_meeting_8_presentation_a11y.pdf.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
March 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Heidi Busslinger, Principal Regional Planner
213-630-1541, busslinger@scag.ca.gov

Subject: FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines and
Call for Project Nominations

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: 1) approve the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines.

RECOMMENDATION ACTION FOR RC:

Approve the FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. Authorize the Executive Director to initiate call for project nominations consistent with the approved FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines.

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

EXECUTIVE SUMMARY:

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).

The Federal Highway Administration (FHWA) directs an annual apportionment to the state of California, which is further distributed to eligible regions. The Southern California Association of Governments (SCAG) regional share of these funds for federal fiscal year 2026-2027 and federal fiscal year 2027-2028 apportionments are estimated to total \$1.2 billion.

SCAG, in its role as the designated metropolitan planning organization (MPO), 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 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines. FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Call for Project Nominations will make STBG and CMAQ funding available from the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 apportionments.

SCAG staff is seeking Regional Council approval of 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 Regional Council for approval of projects recommended for funding.

The FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines were previously scheduled for consideration by the Transportation Committee on January 30, 2025. However, the meeting was canceled to provide SCAG staff and leadership with the necessary time to thoroughly review and evaluate the potential implications of recent Executive Orders issued by President Trump. The FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines presented here have been updated accordingly.

BACKGROUND:

Historically, the six county transportation commissions in the SCAG region selected projects to be funded with STBG and CMAQ dollars. Due to a federal corrective action during SCAG's 2022 federal certification review, this responsibility was shifted to SCAG as the MPO for the region. Starting in July 2023, SCAG became responsible for the project selection and administration of STBG and CMAQ funds for our region.

The program guidelines outline the STBG and CMAQ project selection process and were last approved by the Regional Council in June 2023. The initial 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 Regional Council in June 2024.

The process to update the program guidelines included: incorporating lessons learned from the previous call for project nominations; streamlining the application process; establishing project categories reflective of Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG presidential and Regional Council priorities and objectives; placing a greater prioritization of federal performance management areas; considering Presidential Executive Orders and U.S. Department of

Transportation (DOT) policy changes; prioritizing particulate matter (PM) 2.5 reducing projects in alignment with federal guidance; and ensuring that eligible applicants are informed of the funding opportunity and related requirements in a timely manner. 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 Regional Council approval.

Projects approved by the Regional Council for funding will be programmed in the Federal Transportation Improvement Program (FTIP). While the program guidelines focus on CMAQ and STBG project selection for federal fiscal year 2026-2027 and federal fiscal year 2027-2028 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 odd year to reflect the latest Regional Council 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 extensive collaboration with the six county transportation commissions from October 2024 to January 2025. 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 reflect 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 SCAG's Connect SoCal 2024. The four-year long Connect SoCal 2024 planning process involved extensive stakeholder engagement and robust policy discussions with local elected leaders. The FFY 2026-2027 & FFY 2027-2028 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.

Summary of Key Changes

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

- **Streamlined Application Process** – In this upcoming call for project nominations, all local agencies within the region will apply via an online SCAG application module. This change was driven by feedback received from applicants in the previous call who noted confusion regarding the application process, which varied by county.
- **Establishment 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 2024-2025 SCAG Presidential Priorities and Objectives. These primary project categories outline how SCAG will prioritize projects under the Regional Priorities scoring criteria and eliminates the need for lengthy responses within the application. Resilience of at-risk infrastructure was also added as a priority due to recent wildfire events across the region.
- **Community Economic Development Benefits Scoring Criteria** – The former Equity scoring criteria of the guidelines has been modified to Community Economic Development Benefits, which will assess project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. This scoring criteria was updated as a result of recent Presidential Executive Orders and U.S. DOT policy changes related to equity, diversity, and inclusion.
- **Prioritization of PM2.5 Reducing Projects** – Per the latest interim CMAQ guidance dated October 28, 2024, the FHWA requires MPOs to prioritize PM2.5 reducing projects for CMAQ funding in areas designated as nonattainment or maintenance for PM2.5 under the Clean Air Act (42 USC 7401 et seq.). The scoring criteria were updated to further emphasize this requirement.

Next Steps

Upon the Transportation Committee's action and subsequent Regional Council approval of the updated program guidelines, the application will open to eligible applicants via an online SCAG module starting on March 31. SCAG will be hosting workshops for applicants on March 12 and March 18. Additional information will be available on [the SCAG STBG/CMAQ webpage](#) following the Regional Council's approval of the program guidelines.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2024-2025 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).



ATTACHMENT(S):

1. PowerPoint Presentation - STBG-CMAQ Guidelines Update and Call for Project Nominations
2. FFY 2026-2027 & FFY 2027-2028 STBG-CMAQ Program Guidelines



STBG/CMAQ Program Guidelines Update and Call for Project Nominations

Transportation Committee

March 6, 2025

WWW.SCAG.CA.GOV

Attachment: PowerPoint Presentation - STBG-CMAQ Guidelines Update and Call for Project Nominations (FFY 2027 & 2028 STBG/CMAQ

1

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.
- Regional Council last approved Program Guidelines in June 2023, and approved 33 projects for \$186.9 million in STBG and CMAQ funding in June 2024.
- The federal fiscal year 2026-2027 & federal fiscal year 2027-2028 STBG/CMAQ Call for Project Nominations will direct an estimated \$1.2 billion in available funding to eligible projects within the SCAG region.

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).

Eligibility (cont'd)

Tier 1 Regional Priorities

- **Clean Transportation** – alternative fuel and zero emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- **Resilience of At-Risk Infrastructure** – projects that improve the resilience of at-risk infrastructure from extreme weather events and natural disasters to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.
- **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 CMAQ new project limitation), microtransit, fare subsidies. Transit/rail safety and security projects.
- **Transportation Demand Management (TDM)** – TDM activities to reduce Single-Occupancy Vehicle (SOV) use including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
- **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 (ITS), truck parking facilities, and on-dock rail projects.

Eligibility (cont'd)

Tier 2 Regional Priorities

- **Complete Streets** – Complete streets projects to enable safe use and mobility for all users.
- **Natural Lands Preservation** – projects that support the preservation of and access to natural lands.
- **System Preservation** – projects that maintain existing transportation systems and facilities.

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 (Highly Recommended, Recommended, Contingency List, Not Recommend) 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

This proposed update to the STBG/CMAQ guidelines incorporates the following major changes:

- **Streamlined application process.**
 - All applicants will apply via an online SCAG application module.
 - This process improvement was driven by feedback received from applicants in the previous call.
- **Establishment of project categories within the Regional Priorities scoring criteria.**
 - These primary project categories are reflective of Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG presidential and Regional Council priorities and objectives.
 - The resilience of at-risk infrastructure category was added as a priority in response to recent wildfire events across the region.

Summary of Changes (cont'd)

- **Prioritization of federal performance management areas.**
 - The Performance Measures scoring criteria from the previous guidelines have been shifted to the federal performance management areas.
 - This change allows for alignment with the recently adopted Connect SoCal 2024.
- **Community Economic Development Benefits scoring criteria.**
 - The former Equity section was modified with the new scoring criteria assessing project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
 - This modification was made in response to recent Presidential Executive Orders and U.S. Department of Transportation policy changes related to equity, diversity, and inclusion.

Summary of Changes (cont'd)

- **Prioritization of particulate matter (PM) 2.5 reducing projects within the Air Quality Improvements scoring criteria.**
 - This additional scoring criteria aligns with federal requirements for CMAQ funding.

Scoring Criteria

PREVIOUS SCORING CRITERIA	PROPOSED SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization.	CTC Prioritization: Relative CTC project prioritization.	50 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	Regional Priorities: Focused on primary program/project categories that implement adopted Connect SoCal.	20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> • Location Efficiency • Mobility and Accessibility • Safety and Public Health • Environmental Quality • Economic Opportunity • Investment Effectiveness • Transportation System Sustainability • Environmental Justice 	Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management Areas: <ul style="list-style-type: none"> • 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 (TAM) • Transit System Safety 	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	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

Upcoming Activity

PROJECT SELECTION MILESTONES	DATE (Subject to Change)
Program Guidelines Adoption	March 6
SCAG-Led Applicant Workshops*	March 12 & March 18
Office Hours	Available upon request
Project Nominations Open for Local Agencies	March 31
Project Nomination Applications Due Date	May 16 at 5pm
County Transportation Commission Project Prioritization Packages Due to SCAG	August 1 at 5pm
Regional Council Considers Award Recommendations	November 6 or December 3

*SCAG in collaboration with county transportation commission staff may also host county-specific workshops. More information regarding these additional workshops will be available on the SCAG website.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/stbg-cmaq-program>



FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ PROGRAM GUIDELINES

Guidelines outlining the SCAG-administered project selection process in compliance with federal requirements for the Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ).

MARCH 2025

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FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Overview

The federal fiscal year 2026-2027 and federal fiscal year 2027-2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2026-2027 & FFY 2027-2028 STBG/CMAQ Program Guidelines), scheduled for adoption by the SCAG Regional Council in March 2025, 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.

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, Federal Transportation Improvement Program (FTIP), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

Connect SoCal 2024 provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. Connect SoCal 2024 was developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. Connect SoCal 2024 demonstrates how transportation projects and programs in the six-county SCAG region conform to state of California and federal air quality mandates for funding eligibility. Connect SoCal 2024 also identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. An [FTIP](#) is prepared by a metropolitan planning organization to list projects to be funded from federal, state, and local sources for the next four-year period. By providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects, the FTIP is a key component in the Connect SoCal 2024 implementation process. The FTIP is required to advance Connect SoCal 2024 by programming projects in accordance with federal and state requirements, including specific requirements for scheduling projects, funding, and the timely implementation of transportation control measures to reduce air pollution. The [2025 FTIP](#), which was federally approved on Dec. 16, 2024, applies to the STBG/CMAQ call for project nominations for federal fiscal year 2026-2027 and federal fiscal year 2027-2028. The federal fiscal year 2026-2027 through federal fiscal year 2031-2032 FTIP will be in effect by mid-December 2026.

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 spring 2025.

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 2026-2027 and 2027-2028. 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 subsequent congressional reauthorization or continuing resolution.

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, de-obligations, OA loan repayments, and set-asides for SCAG-selected regional planning activities that would support planning priorities led by SCAG or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of Connect SoCal 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. These and other administrative processes will be further detailed in SCAG's Administrative Programming Procedures for federal transportation funds. Additionally, 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 SCAG selects projects 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 funds are subject to the Timely Use of Funds provisions outlined in Assembly Bill 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	2026-2027	2027-2028
Obligation deadline	9/30/2029	9/30/2030

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 see [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. This provision might not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer might 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 the Caltrans document [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.

ELIGIBLE PROJECTS

Projects must be eligible for STBG 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](#)

Consistent with Connect SoCal 2024 goals and strategies and Federal Performance Measure Goals, projects should be used for activities related to the following primary project categories **and have a clear transportation nexus**:

Tier 1 Regional Priorities

- Clean Transportation – alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- Resilience of At-Risk Infrastructure – projects that improve the resilience of infrastructure at risk from extreme weather events, natural disasters, or changing conditions, such as coastal erosion, to improve transportation and public safety and reduce costs by avoiding future maintenance or rebuilding costs.
- Transit and Multimodal Integration – support increasing public transit ridership, new or upgraded public transit facilities, operating assistance to sustain or expand service (subject to applicable CMAQ limitations), microtransit, fare subsidies, also including public transit safety and security projects.
- Transportation Demand Management (TDM) – TDM activities to reduce single-occupancy vehicle use, including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
- 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 (ITS), truck parking facilities, and on-dock rail projects.

Tier 2 Regional Priorities

- Complete Streets – complete streets projects to enable safe use and mobility for all users.
- Natural Lands Preservation – projects that support the preservation of, and access to, natural lands.
- System Preservation – projects that maintain existing transportation systems and facilities.

Examples of projects that fall into each of these primary project categories are included in [Appendix B](#). These primary project categories were derived from the [Connect SoCal 2024 goals and strategies](#). The tiers were informed by the [2024-2025 SCAG Presidential Priorities and Objectives](#), which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of the impacts on transportation infrastructure from recent wildfire and coastal erosion events across the region.

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 that 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 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. Toll credits are eligible to be used as a match for STBG and CMAQ funds, which can increase the federal share to 100 percent. However, due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available for STBG and CMAQ funds. More information regarding matching funds is outlined in [Caltrans' Local Assistance Procedures Manual Chapter 3: Project Authorization](#).

Applicants should also consult their county transportation commissions for the possibility of additional matching requirements that may be incorporated as part of their Project Prioritization Framework.

Application Process

Through the STBG/CMAQ call for project nominations process, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with Connect SoCal 2024 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.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Regional Council adopts Program Guidelines	March 6, 2025
Workshops	March 12 and March 18
Project nominations open to local agencies	March 31, 2025
Local agency project nomination application submission deadline	May 16, 2025, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 1, 2025, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2025

**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 Connect SoCal 2024. 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 110 points for projects submitted for potential CMAQ funding and up to 100 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 B for more information.	20 Points
<p>Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management areas:</p> <ul style="list-style-type: none"> • Performance Management Area 1 - Transportation System Safety • Performance Management Area 2 - National Highway Pavement and Bridge Condition • Performance Management Area 3 - National Highway System Performance • Performance Management Area 3 - Freight Movement • Performance Management Area 3 - CMAQ Program • Transit Asset Management • Transit System Safety <p>Please refer to Appendix C for more information. Please also refer to Section 7 of the Connect SoCal 2024 "Performance Monitoring Technical Report" for additional information.</p>	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 D 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. Particulate matter 2.5 reducing projects will receive additional points.	10 Points

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

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 110 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 100 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 or CMAQ availability and overall program balancing for a variety of project types and regional diversity.

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 in 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 STBG and CMAQ 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 STBG and CMAQ programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, and Monitoring

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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, projects that require modeling or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines and [Chapter 3 of the LAPM](#). Local agencies should work with their county transportation commission to program approved funds in the FTIP. For additional FTIP information, please refer to the latest adopted [2025 FTIP Guidelines](#) approved by the SCAG Regional Council in November 2023.

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 Procedure Manual](#) and [Exhibits](#). All projects approved for STBG and CMAQ funds must obligate by the deadline. Delays, advancements, and scope changes are subject to SCAG approval.

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, county transportation commissions, local jurisdictions, and transit operators to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and OA balances.

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 include supplemental questions 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 SCAG's call for project nomination process to maximize project impact and advance collaborative policy goals.

At a 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 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 can 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 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 chief executive officer (CEO) and/or governing board. A draft copy of the project prioritization framework for SCAG comment and concurrence should be provided by March 24. 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.

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 and/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 should 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.

Appendix B

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 [2024-25 SCAG Presidential Priorities and Objectives](#), which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The resilience of at-risk infrastructure primary project category is included in Tier 1 because of the impacts on transportation infrastructure from recent wildfire and coastal erosion events across the region. 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 and charging infrastructure and equipment that reduce criteria pollutant emissions.
- Alternative fuel and zero-emission bus capital purchase that reduce criteria pollutant emissions.
- Charging and fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criterial pollutant emissions.
- Medium- and heavy-duty alternative fuel and zero-emission conversion.

Resilience of At-Risk Infrastructure

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

Transit and Multimodal Integration

- Transit plans
- Public transportation agency safety plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit facilities – new/rehab/replacement
- Transit safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Microtransit
- Operations (subject to CMAQ new-project limitations)

- Free- or reduced-fare programs
- Fare integration programs
- Transit signal priority
- Bus stop and rail station improvements
- Universal basic mobility
- Mobility hubs

Transportation Demand Management (TDM)

- 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 and 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
- ITS elements

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

Natural Lands Preservation

- Wildlife crossings
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions
- Eligible recreational trail projects including maintenance and restoration of existing trails
- Bike and pedestrian access to open space and parks

System Preservation

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

Appendix C

Federal Performance Management Areas

Transportation performance management 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 areas:

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

In addition to the three performance management areas, 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 assesses 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 might not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management Area 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 Area 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 Area 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 Area 3 – Freight Movement

- Interstate system truck travel time reliability (truck travel time reliability index).

Performance Management Area 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita.
- Total emissions reduction by criteria pollutant (e.g., particulate matter 10, particulate matter 2.5, ozone, carbon monoxide).
- 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 Transit Economic Requirements Model scale.

Transit System Safety

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

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

Appendix D

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” consistent with the U.S. Department of Transportation’s [“FY 2025 Notice of Funding Opportunity”](#) for the Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Community are defined as either of the following:

- Any county (or equivalent jurisdiction) with greater than or equal to 20 percent of the population living in poverty as indicated through the [BUILD Grant Project Location Verification mapping tool](#).
- Any census tract with a poverty rate of at least 20 percent, as measured by the five-year data series available from the Census Bureau’s American Community Survey and 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.

SUPPLEMENTAL RESOURCES

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 (e.g., 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 or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads and railyards.
- 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.

Appendix E

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the county transportation commission list as Highly Recommended	50 Points
Prioritized in the county transportation commission list as Recommended	40 Points
Prioritized in the county transportation commission Contingency List	20 Points
Not recommended	0 Points
Regional Priorities	Possible Points
Project identified as part of Tier 1 Regional Priorities Program Categories: <ul style="list-style-type: none"> Clean Transportation Resilience of At-Risk Infrastructure Transit and Multimodal Integration Transportation Demand Management Transportation System Management and Goods Movement 	20 Points
Projects identified as part of Tier 2 Regional Priorities Program that also demonstrate a systems approach to identifying and managing needs by means of: <ul style="list-style-type: none"> A transportation related natural lands preservation plan, including for wildlife crossings A pavement management plan or program A complete streets plan, program, or policy 	15 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: <ul style="list-style-type: none"> Complete Streets Natural Lands Preservation System Preservation 	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 federal performance management area, as confirmed by general responses. 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. 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. 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*	
<ul style="list-style-type: none"> • 75-100 percentile 	8 Points
<ul style="list-style-type: none"> • 50-74 percentile 	6 Points
<ul style="list-style-type: none"> • 25-49 percentile 	4 Points
<ul style="list-style-type: none"> • 1-24 percentile 	2 Points
<ul style="list-style-type: none"> • Does not address cost-effectiveness 	0 Points
Particulate Matter 2.5 Reduction Relative to ALL Projects	
<ul style="list-style-type: none"> • Top 50% of Particulate Matter 2.5 Reducing Projects 	2 Points
<ul style="list-style-type: none"> • Below top 50% of Particulate Matter 2.5 Reducing Projects 	0 Points

**If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted*



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IMPERIAL COUNTY
1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
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ORANGE COUNTY
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Orange, CA 92868
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RIVERSIDE COUNTY
3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY
1170 W. Third St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 630-1499

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

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AGENDA ITEM 6
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rachel Om, Senior Regional Planner
213-630-1550, om@scag.ca.gov

Subject: SCAG 2025 Regional Active Transportation Program

RECOMMENDED ACTION:

Recommend that the Regional Council adopt Resolution No. XX-XXX-X approving the SCAG 2025 Active Transportation Program.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG, in partnership with the six county transportation commissions, developed the proposed 2025 Regional Active Transportation Program (ATP), which is comprised of 15 projects (totaling \$35.023 million) and 113 contingency projects (totaling \$972.2 million) that support walking, bicycling, and other forms of active transportation in the region. Per the 2025 ATP Statewide Guidelines (Statewide Guidelines) and SCAG's 2025 ATP Regional Guidelines (Regional Guidelines), applications that were not selected for funding in the statewide competition (111) and applications submitted to SCAG's supplemental call for projects (29), administered through SCAG's Sustainable Communities Program (SCP), were considered for the 2025 Regional ATP. SCAG staff is seeking a recommendation for approval of the 2025 Regional ATP, which will be submitted for approval by the Regional Council on April 3, 2025, and the California Transportation Commission (CTC) on June 26, 2025.

BACKGROUND:

On March 21, 2024, the CTC adopted the 2025 ATP Statewide Guidelines and announced the 2025 ATP call for projects. At that time, the fund estimate was \$568.7 million covering fiscal years 2025-2026 through 2028-2029. However, following the Budget Act of 2024 (June 2024), the 2025 ATP fund estimate was reduced to \$168.7 million. Statewide project applications were due by June 17, 2024. The SCAG region submitted 114 applications, totaling more than \$1 billion in funding requests.

Per the Statewide Guidelines, sixty percent of the total funding awards are selected by the CTC through the Statewide and Small Urban & Rural Components. The CTC made their initial announcement of statewide recommendations on November 1, 2024, and adopted the 2025 ATP Statewide and Small Urban & Rural Components on December 5, 2024. The Statewide Component included funding for three projects in the SCAG region, totaling \$35.8 million. The remaining 40 percent of the total funding awards are selected by the 10 largest regional metropolitan planning organizations (MPOs), with funding distributed by population. SCAG's share is \$35.023 million, roughly 52 percent of the MPO Component.

The Statewide Guidelines also permit MPOs to hold a supplemental call for projects to develop their respective MPO Components (e.g., SCAG's Regional ATP). SCAG administered a supplemental call for projects through the 2024 SCP Active Transportation and Safety call for applications, and the Regional Council approved the recommended project and contingency project lists on December 5, 2024.

PROJECT SELECTION PROCESS:

The Regional Council approved the Regional Guidelines on April 4, 2024, and approved the Amended Regional Guidelines on September 5, 2024, to reflect the reduced ATP fund estimate. The Regional Guidelines establish a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- **Implementation Projects:** No less than 95 percent of SCAG's funding will be recommended to fund projects in this category, which includes Infrastructure, Non-infrastructure, and Infrastructure with Non-infrastructure components projects. The selection process for Implementation Projects is consistent with previous ATP cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to 20 points, on a 120-point scale, to supplement the state-provided base scores. Total funding available in each county is based on population-based funding targets.
- **Planning & Capacity Building Projects:** Five percent of SCAG's funding will be recommended to fund projects in this category, which includes Planning, Non-infrastructure, and Quick-Build projects. The projects considered for funding in this category include projects that are submitted through the statewide ATP call for projects using the state's Planning, Non-infrastructure, and Quick-Build applications and Planning and Quick-Build projects submitted through SCAG's supplemental call for projects, administered through the 2024 SCP Active Transportation and Safety call for applications. As with the Implementation

category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets.

The recommended Regional ATP of 15 projects and 113 contingency projects has been assembled by combining recommendations from the Implementation and the Planning & Capacity Building categories. The SCAG 2025 Regional ATP is included as Attachment 2. The table below summarizes funding recommendations by county.

ATP Funding by County (\$1,000s)			
County/SCAG	Implementation Projects	Planning & Capacity Building Projects	Total ATP
Imperial	\$338	\$0	\$338
Los Angeles	\$17,435	\$1,291.51*	\$18,726.51
Orange	\$5,652	\$400*	\$6,052
Riverside	\$4,437	*	\$4,437
San Bernardino	\$3,934	*	\$3,934
Ventura	\$1,502	*	\$1,502
SCAG	\$0	\$33.49**	\$33.49
Total	\$33,298	\$1,725	\$35,023

**This table reflects the planning and quick-build projects funded by the Regional ATP and does not reflect the total funding awarded for plans and quick-build projects through the 2024 SCP Active Transportation and Safety call.*

***Approximately two percent of the Planning & Capacity Building funding supports SCAG grant administration.*

NEXT STEPS:

Following the Transportation Committee’s recommendation for approval, the Regional ATP will be submitted to the Regional Council for approval at the April 3, 2025, meeting and the CTC for adoption at its June 26, 2025, meeting.

FISCAL IMPACT:

The project sponsors identified in the SCAG 2025 Regional ATP will be required to secure allocation from the CTC. SCAG will serve as the project sponsor and receive \$1.725 million in ATP funds to administer plans and quick-build projects that were submitted through the 2024 SCP Active Transportation and Safety call for applications. Funding for development of the Regional ATP is included in SCAG’s FY 2024-25 Overall Work Program (OWP) Budget. Staff’s work budget is included in task 050-0169.06 Complete Streets: Active Transportation Program and 050.0169.11 Active Transportation Program.



ATTACHMENT(S):

1. PowerPoint Presentation – SCAG 2025 Regional Active Transportation Program
2. SCAG 2025 Regional Active Transportation Program
3. Resolution No. XX-XXX-X SCAG 2025 Regional Active Transportation Program



SCAG 2025 Regional Active Transportation Program

Transportation Committee

March 6, 2025

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2025 ATP (Cycle 7): Overview

- Programs four years of funds: FY25/26 to FY28/29
- Approximately **\$169M** funding statewide
 - 50% Statewide
 - 10% to Small Urban & Rural
 - 40% to MPOs with 200,000+ population
- SCAG's regional share is approximately **\$35M**

2025 ATP (Cycle 7): Statewide Component

- 277 project applications requesting \$2.5 billion
 - 114 applications from SCAG region (\$1 billion)
- 9 projects funded through Statewide Component (\$84 million)
 - 3 projects from SCAG region (\$36 million)

Applicant	Project Name	ATP Award
San Gabriel Valley Council of Governments	Safe Paths Pomona: At-Grade Pedestrian and Bike Safety	\$20.2 million
Los Angeles County	West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks	\$8 million
Inglewood	Westchester/Veterans Station Multimodal Connection Project	\$7.7 million

2025 ATP (Cycle 7): Regional ATP

- Regional ATP developed with unfunded Statewide ATP applications and optional regional supplemental call for projects:
 - 111 applications from Statewide ATP
 - 29 applications from 2024 Sustainable Communities Program Active Transportation and Safety call
- SCAG 2025 Regional ATP
 - 15 projects (\$35 million)
 - 113 contingency projects (\$972 million)

2025 ATP (Cycle 7): Regional ATP

- Regional ATP developed in partnership with six county transportation commissions
 - Implementation Projects: 95 percent of Regional ATP funds
 - Planning & Capacity Building Projects: 5 percent of Regional ATP funds

- Regional ATP funding allocated to each county using population-based funding targets

2025 ATP (Cycle 7): Regional ATP

County/SCAG	Implementation	Planning & Capacity Building	Total ATP
Imperial	\$338,000	\$0	\$338,000
Los Angeles	\$17.4 million	\$1.3 million	\$18.7 million
Orange	\$5.7 million	\$400,000	\$6.1 million
Riverside	\$4.4 million	*	\$4.4 million
San Bernardino	\$3.9 million	*	\$3.9 million
Ventura	\$1.5 million	*	\$1.5 million
SCAG	\$0	\$33,000**	\$33,000
Total	\$33.3 million	\$1.7 million	\$35 million

*Reflects projects funded by ATP, not the full 2024 SCP Active Transportation and Safety Awards.

**Approximately 2% of the Planning & Capacity Building funding supports SCAG grant administration.

2025 ATP (Cycle 7): Key Dates

Date (2025)	Key Milestone
February 21	SCAG submitted draft Regional ATP to CTC
March 6	SCAG TC recommends approval of Regional ATP
April 3	SCAG RC approves Regional ATP
April 21	SCAG submits final Regional ATP to CTC
June 26	CTC adopts MPO Component



THANK YOU!

For more information, please visit:

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

SCAG 2025 Regional ATP - Recommended Projects

Awardee	Project Name	County	ATP Award (\$1,000s)	Project Type
Imperial County Office of Education	Safe Pathways to School	Imperial	\$ 338	Non-Infrastructure
Los Angeles County	Willowbrook Walk and Roll Pedestrian Safety Enhancements Project	Los Angeles	\$ 7,990	Medium Infrastructure
City of El Monte	Valley Boulevard Complete Street	Los Angeles	\$ 4,355	Large Infrastructure
City of Los Angeles	Ballona Creek Multi-use Path Extension and Connections	Los Angeles	\$ 5,090	Large Infrastructure
Los Angeles County	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	Los Angeles	\$ 803	Quick-Build
City of Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	Los Angeles	\$ 222	Quick-Build
Cal State University Dominguez Hills	CSUDH Transportation Demand Management Plan: LA 28 and Beyond	Los Angeles	\$ 267	Plan
City of Santa Ana	Heroes ES_Carver ES_Willard Int_Wilson Safe Routes To School	Orange	\$ 3,350	Large Infrastructure
City of Orange	Santiago Creek Bike Trail Gap Closure	Orange	\$ 2,302	Medium Infrastructure
Orange County Transportation Authority	Move OC: A Vibrant Path to Active Transportation	Orange	\$ 400	Plan
City of Coachella	Connecting Coachella	Riverside	\$ 2,548	Large Infrastructure + Non-Infrastructure
Riverside County	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project	Riverside	\$ 1,889	Large Infrastructure
City of Rialto	City of Rialto Safe Routes to School Improvements Project	San Bernardino	\$ 3,934	Medium Infrastructure
City of Thousand Oaks	Route 23/Olsen Road Bike Improvements	Ventura	\$ 726	Small Infrastructure
City of Ventura	Eastside Neighborhood Greenway Project	Ventura	\$ 776	Medium Infrastructure

Attachment: SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation Program)

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score ¹	MPO Score ²
City of Holtville	Holton Interurban Bikeway	Imperial	\$ 2,120	70	90
City of Imperial	SR 86 Multimodal Improvement Project	Imperial	\$ 9,900	59	79
Heber Public Utility District	Heber Greenbelt Project	Imperial	\$ 3,000	55	75
City of Calipatria	N Lake Avenue Pedestrian Facility Improvements	Imperial	\$ 1,427	54	74
SGVCOG	Azusa's Road to Zero	Los Angeles	\$ 10,576	92	98
City of Los Angeles	710 Valley Boulevard Multi-Modal Transportation Improvement Project	Los Angeles	\$ 60,396	90	97
Los Angeles County	Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	Los Angeles	\$ 7,200	91	96
City of Industry	East-West Regional Bikeway for Safe, Clean, Equitable Access & Connectivity (Ph1)	Los Angeles	\$ 7,823	89	95
City of Rosemead	Rosemead Pedestrian and SRTS Improvements	Los Angeles	\$ 2,371	88	95
City of South El Monte	South El Monte (SEM) Complete Streets Project	Los Angeles	\$ 50,813	88	95
City of Covina	Second Avenue Active Transportation Corridor Project	Los Angeles	\$ 5,985	91.5	94.5
City of Maywood	Bike and Pedestrian Master Plan Implementation	Los Angeles	\$ 9,237	84	93
City of Culver City	Culver City Crossroads Community Connector (C5) (Better Overland/Safer Fox Hills)	Los Angeles	\$ 36,234	88.5	92.5
City of Los Angeles	LA-BRAVE-7: Los Angeles Bikeways, Riverways, and Active-Valley Equity [LARiverWay/ESFV Link]	Los Angeles	\$ 26,525	87	92
LA Metro	Doran Street Active Transportation Project	Los Angeles	\$ 17,452	88	90
Los Angeles County	Neighborhood Pedestrian Connections in East Rancho Dominguez	Los Angeles	\$ 7,438	85	90
City of San Fernando	Pacoima Wash Bikeway and Pedestrian Path Phase II	Los Angeles	\$ 13,993	83.5	89.5
City of Long Beach	Long Beach Boulevard Complete Streets Project	Los Angeles	\$ 7,978	82	89
City of Downey	South Downey Safe Routes to School Phase III Project	Los Angeles	\$ 1,255	85	88
City of Glendale	Glendale Pedestrian Plan Safety Corridors	Los Angeles	\$ 11,312	79	86
City of Los Angeles	E Line Multiuse Path Regional Gap Closure	Los Angeles	\$ 8,697	81	85
City of Lancaster	Prime Desert Woodland Preserve Active Access (PDWP Active Access)	Los Angeles	\$ 6,138	82	84
City of Lancaster	Amargosa Creek Connector	Los Angeles	\$ 6,852	78	81

Attachment: SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation Program)

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
City of Lancaster	Equitable Complete Streets for Challenger Way Corridor	Los Angeles	\$ 17,674	77	80
City of Paramount	Paramount- Salud South Bikeway Trail	Los Angeles	\$ 12,830	75	80
City of South El Monte	Weaver Ave HAWK & Citywide Pedestrian Improvements	Los Angeles	\$ 2,189	70	77
City of West Covina	West Covina Pedestrian Improvements Project	Los Angeles	\$ 2,400	71	75
City of Palmdale	Palmdale Pedestrian & Bicyclist Connectivity Project	Los Angeles	\$ 4,133	69.5	72.5
City of Avalon	Crescent Ave/PBR Complete Street Corridor	Los Angeles	\$ 780	70	72
City of Alhambra	Alhambra Pedestrian Priority Zones and Marguerita Neighborhood Greenway	Los Angeles	\$ 15,472	65	72
City of Huntington Park	Scramble Crosswalk at Pacific Boulevard and Florence Avenue	Los Angeles	\$ 1,535	63	72
City of South Gate	State Street Complete Streets Project	Los Angeles	\$ 3,054	72	72
City of Monterey Park	Floral Drive Pedestrian Safety Improvement Project	Los Angeles	\$ 3,499	65	68
City of Temple City	Temple City Pedestrian Improvements Project	Los Angeles	\$ 2,575	65	68
City of Signal Hill	Signal Hill Elementary School Safe Route to School Corridors	Los Angeles	\$ 3,480	62	65
City of Inglewood	Inglewood Transit Connector	Los Angeles	\$ 15,096	61	65
City of Baldwin park	Baldwin Park Greenway Gap Closure	Los Angeles	\$ 3,758	57	61
City of Covina	ATP Cycle 7 Crosswalk Improvements	Los Angeles	\$ 850	57	57
Los Angeles County	Cornell Road Bike Turnouts Project	Los Angeles	\$ 1,040	53	55
City of Hawaiian Gardens	Norwalk Boulevard Crosswalk Safety Improvement	Los Angeles	\$ 981	42	46
City of South Gate	Southern Avenue Bicycle & Pedestrian Bridge Project	Los Angeles	\$ 2,779	46	46
Los Angeles County	Pedestrian Connections to Atlantic Avenue	Los Angeles	\$ 7,852	33	39
City of Montebello	Montebello Pedestrian & Bike Safety Enhancement Project	Los Angeles	\$ 4,819	9	14
City of San Fernando	San Fernando Safety Action Plan	Los Angeles	\$ 285	N/A**	83.25
City of Paramount	Paramount Safety Action Plan	Los Angeles	\$ 285	N/A**	79.5
City of Lancaster	Safe Routes to Lancaster High Schools	Los Angeles	\$ 350	N/A**	71
City of Glendora	Go Glendora! Active Transportation Plan	Los Angeles	\$ 300	N/A**	59.25
City of Montebello	Madison Avenue Neigborway	Los Angeles	\$ 442	N/A**	85.25
Los Angeles County	East Los Angeles Pedestrian Enhancements Project	Los Angeles	\$ 1,525	82	82

Attachment: SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation Program)

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
Los Angeles County	West Carson Pedestrian Safety Project	Los Angeles	\$ 1,175	80	80
City of Pico Rivera	Walkable Uptown Pico Rivera	Los Angeles	\$ 900	N/A**	73.67
City of Santa Ana	Heroes ES_Carver ES_Willard Int_Wilson Safe Routes To School*	Orange	\$ 20,618	91	111
City of Orange	Santiago Creek Bike Trail Gap Closure*	Orange	\$ 7,251	83	100
City of Santa Ana	Monroe Elementary and Edison Elementary Safe Routes to School	Orange	\$ 12,249	81	98
City of Santa Ana	Harvey Elementary, Adams Elementary, Carr Intermediate, Valley HS and Godinez HS SRTS	Orange	\$ 25,472	81	98
City of Anaheim	OC River Walk Multimodal Connectivity Project	Orange	\$ 42,470	77	97
City of Santa Ana	Lincoln Elementary, Monte Vista Elementary, King Elementary and Griset Academy Safe Routes to School	Orange	\$ 19,848	79	96
City of La Habra	La Habra Rails to Trails OC Loop Gap Closure	Orange	\$ 13,400	74.5	94.5
City of Santa Ana	Santa Ana Vision Zero	Orange	\$ 31,679	74	94
Orange County Transportation Authority	Move OC: A Vibrant Path to Active Transportation*	Orange	\$ 600	72	92
City of Santa Ana	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary and Franklin Elementary Safe Routes to School	Orange	\$ 40,490	72	92
City of Westminster	Edwards Street Safe Routes to School Complete Street –Phase 3	Orange	\$ 3,335	72	92
City of Anaheim	City of Anaheim Active Transportation Plan	Orange	\$ 500	74	91
City of Stanton	Orangewood Avenue Traffic Calming Project	Orange	\$ 4,630	67	87
City of Garden Grove	Garden Grove Safe Routes to School: Phase II Master Plan	Orange	\$ 250	66	81
City of Los Alamitos	Los Alamitos Safety Action Plan	Orange	\$ 285	N/A**	76.25
City of Irvine	Venta Spur Trail Crossings Study	Orange	\$ 380	N/A**	70.75
City of Santa Ana	Complete Street/Corridor Improvements Study and Plan	Orange	\$ 350	N/A**	69.75
City of Santa Ana	Feasibility of Bikeway Facilities at Railroad Crossings (FBFRC) Study and Plan	Orange	\$ 500	N/A**	64.75
City of Coachella	Connecting Coachella*	Riverside	\$ 16,600	95	109
County of Riverside, Transportation Department	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project*	Riverside	\$ 3,046	87.5	107.5

Attachment: SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation Program)

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
City of Eastvale	Improvement of Trail Network Connectivity Project	Riverside	\$ 21,988	83	103
City of Temecula	Temecula Creek South Side Trail	Riverside	\$ 6,967	81.5	101.5
City of Hemet	East Menlo Avenue Pedestrian Improvements and Bicycle Connectivity	Riverside	\$ 7,151	80	100
City of Banning	City of Banning Downtown Active Transportation Improvement Project	Riverside	\$ 23,266	92	99
Riverside County Transportation Department	Thermal and Oasis Sidewalk and Trail Project	Riverside	\$ 20,933	82	98
City of Jurupa Valley	Pedley Elementary School Pedestrian Improvements	Riverside	\$ 2,648	87	91
City of Jurupa Valley	Galena Street Improvement Project	Riverside	\$ 7,028	84	91
Riverside County Transportation Department	Lakeview and Nuevo Mobility Plan	Riverside	\$ 325	89	89
City of Moreno Valley	Juan Bautista de Anza Multi-Use Trail Project - Street Lighting	Riverside	\$ 2,659	79.5	86.5
Riverside County Transportation Department	Salton Sea Multi-Benefit Trail Network	Riverside	\$ 11,981	82	85
Coachella Valley Association of Governments	CV SAFE (Safe Active Transportation For Everyone)	Riverside	\$ 2,116	82	82
Riverside University Health System - Public Health	RUHS-Public Health Safe Routes for All - Riverside	Riverside	\$ 885	75	75
City of Moreno Valley	Iris Avenue Pedestrian-Bicyclist Gap Closure and Safety Improvements	Riverside	\$ 2,834	67	74
Riverside University Health System - Public Health	RUHS-Public Health Safe Routes for All - Perris	Riverside	\$ 862	72	72
City of Indio	Clinton & Miles SRTS Community Connections Project	Riverside	\$ 2,290	56	69
City of Moreno Valley	Pedestrian and Bicycle Bridge Connectivity Project	Riverside	\$ 1,012	62	66

Attachment: SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation Program)

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
Riverside University Health System - Public Health	RUHS-Public Health Safe Routes for All - Indio	Riverside	\$ 888	56	56
City of Indian Wells	Indian Wells Complete Streets Project	Riverside	\$ 15,015	46	53
City of Moreno Valley	Pedestrian Intersection Access Improvements	Riverside	\$ 1,135	46	53
City of Moreno Valley	Steeplechase Drive Pedestrian-Bicyclist Gap Closure and Safety Improvements	Riverside	\$ 3,857	37	44
City of Rialto	City of Rialto Safe Routes to School Improvements Project*	San Bernardino	\$ 2,542	90	110
San Bernardino County Transportation Authority	San Sevaine Class I Network Connection	San Bernardino	\$ 18,361	85	105
City of Montclair	North Montclair Active Transportation Implementation Project	San Bernardino	\$ 27,770	84	104
City of Needles	City of Needles Sidewalk Improvement Project	San Bernardino	\$ 3,350	83	103
City of Yucca Valley	Yucca Valley Pedestrian Enhancements and Transit Access Project	San Bernardino	\$ 6,819	83	103
San Bernardino County Transportation Authority	Highland/Redlands Regional Connector	San Bernardino	\$ 15,901	81	101
City of San Bernardino	City of San Bernardino SRTS/Sidewalk Gap Connectivity Project	San Bernardino	\$ 1,960	80	100
City of Montclair	City of Montclair SRTS Active Transportation Improvement Project	San Bernardino	\$ 4,108	76.5	96.5
City of Victorville	Mojave Drive Complete Streets Improvement Project	San Bernardino	\$ 3,053	67.5	87.5
City of Apple Valley	Bear Valley Road Bike and Pedestrian Connectivity Project	San Bernardino	\$ 4,466	64	84
City of Apple Valley	Phoenix Academy Safe Routes to School Pedestrian Connection Project	San Bernardino	\$ 3,447	64	84
City of Rancho Cucamonga	Haven Avenue Complete Streets Project	San Bernardino	\$ 39,966	63	83
City of Rancho Cucamonga	SW DAC & Cucamonga Creek Trail SRTS Improvements Project	San Bernardino	\$ 4,861	54	74
City of Adelanto	Adelanto Safe Route to School Bartlett Avenue Pedestrian Improvements (SRTS)	San Bernardino	\$ 3,464	53	73

Attachment: SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation Program)

SCAG 2025 Regional ATP - Contingency List

Applicant	Project Name	County	ATP Request (\$1,000s)	State Score¹	MPO Score²
City of Victorville	Ridgecrest Road Improvements	San Bernardino	\$ 753	44	64
City of Rancho Cucamonga	Hermosa Avenue Corridor Complete Street Project (HACCS)	San Bernardino	\$ 2,893	37	57
City of Victorville	La Paz Drive Improvements	San Bernardino	\$ 629	28	48
City of Yucaipa	Oak Glen Road Widening Phase II	San Bernardino	\$ 972	25	45
San Bernardino County	Santa Ana River Trail - Phase IV Reaches B&C	San Bernardino	\$ 11,088	24	44
City of San Bernardino	City of San Bernardino Rectangle Rapid Flashing Beacons Installation Project	San Bernardino	\$ 399	74	74
City of Oxnard	Transforming Oxnard towards Active Transportation	Ventura	\$ 900	77	100
City of Ventura	Eastside Neighborhood Greenway Project*	Ventura	\$ 7,891	86	98

¹ The State Score is out of 100 and is assigned by the California Transportation Commission as part of the Statewide Component, which received applications between March 21 and June 17, 2024. The State Scores were released on November 1, 2024, and the Statewide Component was approved by the California Transportation Commission on December 5, 2024.

² The MPO Score reflects the State Score plus up to 20 points assigned by the respective county transportation commission. Per the SCAG 2025 Regional ATP Guidelines, each county transportation commission may assign up to 20 additional points to each project using a methodology adopted by the respective county transportation commission board. The MPO Scores are used to rank projects for each county to inform project recommendations and when applicable, funding projects on the Contingency List.

*These projects received partial funding in the SCAG 2025 Regional ATP and the ATP request reflects the unfunded portion of the initial ATP application.

**These projects were submitted to the SCAG 2024 Sustainable Communities Program Active Transportation and Safety call for projects and therefore did not receive a state score.



RESOLUTION NO. XX-XX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE SCAG 2025 REGIONAL ACTIVE TRANSPORTATION PROGRAM

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

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

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

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

WHEREAS, SCAG adopted the Regional ATP Guidelines on April 4, 2024 and the Amended Regional ATP Guidelines on September 5, 2024 with input from the six Southern California county transportation commissions to govern award of projects funded through the SCAG Regional ATP;

WHEREAS, the 2025 ATP Statewide Guidelines (Resolution G-24-31 and Resolution G-24-66) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 22, 2025;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the 2025 ATP Statewide Guidelines (Resolution G-24-31 and Resolution G-24-66) and SCAG's 2025 ATP Regional Guidelines, and has reached consensus on the SCAG 2025 Regional ATP.

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council of the Southern California Association of Governments does hereby adopt the SCAG 2025 Regional Active Transportation Program.

BE IT FURTHER RESOLVED THAT:

- 1. The Regional Council directs staff to submit the Regional ATP for the SCAG 2025 Regional ATP to the CTC.
2. The Regional Council defers approval of any further minor revision and administrative amendments to the SCAG 2025 Regional ATP to SCAG's Executive Director.

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

Community, Economic & Human Development David J. Shapiro, Calabasas

Energy & Environment Jenny Crosswhite, Santa Paula

Transportation Tim Sandoval, Pomona

Attachment: Resolution No. XX-XXX-X SCAG 2025 Regional Active Transportation Program (SCAG 2025 Regional Active Transportation

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of April, 2025.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 7
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director
(213) 236-1827, Nam@scag.ca.gov

Subject: Regional Recovery and Resilience in the face of Disasters Policy Discussion

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Following the Eaton and Pacific Palisades Wildfires, SCAG held a regional discussion through a Joint Policy Committee (JPC) meeting on rebuilding, recovery and resilience. The meeting included presentations from notable experts in planning, resilience, and disaster rebuilding and recovery. Following the JPC meeting, each of the three SCAG Policy Committee meetings will hear from emergency preparedness and resilience experts and participate in discussions that seeks to explore how to most effectively plan for and build resilient communities. Staff will summarize the learnings from the March and April policy committee discussions for the Executive Administrative Committee and Regional Council in June.

BACKGROUND:

The Eaton and Pacific Palisades Fires resulted in the destruction of communities. These wildfires served as a reminder that disasters can occur anywhere and at any time and that it is critical that resilience is at the forefront of community design and building and that communities are prepared for potential disasters.

SCAG defines resilience as the capacity of the region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future. As a region, the likelihood that communities will face shocks such as droughts, earthquakes, extreme heat, flooding, landslides, among others, is significant and the frequency of many these disasters is increasing as a result of the unavoidable impacts of climate change.

Each of SCAG's three policy committees (Community Economy and Human Development (CEHD), Environment and Energy Committee (EEC), and Transportation Committee (TC)) will bring resilience content forward that aligns with the scope of each policy committee. These discussions will take place in March and April with a summary of major takeaways brought before the EAC and Regional Council in June.

Policy Committee Discussions

In March, the discussions at each of the committees will focus on the following topics

- **EEC- Climate Resilience Districts**

There will be a Climate Resilience Districts (CRDs) panel discussion at EEC featuring speakers from Kosmont, Sonoma County Transportation Authority, and California Forward. They will provide an overview of the general characteristics, structure, and eligibilities of CRDs, including the role they can play to reduce hazard risks and increase overall resilience.

- **CEHD- Community Development Financial Institutions and Recovery and Mutual Aid support.**

The CEHD will hear about Community Development Financial Institutions (CDFIs) as financial strategies that can support resilient recovery and rebuilding after a disaster. In addition, the CEHD will receive a presentation from Sonoma County staff on how they advanced rebuilding efforts and the mutual aid support that they provide to other jurisdictions.

- **TC- Evacuation Planning and Emergency Transportation Operations**

Amanda Fagan, Director of Planning and Sustainability at Ventura County Transportation Commission (VCTC) will discuss developing emergency preparedness plans focused on transportation challenges related to disasters. Plans highlight roles and responsibilities of transit providers, emergency response agencies, government and non-governmental organizations. They also include communication procedures amongst agencies and to the affected communities.

Additionally, Godson Okereke, Deputy District Director of Maintenance for Caltrans District 7, will speak about their emergency operations related to the state's highway infrastructure to help first responders access affected locations. As the custodian and operator of the state highway system, Caltrans' emergency response priorities include damage assessment and route recovery on state highways.

TC Speaker Bio

- Amanda Fagan, Director of Planning and Sustainability, VCTC—Ms. Fagan has served as the Director of Planning and Sustainability for the Ventura County Transportation Commission (VCTC) since 2019, where she oversees four program areas including Regional Transportation Planning, Airport Land Use Commission, Motorist Aid Services, and the Santa Paula Branch Line railroad. Prior to joining VCTC, Amanda served as the Community Planning Liaison Officer for Naval Base Ventura County and as a Project Manager for the Department of Defense Office of Economic Adjustment. Amanda holds a master’s degree in resources policy and behavior from the School of Natural Resources and Environment at the University of Michigan, and a bachelor’s degree in political science and sociology from Tulane University.
- Godson Okereke is the Deputy District Director of Maintenance for Caltrans District 7. The Maintenance Division is responsible for the rehabilitation and upkeep of all state highway system infrastructure within Los Angeles and Ventura counties. Godson is responsible for the work of over 1,100 employees – almost half of the workforce in the district – within four maintenance engineering offices, seven field maintenance regions and support offices to accomplish the maintenance goal. Godson helped launch the Clean California Program in District 7 and the realignment of the division to more efficiently take on current and future challenges in ensuring a safe and accessible freeway system that boasts 1,300 lane miles across 42 highways and freeways. The division is also responsible for the district emergency response and homeless encampment issues within state highway systems. Prior to his current assignment, Godson was the Chief, Office of Permits (District Permit Engineer). In that capacity he managed the functions of a team of varied professionals to ensure the safe and legal use of Caltrans right of way by utility companies, event planners, local and city agencies, etc. for non-transportation purposes. Godson oversaw the realignment of the Permits Office to improve permit approval and timing to better serve our customers. He embraces community engagement, equity, and a people first approach to issues. Godson has been with Caltrans for over 30 years. Has worked in District 7 divisions of Construction, Design, Traffic Operations, Planning and Maintenance. He has also worked briefly in the Headquarters Division of Maintenance. Godson has a Bachelor of Science degree from the University of Lagos and a Master of Science degree in Engineering from California State University, Northridge. He is a registered Civil Engineer with the State of California.

Next Steps

Staff will summarize the major takeaways from the three policy committee meetings in March and April and will report back for discussion with EAC and Regional Council in June.



FISCAL IMPACT:

Work associated with this item is included in the FY25 Indirect Cost Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):

1. PowerPoint Presentation - VCTC_TEPP



SBCAG & VCTC's Transportation Emergency Preparedness Plan

March 6, 2025



TEPP Overview

Transportation Emergency Preparedness Plan

- Developed through a partnership between Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) with grant funding from Caltrans
- Addresses transportation challenges related to disasters that affect Ventura and Santa Barbara Counties and outlines:
 - Roles and responsibilities of transit providers, emergency response agencies, government and non-governmental organizations
 - Communication procedures
 - Transit resources



TRANSPORTATION EMERGENCY PREPAREDNESS PLAN

Prepared by

Claris Strategy

Terra Firma Enterprises

December 17, 2020

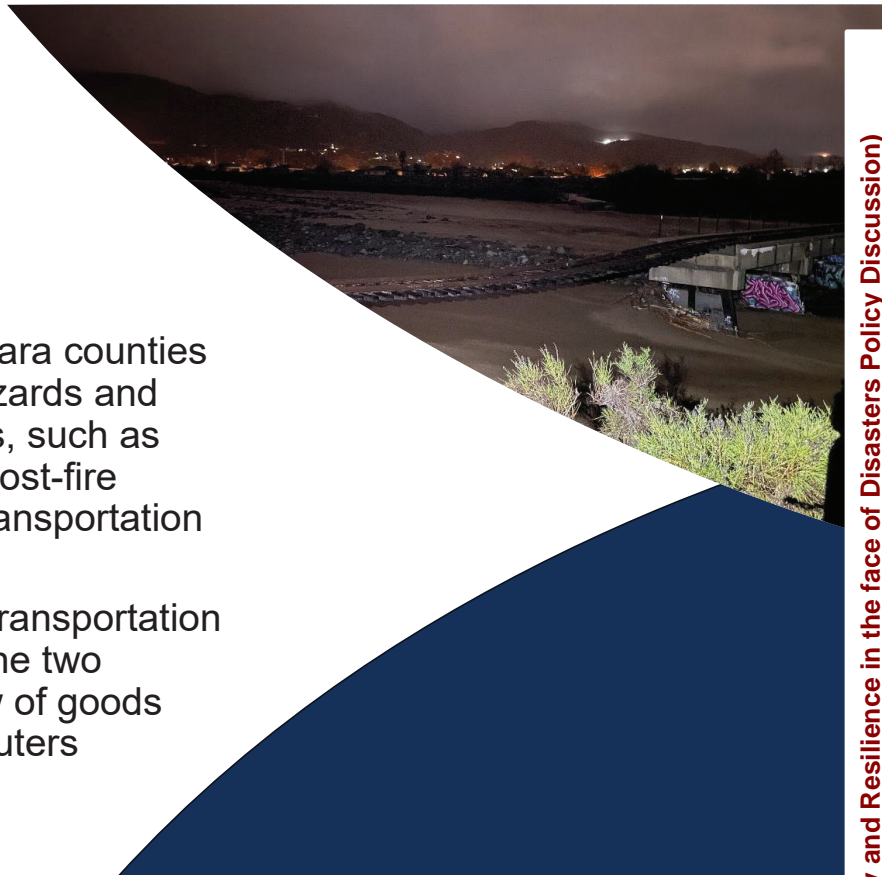
CPARS Consulting

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Attachment: PowerPoint Presentation - VCTC_TEPP (Regional Recovery and Resilience in the face of Disasters Policy Discussion)

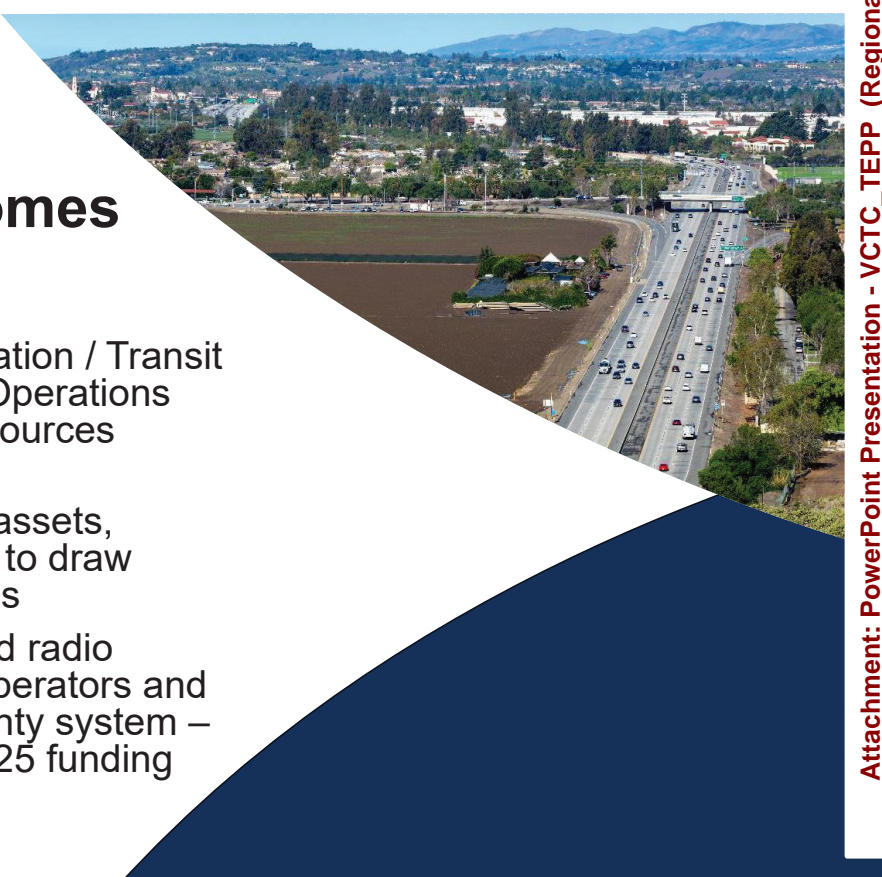
Hazards Vulnerability

- Ventura and Santa Barbara counties vulnerable to natural hazards and human-caused disasters, such as earthquakes, fires and post-fire debris flows, flooding, transportation accidents
- Past disasters affected transportation infrastructure between the two counties limiting the flow of goods and services and commuters



TEPP Key Outcomes & Strategies

- Established a Transportation / Transit seat at the Emergency Operations Center to coordinate resources
- Created an inventory of Transportation / Transit assets, resources, and contacts to draw upon during emergencies
- Recommended improved radio connectivity for transit operators and buses with broader County system – Implementing with SB-125 funding



Emergency Operations Center

- Concept of Operations includes DAFN Coordinator Position
- Transportation Operations Coordinator includes Transit and Paratransit Coordinators
- Communications to Vulnerable Populations (2.2.1)



Figure 3-4 Ventura County Operational Area EOC Organization

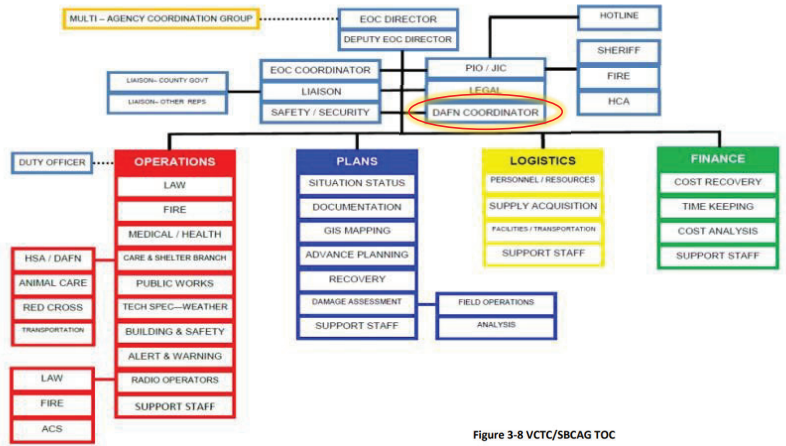
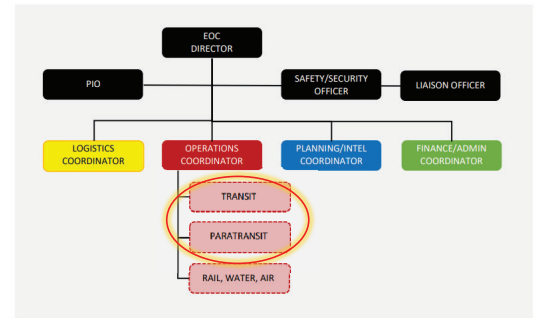


Figure 3-8 VCTC/SBCAG TOC



Evacuations

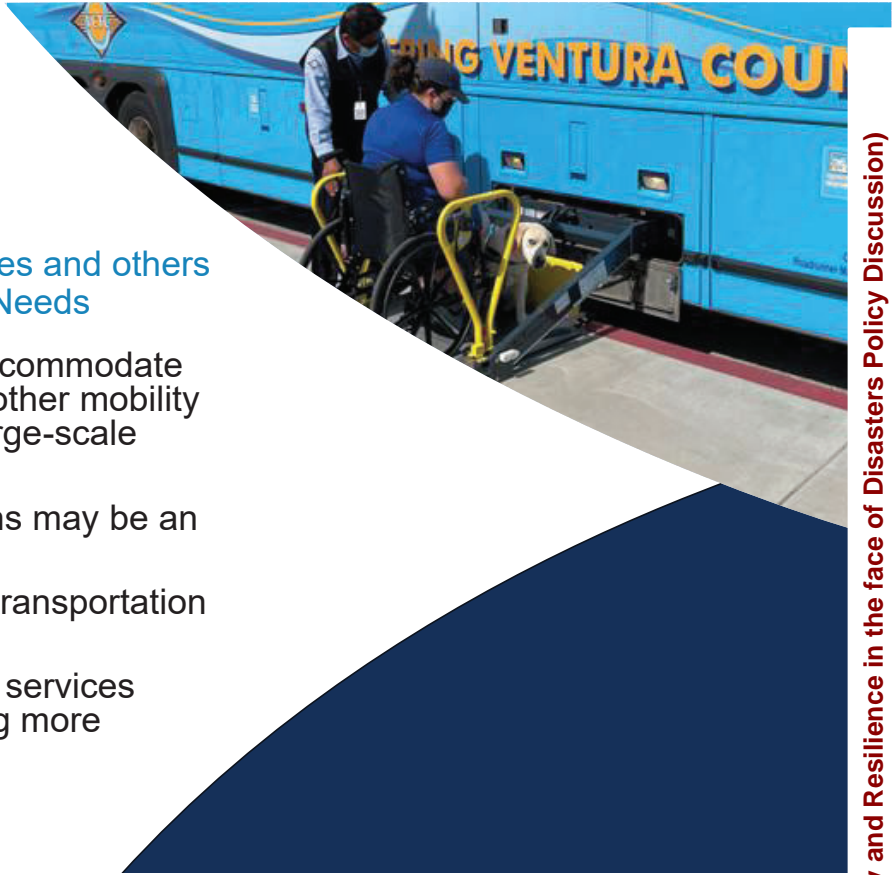
- Challenging geographic context
- Emergencies may damage transportation infrastructure
- Multidisciplinary emergency response (communications, law enforcement, mass care, etc.)
- Transportation of special needs populations may involve public transit and paratransit providers
- Ensure transport mode matched with mobility needs of evacuees, such as wheelchair-accessible elements
- Activate channels to inform public of evacuation procedures
- Re-entry support



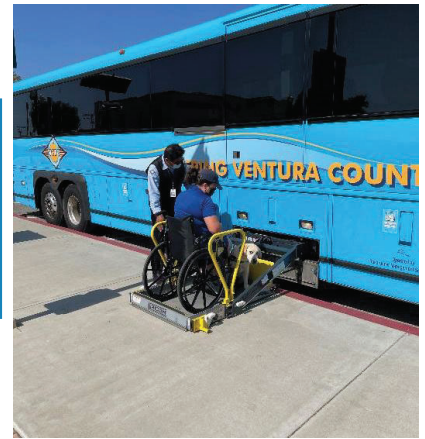
Evacuations

For Individuals with Disabilities and others with Access and Functional Needs

- Transportation that can accommodate wheelchairs, scooters, or other mobility aids typically needed in large-scale evacuation
- Lift-equipped buses or vans may be an option
- TEPP identified available transportation resources
- Paratransit and dial-a-ride services available for those needing more personalized assistance



Appendix E: AFN Considerations



TEPP In Action: SR-150 Landslide

- Result of February 2024 Atmospheric River Storms
- Cut off only direct route between Ojai & Santa Paula



TEPP In Action: SR-150 Emergency Shuttle

- Valley Express Bus Special Service
- Accessible vehicle
- Service continued after walking path opened to accommodate individuals with disabilities despite low ridership



TEPP In Action: Laguna Fire – January 2025

- VCTC and transit operators assisted Sheriff's Office of Emergency Services and Cal State Channel Islands to evacuate students and staff from campus during Laguna Fire
- Six 45-foot coaches assisted
- Transported 180 students off campus and assisted with repopulation after fire, with 316 total boardings



Next Steps: *Climate Vulnerability Assessment & Action Plan*

- Application submitted to Caltrans Sustainable Transportation Planning Grant Program
- Scope of Work
 - Countywide Multimodal Climate Vulnerability Assessment
 - Outreach Plan
 - Climate Adaptation Strategy and Funding Plan
 - Adaptation Assessment and Action Plan
 - Transportation Emergency Preparedness Guide for Individuals, Families, and Households



Questions?

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BACKUP: DAFN Considerations





TEPP Considerations for DAFN Community

Emergency Preparedness Considerations

- Americans with Disabilities Act of 1990 (ADA) requires emergency preparedness and response be made accessible to people with disabilities or access and functional needs
- Disabilities include but not limited to mobility, vision, hearing, cognitive disorders, mental illnesses and communication barriers.
- TEPP addresses Disability, Access and Functional Need (DAFN) issues including:
 - Notification and warning procedures
 - Evacuations
 - Emergency transportation issues
 - Accessibility to mobility devices or service animals while in transit
 - Accessibility to information

DAFN Statistics

Population to be Served in Ventura County

Total	With a Disability	(Margin of Error)	% With a Disability
Estimate	Estimate	Margin of Error	Estimate
821,724	98,830	+/- 5,001	12%

DISABILITY BY AGE, ACS 2023 1YR Est.

	Ventura County
Under 5 years	0.0%
5 to 17 years	3.9%
18 to 34 years	7.4%
35 to 64 years	9.8%
65 to 74 years	22.4%
75 years and over	48.2%

DISABILITY TYPE, ACS 2023 1YR Est.

	Ventura County
With a vision difficulty	2.4%
With a self-care difficulty	3.1%
With a hearing difficulty	3.6%
With an independent living difficulty	5.9%
With a cognitive difficulty	5.2%
With an ambulatory difficulty	6.2%



Source: U.S. Census 2023 American Community Survey






DAFN Statistics

Commute Data for Ventura County

VENTURA COUNTY COMMUTE MODE BY DISABILITY STATUS, ACS 2023 1YR Est.		
	With a Disability	No Disability
Car, truck, or van - drove alone	64.90%	70.60%
Car, truck, or van - carpoled	8.20%	11.40%
Public transportation (excluding taxicab)	1.40%	0.50%
Walked	4.50%	1.50%
Taxicab, motorcycle, bicycle, or other means	3.90%	1.70%
Worked from home	17.10%	14.20%



Functional Planning Areas

- Communications
 - Warning and Notification 
- Evacuation
 - Durable Medical Equipment (DME) 
 - Service Animals 



C-MIST

TEPP – Appendix E

- Assists VCTC/SBCAG to better meet DAFN communities' needs
- Needs organized into 5 categories



Communication



Medical



Independence



Supervision



Transportation



Exploration Questions

- What are we missing? How can we better serve the DAFN community before, during and after emergencies?
- What are some ways transportation agencies and transit operators can better communicate with the DAFN community before, during and after emergencies?
- In preparing for transportation emergencies, what are some ways that transit operators and transportation planners can best engage with the DAFN community?





AGENDA ITEM 8
REPORT

Southern California Association of Governments
March 6, 2025

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sirinya Matute, Senior Regional Planner
(213) 630-1531 , matute@scag.ca.gov

Subject: Regional Mobility Hubs Strategy Update

RECOMMENDED ACTION:

Information Only – No Action Required.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

A key mobility implementation strategy in Connect SoCal 2024 is to increase multimodal connectivity, including through planning for and developing mobility hubs throughout the region. In February 2025, SCAG published its Mobility Hub Design and Implementation Guide to provide a supportive framework for local implementation, equipping local jurisdictions and potential partners with resources to conceptualize, design, and implement mobility hubs. The guide discusses how to locate and prioritize candidate mobility hub sites, design and optimize sites, secure funding, and explore partnership opportunities and other related topics. The guide also includes conceptual designs for four mobility hub sites occurring over a variety of contexts in the region. Next steps for this work include advancing up to two of the conceptual designs to implementation through SCAG's Regional Pilot Initiatives, a new incubator for pilot projects with regional scalability. At the March 6, 2025, Transportation Committee meeting, SCAG staff will share a presentation highlighting these recent efforts.

BACKGROUND:

In developing Connect SoCal 2024, SCAG identified a regionwide baseline network of mobility hubs, which were defined as places of connectivity where different transportation modes seamlessly converge. Such mobility hubs may include transit/rail, active transportation, and shared mobility services, and they should aim to provide better access to destinations using travel modes other than single occupant vehicles. Mobility hubs are a critical strategy for building a future where everyone has safe, affordable, reliable, and sustainable transportation options to access opportunities and resources necessary to thrive. Mobility hubs can also help the region respond to changes in travel patterns resulting from increases in work from home, facilitating access to

multimodal options for many types of travel needs. Furthermore, mobility hubs are an important strategy for reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).

The Connect SoCal 2024 mobility hubs strategy established a baseline network of 346 sites across the region, categorized into the following typologies: Downtown Hubs; Equity Hubs; Institutional Hubs; Urban Hubs; and Suburban/Rural Hubs. In developing these typologies, SCAG considered land use and transportation characteristics such as transit or auto oriented and current and future population and employment. A priority was to consider different land use and transportation contexts occurring throughout every county in the region. To support advancing the mobility hubs strategy, following the adoption of Connect SoCal 2024, SCAG initiated work on mobility hubs guidance and identifying potential partners for development of mobility hub conceptual designs.

Mobility Hub Design & Implementation Guide and Conceptual Designs

Through the fall and winter of 2024, SCAG developed the Mobility Hub Design and Implementation Guide. In crafting the guide, SCAG considered existing mobility hub guidance and initiatives and sought feedback from local practitioners. SCAG also considered comparable guidance developed in other regions and states. The resulting Mobility Hub Design and Implementation Guide highlights best practices and approaches for implementing mobility hubs based on mobility hub typologies. The guide is divided into three sections: Plan Your Mobility Hub Network; Design the Hub; and Implement the Hub. The guide directly addresses topics such as design considerations and approaches, funding sources and costs associated with amenities, and partnership opportunities.

To inspire practitioners, the guide contains case studies and visuals of mobility hub components (e.g., bike lockers, microtransit, etc.), and conceptual designs for four mobility hubs from across the region, specifically, Burbank, Fontana, Moorpark, and Perris. These four sites were part of SCAG's baseline regional mobility hub network, were prioritized to receive conceptual designs based on potential for increasing transit ridership and reducing VMT and GHG. The conceptual designs are meant to serve as model templates, with designs focused on the characteristics of the surrounding areas and multimodal integration. SCAG hopes to advance up to two of the conceptual designs to implementation through SCAG's Regional Pilot Initiatives, a new incubator for pilot projects with regional scalability.

Stakeholder Engagement

To ensure the guide would have practical applications throughout the region, SCAG solicited input from a broad range of stakeholders, including Caltrans and county transportation commissions. SCAG hosted a Mobility Hub Workshop, which was attended by more than 70 people, including representatives from cities, transit agencies, public higher education, nonprofits and community-based organizations, and potential private partners. Based on feedback from participants, SCAG revised its draft guide to include language around safety and security considerations for mobility hub designs. SCAG also revised the guide to enhance discussion around placemaking and curb space

management along with considerations for designing mobility hubs to serve caregiving trips and the selection of amenities in space-constrained locations.

Next Steps

SCAG plans to promote its Mobility Hub Design and Implementation Guide to practitioners through a new webpage and an upcoming Toolbox Tuesday training. Additionally, as noted above, SCAG will begin developing its Regional Pilot Initiative (RPI) mobility hub program area, where SCAG plans advance a select number of mobility hub conceptual designs to implementation. RPI, originally part of SCAG's Regional Early Action Planning Grants of 2021 (REAP 2.0) and now funded through the Carbon Reduction Program, was conceived to be an incubator for pilot projects that have regional scalability and can be used to inform future Calls for Projects and/or funding opportunities.

FISCAL IMPACT:

Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) Task 275.4893.01.

ATTACHMENT(S):

1. PowerPoint Presentation - Mobility Hub Update

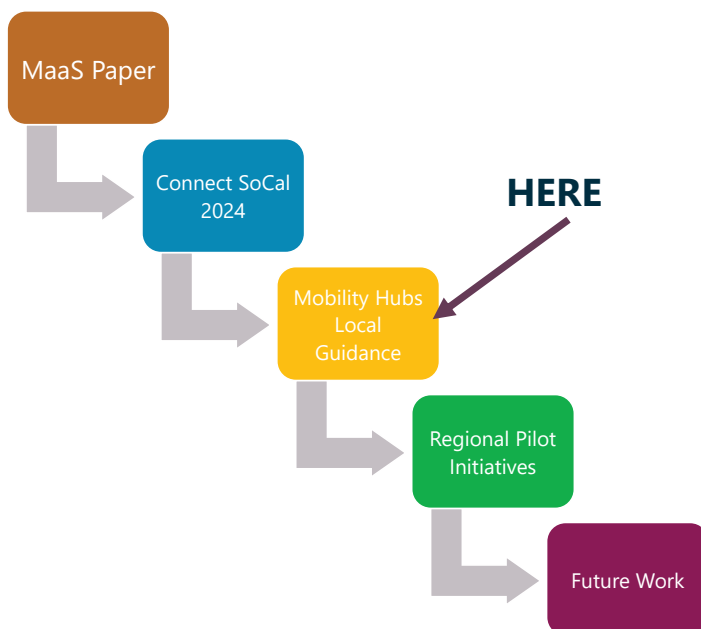
Mobility Hubs Work Program Update

March 6, 2025

WWW.SCAG.CA.GOV

Attachment: PowerPoint Presentation - Mobility Hub Update (Regional Mobility Hub Strategy Update)

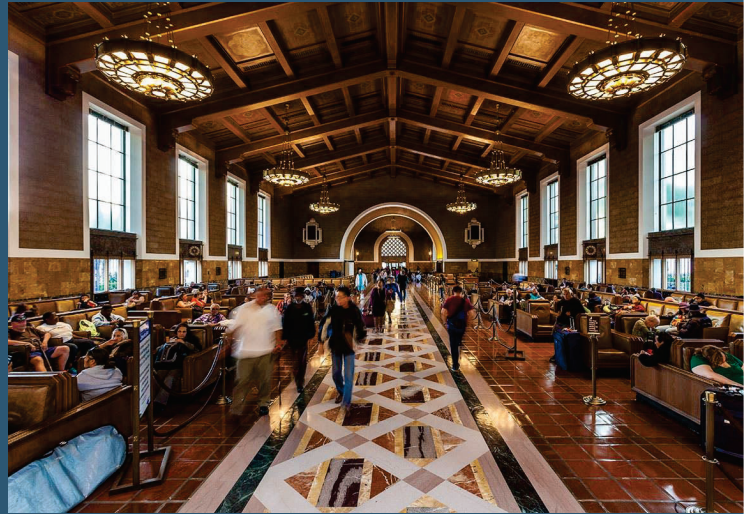
Mobility Hub Work at SCAG



- SCAG defines mobility hubs as: *Physical places where people can seamlessly connect with multiple modes of transportation in a safe, comfortable, and accessible environment.*
- SCAG’s Mobility Hub work is carried out by a cross-functional team.

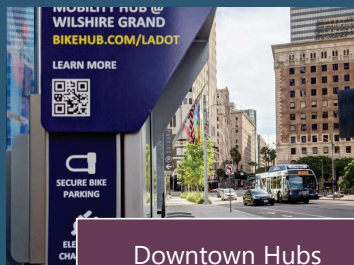
Why Mobility Hubs?

- Support safe and convenient transfer between transportation modes
- Provide first/last mile connections to transit
- Provide travel options, esp. for those with limited mobility options
- Promote mode shift
- Motivate GHG reductions
- Placemaking
- Reduce new VMT from land development,



Mobility Hub – Los Angeles Union Station

Mobility Hubs Typologies



Downtown Hubs



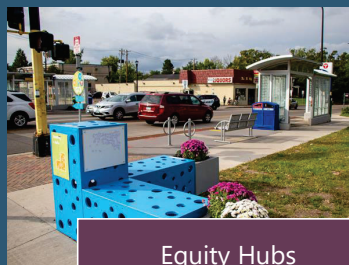
Urban Hubs



Emerging Urban Hubs



Suburban and Rural Hubs



Equity Hubs



Institutional Hubs

Regional Mobility Hubs Strategy

- Develop Design & Implementation Guide and provide training/support.
- Coordinate with stakeholders to identify and evaluate partnership and funding opportunities.
- Position locals for success in competing for grant funding.
- Continue to refine baseline network of mobility hubs.
- Develop 1-2 Mobility Hub Pilot Projects for Regional Pilots Initiative (RPI) Program.

MOBILITY HUB DESIGN AND IMPLEMENTATION GUIDE

Highlighting best practices and approaches for implementing mobility hubs in the SCAG region.

FEBRUARY 2025



Mobility Hub Design & Implementation Guide

- Organized into three parts:
 - Plan Your Mobility Hub Network
 - Design the Hub
 - Implement the Hub
- Priority Project Conceptual Designs

Figure: The Riverside Vine Street Mobility Hub, shown as conceptual design and fully implemented.



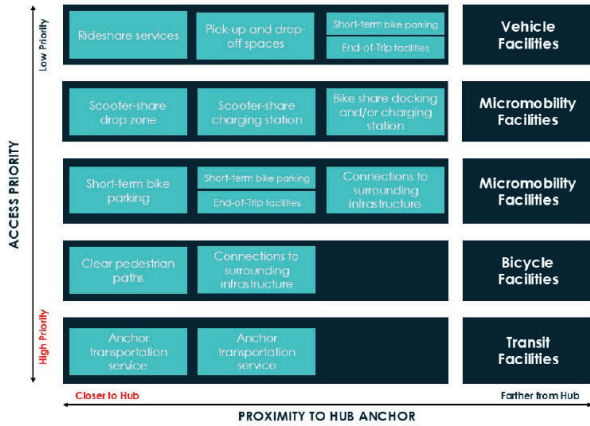
Design Considerations

For mobility hubs, the key focus should always be on enhancing safety, particularly for pedestrians, bicyclists, and other micromobility users of all ages and abilities, and inducing mode shift with movement efficiencies, including external access and internal circulation for all modes. For streets connecting to mobility hubs, this includes designing complete streets, which provide safe, comfortable, convenient, and connected facilities for all modes of transportation.

ACCESS HIERARCHY FOR MOBILITY HUBS

A common challenge in creating a mobility hub is finding adequate space to fit all desired mobility hub elements or amenities. There will be instances of having to include or exclude certain elements due to constraints. Create a priority-proximity matrix, as shown in the following figure, to guide discussions on which elements or amenities to include within a mobility hub. Include elements for each mobility service and their priority in relation to the center of the hub (typically the transportation anchor). The process of creating this matrix allows for discussions about priority and proximity and can be recalled if stakeholders have different opinions on how to best allocate space.

Exhibit 6 Example of a priority-proximity matrix.



Kit of Parts

Mobility hubs integrate multimodal services and supporting elements, or amenities, known as the "kit of parts." Mobility services and elements should align with the mobility hub typology, influenced by specific community needs, space constraints, and budgetary considerations. The table below summarizes specific amenities for each of SCAG's six mobility hub types, which includes a list of elements that are either highly recommended, recommended, or not applicable for that hub.

Category	Element	Downtown Hub	Urban Hub	Emerging Urban Hub	Suburban & Rural Hub	Equity Hub	Institutional Hub
Transit and Active Transportation Facilities	Train/rail	●	●	●	●	●	●
	Bus stop/station	●	●	●	○	●	●
	Carshare	●	●	●	●	●	●
	EV parking	●	●	●	●	●	●
	Shared micromobility zone	●	●	●	●	●	●
	Pick-up and drop-off zone	●	●	●	●	●	●
Access Facilities and Services	Bike facilities	●	●	●	●	●	●
	Covered bus shelters	●	●	●	●	●	●
	Street furniture	●	●	●	○	○	○
	Bathrooms	●	●	●	●	●	●
	Package delivery lockers	●	●	●	●	●	●
	Water re-filling stations	●	●	●	●	●	●
Technology, Information, Wayfinding	Real-time travel information	●	●	●	○	●	●
	Wayfinding signage	●	●	●	●	●	●
	Hub area maps, facilities info	●	●	●	●	●	●
	Closed-circuit television cameras	●	●	●	●	●	●
	Public wi-fi and phone charging ports	●	●	●	○	●	●
	Emergency telephone	●	●	●	●	●	●
Placemaking	Community art themes	●	●	●	●	●	●
	Lighting	●	●	●	●	●	●
	Landscaping	●	●	●	●	●	●

● Highly Recommend
 ● Recommended
 ○ Not Applicable

Footnotes:
 1- Mobility Hub owners offering carshare with EVs should anticipate providing EV charging infrastructure as well
 2- Amenities can include bike racks, bike lockers, and bike repair stations
 3- See the case study on Throne Labs on page X for an example of a public-private partnership to provide restroom services in busy transit hubs.
 4- Publicly-accessible charging options for micro-mobility options like e-bikes and scooters, especially in underserved communities, is an emerging topic of interest in some U.S. cities.

Stakeholder Engagement

- Activities included:
 - Outreach to public partners to share the vision, solicit feedback on the implementation guide, and secure long-term support for implementing mobility hubs.
 - Outreach to potential private partners to develop scope of work for RPI Mobility Hub Technical Assistance
 - Hosted mobility hub workshop attended by over 50+ people.
 - Launched webpage to promote mobility hub work at SCAG.



Stakeholder Engagement (Cont'd.)

Stakeholders:

- County Transportation Commissions (CTCs)
- CTC Planning Directors
- Regional Transit TAC
- Safe and Active Streets Working Groups
- Transportation Leaders throughout the region
- Other Private Mobility Hub Partners



Mobility Hubs Update

Next Steps

- Mobility Hub Guide goes live on scag.ca.gov/mobility-hubs
- “Toolbox Tuesday” on March 18, 2025
 - Cal State University-Dominguez Hills, Riverside Transit Agency, LADOT/Tranzito guest speakers
- Regional Transit Technical Advisory Committee (RTTAC) presentation in late March
- Advance 1-2 conceptual designs further through implementation as part of the RPI Program
- Continue relationship building with LA28 Games Mobility Executives- Mobility Hub Subcommittee partners

