



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

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County of San Bernardino

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Transportation Commission

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**Tim Sandoval, Pomona**

## MEETING OF THE

# TRANSPORTATION COMMITTEE

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

***Thursday, April 3, 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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://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 17<sup>th</sup> 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](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, April 2, 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, April 2, 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](mailto: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><b>Javier Amezcua</b> City of Calipatria - City Hall City Council Chambers 125 N. Park Avenue Calipatria, CA 92233</p>	<p><b>Adele Andrade-Stadler</b> 2956 West Shorb Street Alhambra, CA 91803</p>	<p><b>Brian S. Berkson</b> City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>
<p><b>Denise Delgado</b> City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p>	<p><b>J. John Dutrey</b> City of Montclair - City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763</p>	<p><b>Bryan "Bubba" Fish</b> City of Culver City - City Hall 9770 Culver Boulevard Culver City, CA 90232</p>
<p><b>James Gazeley</b> City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717</p>	<p><b>Jason Gibbs</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p><b>Lauren Kleiman</b> City of Newport Beach - City Hall 100 Civic Center Drive Newport Beach, CA 92660</p>
<p><b>Carlos Leon</b> City of Anaheim - City Hall 200 S. Anaheim Boulevard Anaheim, CA 92805</p>	<p><b>Bridgett Lewis</b> City of Torrance - City Hall Council Assembly Room 3031 Torrance Boulevard Torrance, CA 90503</p>	<p><b>Richard Loa</b> Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550</p>
<p><b>Marsha McLean</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p><b>Carol Moore</b> City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p><b>Ara Najarian</b> 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203</p>
<p><b>Frank J. Navarro</b> City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324</p>	<p><b>David Ready</b> City of Palm Springs - City Hall Small Conference Room 3200 E Tahquitz Canyon Way Palm Springs, CA 92264</p>	<p><b>Ed Reece</b> City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711</p>
<p><b>Crystal Ruiz</b> 674 Sunnyside Boulevard San Jacinto, CA 92582</p>	<p><b>Zak Schwank</b> City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference Room Temecula CA, 92590</p>	<p><b>Wes Speake</b> City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882</p>
<p><b>Cynthia Sternquist</b> 6131 Camellia Avenue Temple City, CA 91780</p>	<p><b>Butch Twining</b> City of Huntington Beach - City Hall 2000 Main Street Huntington Beach, CA 92648</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 – April 2025*

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





## TRANSPORTATION COMMITTEE AGENDA

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- 17. Hon. James Gazeley**  
Lomita, RC District 39
- 18. Hon. Jason Gibbs**  
Santa Clarita, NCTC
- 19. Hon. William Go**  
Irvine, RC District 14
- 20. Sup. Curt Hagman**  
San Bernardino County
- 21. Hon. Jan C. Harnik**  
RCTC
- 22. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 23. Hon. Lauren Hughes-Leslie**  
Lancaster, NCTC JPA
- 24. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 25. Hon. Fred Jung**  
Fullerton, RC District 21
- 26. Hon. Trish Kelley**  
TCA Representative
- 27. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 28. Hon. Linda Krupa**  
Hemet, RC District 3
- 29. Hon. Andrew Lara**  
Pico Rivera, RC District 31
- 30. Hon. Carlos Leon**  
OCTA Representative
- 31. Hon. Bridgett Lewis**  
Torrance, Pres. Appt (Member at Large)
- 32. Hon. Richard Loa**  
Palmdale, NCTC
- 33. Hon. Clint Lorimore**  
Eastvale, RC District 4



## TRANSPORTATION COMMITTEE AGENDA

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- 34. Hon. Ken Mann**  
Lancaster, RC District 43
- 35. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 36. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 37. Hon. Larry McCallon**  
Air District Representative
- 38. Hon. Marsha McLean**  
Santa Clarita, Pres. Appt. (Member at Large)
- 39. Hon. Tim McOsker**  
Los Angeles, RC District 62
- 40. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 41. Hon. Linda Molina**  
Calimesa, Pres. Appt. (Member at Large)
- 42. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 43. Hon. Juan Muñoz-Guevara**  
Lynwood, GCCOG
- 44. Hon. Ara Najarian**  
Glendale, SFVCOG
- 45. Hon. Frank Navarro**  
Colton, RC District 6
- 46. Hon. Nikki Perez**  
Burbank, RC District 42
- 47. Hon. David Ready**  
Palm Springs, CVAG
- 48. Hon. Gil Rebollar**  
Brawley, RC District 1
- 49. Hon. Ed Reece**  
Claremont, SGVCOG
- 50. Hon. Marlon Regisford**  
Caltrans, District 7, Ex-Officio Non-Voting Member



## TRANSPORTATION COMMITTEE AGENDA

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- 51. Hon. Gabriel Reyes**  
San Bernardino County CoC
- 52. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 53. Hon. Ali Saleh**  
Bell, RC District 27
- 54. Hon. Steve Sanchez**  
La Quinta, RC District 66
- 55. Hon. Zak Schwank**  
Temecula, RC District 5
- 56. Hon. Emma Sharif**  
Compton, RC District 26
- 57. Hon. Marty Simonoff**  
Brea, RC District 22
- 58. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 59. Hon. Ward Smith**  
Placentia, OCCOG
- 60. Sup. Hilda Solis**  
Los Angeles County
- 61. Hon. Wes Speake**  
Corona, WRCOG
- 62. Sup. Karen Spiegel**  
Riverside County
- 63. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 64. Hon. Butch Twining**  
Huntington Beach, RC District 64
- 65. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 66. Hon. Michael Vargas**  
Riverside County CoC
- 67. Hon. Scott Voigts**  
Lake Forest, OCCOG



## TRANSPORTATION COMMITTEE AGENDA

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**68. Sup. Donald Wagner**  
Orange County

**69. Hon. Colleen Wallace**  
Banning, WRCOG

**70. Hon. Alan Wapner**  
SBCTA

**71. Hon. Thomas Wong**  
Monterey Park, SGVCOG

**72. 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, April 3, 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**

#### **ACTION ITEM**

1. Election of Chair and Vice Chair

#### **CONSENT CALENDAR**

##### Approval Items

2. Minutes of the Meeting – March 6, 2025 PPG. 10

##### Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 20
4. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP PPG. 24
5. SCAG Clean Cities Coalition Strategic Plan FY25 Update PPG. 32
6. CalSTA Transit Transformation Task Force Update PPG. 37

#### **INFORMATION ITEMS**

7. Regional Recovery and Resilience in the face of Disasters-Policy Discussion 40 Mins. PPG. 41  
*(Annie Nam, Deputy Director Planning, SCAG)*



## TRANSPORTATION COMMITTEE AGENDA

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8. SCP Smart Cities & Mobility Innovations Program Conclusion 10 Mins. PPG. 54  
*(Marisa Laderach, Principal Regional Planner, SCAG)*

9. Last Mile Freight Program (LMFP) Preliminary Findings 15 Mins. PPG. 67  
*(Ryan Laws, Associate 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, MARCH 6, 2025**

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

<b>Hon. Tim Sandoval (Chair)</b>	<b><i>Pomona</i></b>	<b>District 38</b>
<b>Hon. Mike T. Judge (Vice Chair)</b>	<b><i>Simi Valley</i></b>	<b>VCTC</b>
Hon. Javier Amezcua	<i>Calipatria</i>	ICTC
Hon. Ryan Balius	<i>Anaheim</i>	
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. John Dutrey	<i>Montclair</i>	SBCTA
Hon. Bryan Fish	<i>Culver City</i>	WSCCOG
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. William Go	<i>Irvine</i>	District 14
Hon. Curt Hagman		San Bernardino County
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley		TCA
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Carlos Leon		OCTA
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10



Hon. Larry McCallon		Air District Representative
Hon. Marsha McLean	<i>Santa Clarita, Pres. Appt.</i>	Member at Large
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. David Ready	<i>Palm Springs</i>	CVAG
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
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. Zak Schwank	<i>Temecula</i>	District 5
Hon. Emma Sharif	<i>Compton</i>	District 26
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. Michael Vargas	<i>Riverside County</i>	CoC
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alan Wapner		SBCTA
Hon. Thomas Wong	<i>Monterey Park</i>	SGVCOG
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

**Members Not Present:**

Hon. Adele Andrade-Stadler	<i>Alhambra</i>	SGVCOG
Hon. Phil Bacerra	<i>Orange County</i>	CoC
Hon. Kathryn Barger		Los Angeles County
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Jan Harnik		RCTC
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large





Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Hilda Solis		Los Angeles County
Hon. Karen Spiegel		Riverside County
Hon. Edward Twining	<i>Huntington Beach</i>	SGVCOG
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair, Tim Sandoval, Pomona, District 38, called the meeting to order at 10:00 a.m. Hon. Linda Krupa, Hemet, District 3, led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

Chair Sandoval opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for 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](mailto:TCPublicComment@scag.ca.gov).

No members of the public requested to comment.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

Ruben Duran, Committee Counsel, noted to Chair Sandoval that with the committee’s concurrence, a single vote could be taken on the Consent Calendar and agenda Items 5 and 6, and suggested holding the vote until after presentations and committee questions.

**CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – December 5, 2024

Receive and File

- 
2. Transportation Committee Agenda Outlook and Future Agenda Items
  3. Transportation Trends Update
  4. CalSTA Transit Transformation Task Force Update

**ACTION ITEM**

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

There were no public comments on Item No. 5.

Warren Whiteaker, SCAG staff, reported on program guidelines for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG). He noted the call for projects was the largest in SCAG's history and was estimated at \$1.2 billion covering fiscal years 2026-27 and 2027-28. Mr. Whiteaker noted cities, counties, transit agencies, federally recognized Tribal governments and county transportation commissions were eligible to apply for funds. He reviewed project eligibility noting the STBG program seeks 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. The CMAQ program was designed for 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. He noted this effort followed a 2024 call for projects where 33 projects were approved totaling \$186 million.

Examples of eligible projects were provided including alternative fuel and zero emission vehicle/buses, infrastructure, and equipment as well as projects that improve the resilience of at-risk infrastructure from extreme weather events and natural disasters. Additionally, projects that support increasing transit/rail ridership or reduce single occupancy vehicle use. Other eligible projects include highway or local roadway projects that improve traffic flow or optimize truck and bus throughput including Intelligent Transportation Systems (ITS). It was noted that SCAG will initiate the call for project nominations through its application module and the county transportation commissions will prioritize applications. Additionally, SCAG will further review and present funding recommendations to the Regional Council for consideration.

6. SCAG 2025 Regional Active Transportation Program

There were no public comments on Item No. 6.

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Rachel Om, SCAG staff, provided a report on the 2025 Regional Active Transportation Program (ATP) and proposed projects. She noted the current funding cycle covers fiscal years 2026-25 through 2028-29. Statewide approximately \$169 million is available and the SCAG region portion is approximately \$35 million. Ms. Om reported that 15 projects were recommended for funding in the current cycle, totaling \$35 million. There were also 113 contingency projects totaling \$972 million. Should there be an overriding consideration relating to a primary project then those funds can be shifted to a contingency project. Ms. Om reported that 95% of regional projects go toward implementation (\$33.3 million) and 5% are allocated to planning and capacity building (\$1.7 million). She reviewed the funding allocation per county and the 15 funded and 113 contingency projects which will be forwarded to the Regional Council for approval.

Hon. Trish Kelley, Mission Viejo, TCA, commented on the number of submitted projects that were placed on the contingency list due to lack of funding and asked if additional funding was available to meet regional needs. Ms. Om responded that advocating for additional funding would be useful and encouraged examining other funding sources noting the CMAQ/STBG was a new funding pool which allocates funding to support active transportation projects and SCAG was available to be a partner and explore all available funding opportunities for jurisdictions.

Hon. Bryan Fish, Culver City, WSCCOG, asked about the contingency list and how those projects could become eligible for funding. Ms. Om responded that should a problem arise with a funded project, then contingent projects within that county would be considered for funding.

A MOTION was made (Hagman) to approve **Consent Calendar** item 1; **Receive and File** items 2 through 4; **Item 5**: to recommend 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; and **Item 6**: to recommend that the Regional Council adopt Resolution No. XX-XXX-X (number to be assigned for RC April meeting) approving the SCAG 2025 Active Transportation Program. The motion was SECONDED (Molina) and passed by the following roll call votes.

**AYES:** Balias, Berkson, Delgado, Dutrey, Fish, Gazeley, Gibbs, Go, Hagman, Hernandez, Judge, Jung, Kelley, Krupa, Loa, Lorimore, Manos, Marquez, McCallon, McLean, Michael, Molina, Moore, Najarian, Navarro, Rebollar, Reece, Ruiz, Saleh, Sanchez, Sandoval, Schwank, Sharif, Simonoff, Smith W., Speake, Sternquist, Vargas, Wagner, Wallace, Wapner, Wong, Wu (43)

**NOES:** None (0)

**ABSTAIN:** Wu on the Consent Calendar (1)

### **INFORMATION ITEMS**

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

There were no public comments on Item No. 7.

Annie Nam, SCAG staff, noted a presentation would be provided focusing on resilience in transportation. She introduced Godson Okereke, Caltrans, District 7. Mr. Okereke noted Caltrans was prepared to respond to any emergency involving highways, bridges, and intelligent traffic systems. He noted four phases including preparation, response, recovery, mitigation and prevention. Preparation includes an ability to respond to a variety of emergency situations including earthquakes, wildfires, and building resilience in the infrastructure. Response involves having teams ready to manage traffic and establish an incident command system. In the recovery stage temporary traffic control and detour measures are put in place as well as collaboration with state and federal agencies including CalOES, FEMA and ACOE. Mitigation and prevention measures are also followed including noting lessons learned from previous incidents, roadside and watershed vegetation management, bridge retrofitting, and culvert management.

He noted the team also coordinates with other Caltrans divisions on project delivery, safety, traffic operations, the legal department on proclamations as well as external affairs to confirm any external communication strategy. Information technology can become involved in any technology systems recovery at the site. Mr. Okereke reviewed the Palisades fire, noting efforts were needed around traffic control, retaining wall restoration, debris flow cleanup, and roadway repairs.

Amanda Fagan, Director of Planning and Sustainability, Ventura County Transportation Commission (VCTC), reported on their Emergency Preparedness Plan. Ms. Fagan noted after the Thomas fire and other incidents cut off emergency response between counties, VCTC and Santa Barbara County Association of Governments (SBCAG) collaborated to develop a Transportation Emergency Preparedness Plan (TEPP). She reported that much of their population lives near Highway 101 and it operates as a critical corridor in emergencies. Key strategies include establishing a transportation/transit seat at emergency operations centers to coordinate resources, creating an inventory of transportation assets, resources and contacts as well as improved radio connectivity for transit operators. Concepts of operations for evacuations are prepared to consider damage to infrastructure, transportation for special needs populations such as those in wheelchairs and a communication system to inform the public. Ms. Fagan reviewed recent emergencies where the TEPP was put into action such as a landslide during a 2024 rainstorm that cut off the only direct

route between Ojai and Santa Paula and the Laguna fire where busses were used for evacuations. Next steps were presented including a grant application to conduct a countywide multimodal climate vulnerability assessment.

Hon. Linda Molina, Calimesa, asked if an agreement could be established with Caltrans and the rail lines to either deliver supplies in an emergency or affected areas. She noted there were places where highways and rail lines run parallel. Marlon Regisford, Caltrans District 7, responded that there was coordination between freight partners and would welcome discussion on specific locations to begin conversations with rail operators.

Hon. Curt Hagman, San Bernardino County, encouraged planning toward preparedness against weather events and policy development with SCAG which can be elevated to legislators in Sacramento. He encouraged focus on specific policy, prevention, and mitigation efforts regionally.

Hon. Andrew Lara, Pico Rivera, District 31, asked if a database was available listing bed bound residents, particularly those on ventilators. It was noted that during an emergency, paramedics are overwhelmed, and shortage of assets can be life threatening. Ms. Fagan responded that there were some privacy concerns about such information, but challenges remain in addressing that need in an emergency.

#### 8. Regional Mobility Hubs Strategy Update

There were no public comments on Item No. 8.

Sirinya Matute, SCAG staff, provided an update on mobility hub strategy. Ms. Matute reported that mobility hubs were locations where different modes of transportation can be accessed. She noted these provide safe and convenient places for users to transfer between modes, serve as first/last mile connections, reduce greenhouse gas emissions, and create placemaking locations in communities. SCAG has developed six different mobility hub types including downtown, urban, suburban, rural, and institutional. Further, a Mobility Hub Design and Implementation Guide has been developed which shows different conceptual designs for different locations. She reviewed public outreach efforts around development of the guide and next steps which include pilot projects in 2026.

#### **CHAIR'S REPORT**

Chair Sandoval welcomed new members, Javier Amezcua, Calipatria, ICTC; Ryan Balius, Anaheim, District 19; Bryan Fish, Culver City, WCCOG; John Gabbard, Dana Point, District 12; William Go, Irvine, District 14; Lauren Kleiman, Newport Beach, District 15; Carlos Leon, OCTA; David Ready, Palm Springs, CVAG; Emma Sharif, Compton, District 26; Butch Twining, Huntington Beach, District



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64; Zhen Wu, San Clemente, OCCOG; and Fred Jung, Fullerton, District 21. He also reported that at the April meeting, there would be the Chair and Vice Chair election for the following year and those interested in forwarding a nomination could respond to an email sent to committee members.

**METROLINK REPORT**

Hon. Marty Simonoff, Brea, reported that Metrolink updated its schedule to expand weekday service including service to San Bernardino. Also, the California Air Resources Board had withdrawn its request for a federal waiver from the EPA and staff would continue to monitor the situation.

**STAFF REPORT**

David Salgado, SCAG staff, reported that registration was open for SCAG's 60<sup>th</sup> General Assembly, May 1 and 2, 2025. He noted the deadline for submissions for SCAG's scholarship program was March 21, 2025.

**ADJOURNMENT**

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 11:49 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
Amezcuca, Javier	Calipatria, ICTC										1			1
Andrade-Stadler, Adele	Alhambra, SGVCOG				1		1							2
Bacerra, Phil	Orange County, CoC						1	1						2
Balius, Ryan	Anaheim, District 19										1			1
Barger, Kathryn	Los Angeles County													0
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1						1			3
Brotman, Daniel	Glendale, AVCJPA	1			1		1	1						4
Burns, Jeanette	Morongo Band of Mission Indians										1			1
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)						1				1			2
Dumitru, Jonathan	Orange, RC District 17	1			1		1	1						4
Dutrey, J. John	Montclair, SBCTA	1			1		1	1			1			5
Brian, Fish	Culver City, WCCOG										1			1
Gabbard, John	Dana Point, District 12													0
Gazeley, James	Lomita, RC District 39	1			1		1				1			4
Gibbs, Jason	Santa Clarita, NCTC	1					1	1			1			4
Go, William	Irvine, District 14										1			1
Hagman, Curt	San Bernardino County	1			1		1	1			1			5
Harnik, Jan	RCTC	1			1		1	1						4
Hernandez, Laura	Port Hueneme, RC District 45	1			1			1			1			4
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1									2
Hutt, Heather	Los Angeles, RC District 57													0
Judge, Mike	VCTC	1			1		1	1			1			5
Jung, Fred	Fullerton, OCCOG	1			1		1	1			1			5
Kelley, Trish	TCA Representative	1			1		1	1			1			5
Kleiman, Lauren	Newport Beach, District 15													0
Krupa, Linda	Hemet, RC District 3	1					1	1			1			4
Lara, Andrew	Pico Rivera, Dist 31				1						1			2
Leon, Carlos	OCTA										1			
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1			1									2
Loa, Richard	Palmdale, NCTC				1		1	1			1			4
Lorimore, Clint	Eastvale, RC District 4	1			1		1	1			1			5
Mann, Ken	Lancaster, RC District 43	1						1						2
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	1			1			5
Marquez, Ray	Chino Hills, RC District 10	1			1		1	1			1			5
McCallon, Larry	Air District Representative	1			1		1	1			1			5
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1			1		1	1			1			5
McOsker, Tim	Los Angeles, RC District 62	1												1
Michael, L. Dennis	Rancho Cucamonga, RC District 9										1			1
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1					1				1			3
Moore, Carol	Laguna Woods, OCCOG	1			1		1	1			1			5
Munoz-Guevara, Juan	Lynwood, GCCOG	1					1	1						3
Najarian, Ara	Glendale, SFVCOG	1			1		1				1			4
Navarro, Frank	Colton, RC District 6	1					1				1			3
Perez,Nikki	Burbank, District 42							1						1
Ready, David	Palm Springs, CVAG										1			1
Rebollar, Gil	Brawley, RC District 1				1		1	1			1			4

Attachment: TC Attendance Sheet Mar 6, 2025 (Minutes of the Meeting - March 6, 2025)

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





**AGENDA ITEM 3**

**REPORT**

Southern California Association of Governments  
April 3, 2025

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Transportation Committee Agenda Outlook and Future Agenda Items

*Kome Ajise*

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

**Transportation Committee Outlook and Framework**

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

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

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. TC Outlook for FY25\_April 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"> <li>ü 2025 FTIP and Connect SoCal Amendment 1, Associated Transportation Conformity (proposed final)</li> <li>ü Goods Movement Update incl. Comprehensive Sustainable Freight Plan</li> <li>ü Zero Emission Truck Infrastructure (ZETI) Study Preliminary Findings</li> <li>• <del>Highways to Boulevards Regional Study (move to Jan-March)</del></li> <li>• <del>Curb Space Management (move to Jan-March)</del></li> <li>• <del>Joint MPO Pricing and Incentives Pilot Design Guidelines (R&amp;F)</del></li> <li>ü Connect SoCal 2024: Implementation Strategies Update</li> </ul>	<ul style="list-style-type: none"> <li>ü REAP 2.0 CTC Partnership Program Update (R&amp;F)</li> <li>ü REAP 2.0 Regional Pilot Initiatives Program Update</li> <li>ü Future Communities Pilot Program and Smart Cities Strategic Plan</li> <li>ü Sustainable Communities Program (SCP) Active Transportation &amp; Safety – Recommended Projects</li> </ul>	<ul style="list-style-type: none"> <li>ü Broadband Permit Streamlining Report Findings</li> <li>• <del>SCAG Digital Equity Toolkit (move to Jan-March)</del></li> <li>ü Trade Corridors Enhancement Program (TCEP) Regional Nominations</li> <li>• <del>CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update (move to April-June)</del></li> <li>• <del>Brightline West (move to April-June)</del></li> <li>ü SB 1121 Transportation Needs Assessment</li> </ul>

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

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



**AGENDA ITEM 4**

**REPORT**

Southern California Association of Governments  
April 3, 2025

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Ryan Laws, Associate Regional Planner  
(213) 630-1470, laws@scag.ca.gov  
**Subject:** Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to  
Support Implementation of the LMFP

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program (LMFP).

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.

**RECOMMENDED ACTION FOR TC:**

Receive and File

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*The Last Mile Freight Program (LMFP) serves as SCAG's initial step toward implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin (SCAB), serving four of the six SCAG counties (Los Angeles, Orange, Riverside, and San Bernardino). SCAG is currently serving as the implementor of the LMFP in partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC) through a sole source contract totaling \$16.75 million in available funds to award.*

*On September 5, 2024, SCAG Executive Director Kome Ajise reported to the Regional Council about South Coast AQMD's successful application for a \$500 million U.S. Environmental Protection Agency (US EPA) Climate Pollution Reduction Grant (CPRG). As a sub-recipient to South Coast AQMD under this grant award, SCAG is set to receive \$51,500,000 (including \$1,500,000 for*

***administrative costs to support program implementation) for the LMFP. Staff seeks approval from the RC through a resolution to accept \$51,500,000 of CPRG funding to expand the LMFP and support deployment of Class 4 and 5 battery-electric vehicles.***

**BACKGROUND:**

SCAG is serving as the implementor of the LMFP through a sole source contract with the Mobile Source Air Pollution Reduction Review Committee (MSRC). The first phase of the program is focused on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks, including ZE/NZE equipment and supporting infrastructure. Phase 1 currently includes \$16.75 million in available funds to award. This program was approved at the MSRC August 20, 2020 meeting, AQMD September 4, 2020 meeting, and SCAG Regional Council October 1, 2020 meeting.

SCAG partnered on the South Coast Air Quality Management District's (AQMD) application for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality and National Competitiveness project (INVEST CLEAN), proposing to leverage this additional funding with the current LMFP. The application was submitted on April 1, 2024 and outlines a coordinated, large-scale regional effort for zero-emission vehicles and fueling infrastructure improvements to support the regional goods movement network.

In July 2024, U.S. EPA awarded South Coast AQMD a Climate Pollution Reduction Grant of nearly \$500 million for INVEST CLEAN. This grant includes \$51,500,000 (including \$1,500,000 for administrative costs to support program implementation) to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks. The award was recognized by the South Coast AQMD Board in September 2024 and authorization to execute contracts related to the grant was approved by the South Coast AQMD board on January 10, 2025.

As part of this authorization, SCAG is tasked with implementing items listed under Measure 2, Battery Electric Freight Vehicle Deployment Incentive Program, including:

- Administration of a rebate program to fund Class 4/5 battery-electric vehicles (issuing rebates with a maximum of \$67,000 per vehicle);
- Development of an implementation plan, with South Coast AQMD and U.S. EPA involvement, to detail how the rebate program will be administered;
- Include input from the local communities regarding how project priorities will be incorporated in the implementation plan; and
- Require vehicle scrappage to achieve the emission reduction goals.



**FISCAL IMPACT:**

If approved by the Regional Council, SCAG will receive \$51,500,000 in grant funding for vehicle deployment and for administrative support from the U.S. EPA, as a sub-recipient to South Coast AQMD. The funds will be utilized for supporting commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program. The funds will be programmed in a future amendment of the FY 2024-25 and/or FY 2025-26 Overall Work Program (OWP).

**ATTACHMENT(S):**

1. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP
2. PowerPoint Presentation - Authorizing Acceptance of CPRG Funds for LMFP 2spp



RESOLUTION NO. 25-672-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT U.S. ENVIRONMENTAL PROTECTION AGENCY'S (U.S. EPA) CLIMATE POLLUTION REDUCTION GRANTS (CPRG) FUND IN THE AMOUNT OF \$51,500,000 TO IMPLEMENT SCAG'S LAST MILE FREIGHT PROGRAM (LMFP)

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 is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

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

WHEREAS, SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LFMP), which is a component of a larger effort by MSRC to reduce emissions from goods movement.

WHEREAS, the LMFP serves as an important step towards implementing freight-related vehicle/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin;

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

WHEREAS, SCAG was awarded grant funds in the amount of \$51,500,000 ("Funds") through the U.S. Environmental Protection Agency's (U.S. EPA) Climate Pollution Reduction Grants (CPRG) as a sub-recipient to the South Coast Air Quality Management District (South Coast AQMD);

WHEREAS, SCAG, in partnership with South Coast AQMD, will utilize the Funds to support the commercial deployment of Class 4 and 5 battery electric vehicles as part of SCAG's existing Last Mile Freight Program and require vehicle scrappage to achieve the emission reduction goals;

WHEREAS, SCAG will provide approximately \$67,000 of the Funds per vehicle to deploy up to 746 battery electric trucks; and

WHEREAS, SCAG will develop an implementation plan, with South Coast AQMD and U.S. EPA involvement, to detail how the rebate program will be administered, incorporating input from the local communities regarding project priorities.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Funds to support the implementation of the Last Mile Freight Program.

Attachment: Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP (Resolution No. 25-672-2)



**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes SCAG to accept funds in the amount of \$51,500,000 to support SCAG’s implementation of the Last Mile Freight Program; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds.

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

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Curt Hagman  
President, SCAG  
County of San Bernardino

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel



# \$51.5 Million Funding Award for SCAG Last Mile Freight Program (LMFP)

April 3, 2025

WWW.SCAG.CA.GOV

## Program Overview



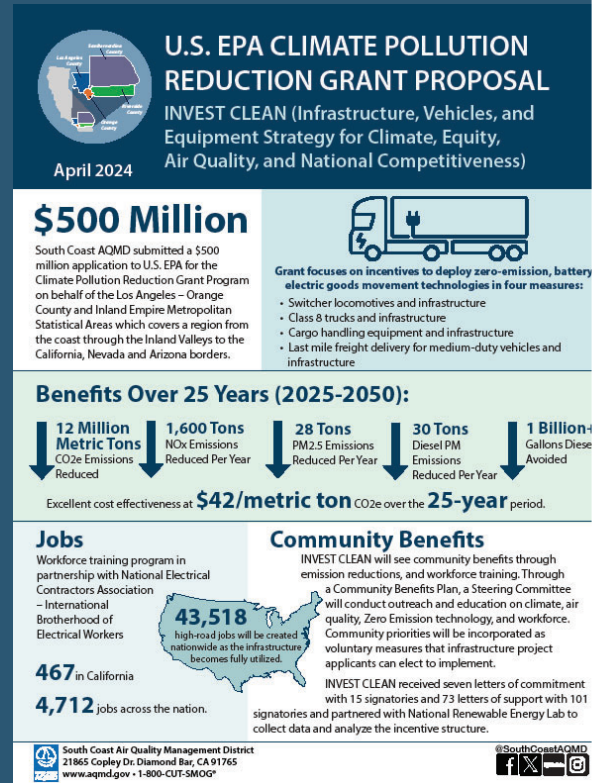
SCAG is serving as the implementor for the last mile component of the Mobile Source Air Pollution Reduction Review Committee (MSRC) Goods Movement Program (\$16.75 million award)

- Objective: Achieve emissions reduction of criteria air pollutants from last mile freight operations
- Phase 1 focuses on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure).



# AQMD INVEST CLEAN

- SCAG partnered on the South Coast AQMD's INVEST CLEAN application for Climate Pollution Reduction Grant (CPRG)
- U.S. EPA awarded South Coast AQMD nearly \$500 million for INVEST CLEAN
- SCAG to administer incentives for LMFP as sub-recipient under INVEST CLEAN Measure 2
  - \$51,500,000 to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks



**U.S. EPA CLIMATE POLLUTION REDUCTION GRANT PROPOSAL**  
**INVEST CLEAN (Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness)**  
 April 2024

**\$500 Million**  
 South Coast AQMD submitted a \$500 million application to U.S. EPA for the Climate Pollution Reduction Grant Program on behalf of the Los Angeles – Orange County and Inland Empire Metropolitan Statistical Areas which covers a region from the coast through the Inland Valleys to the California, Nevada and Arizona borders.

**Grant focuses on incentives to deploy zero-emission, battery electric goods movement technologies in four measures:**

- Switcher locomotives and infrastructure
- Class 8 trucks and infrastructure
- Cargo handling equipment and infrastructure
- Last mile freight delivery for medium-duty vehicles and infrastructure

**Benefits Over 25 Years (2025-2050):**

- ↓ 12 Million Metric Tons CO<sub>2</sub>e Emissions Reduced
- ↓ 1,600 Tons NO<sub>x</sub> Emissions Reduced Per Year
- ↓ 28 Tons PM<sub>2.5</sub> Emissions Reduced Per Year
- ↓ 30 Tons Diesel PM Emissions Reduced Per Year
- ↓ 1 Billion+ Gallons Diesel Avoided

Excellent cost effectiveness at **\$42/metric ton** CO<sub>2</sub>e over the **25-year** period.

**Jobs**  
 Workforce training program in partnership with National Electrical Contractors Association – International Brotherhood of Electrical Workers

- 467 in California
- 4,712 jobs across the nation.

**Community Benefits**  
 INVEST CLEAN will see community benefits through emission reductions, and workforce training. Through a Community Benefits Plan, a Steering Committee will conduct outreach and education on climate, air quality, Zero Emission technology, and workforce. Community priorities will be incorporated as voluntary measures that infrastructure project applicants can elect to implement.

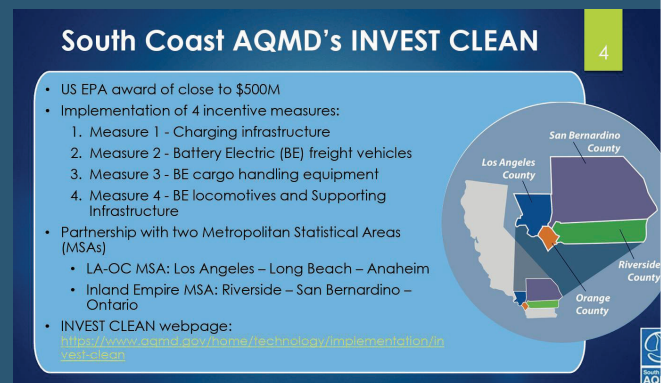
INVEST CLEAN received seven letters of commitment with 15 signatories and 73 letters of support with 101 signatories and partnered with National Renewable Energy Lab to collect data and analyze the incentive structure.

**43,518** high-road jobs will be created nationwide as the infrastructure becomes fully utilized.

South Coast Air Quality Management District  
 21865 Cooley Dr, Diamond Bar, CA 91765  
 www.aqmd.gov • 1-800-CUT-SMOG

# INVEST CLEAN Measure 2 – Battery Electric Freight Vehicle Deployment Incentive Program

- Administer a rebate program to fund Class 4/5 battery-electric vehicles (max rebate \$67,000 per vehicle);
- Develop an implementation plan for how the rebate program will be administered;
- Include input from local communities regarding project priorities; and
- Require vehicle scrappage to achieve the emission reduction goals.



**South Coast AQMD's INVEST CLEAN**

- US EPA award of close to \$500M
- Implementation of 4 incentive measures:
  1. Measure 1 - Charging infrastructure
  2. Measure 2 - Battery Electric (BE) freight vehicles
  3. Measure 3 - BE cargo handling equipment
  4. Measure 4 - BE locomotives and Supporting Infrastructure
- Partnership with two Metropolitan Statistical Areas (MSAs)
  - LA-OC MSA: Los Angeles – Long Beach – Anaheim
  - Inland Empire MSA: Riverside – San Bernardino – Ontario
- INVEST CLEAN webpage: <https://www.scaqmd.gov/home/2/electrify/implementation/invest-clean>

## Recommended Action

Approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.



**AGENDA ITEM 5**

**REPORT**

Southern California Association of Governments  
April 3, 2025

**To:** Transportation Committee (TC)  
Regional Council (RC)  
**From:** Marisa Laderach, Principal Regional Planner  
(213) 236-1927, laderach@scag.ca.gov  
**Subject:** SCAG Clean Cities Coalition Strategic Plan FY25 Update

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR TC AND RC:**

Receive and File

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

**EXECUTIVE SUMMARY:**

*The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE requires all Clean Cities Coalitions to establish and maintain a Strategic Plan and staff has revised the 2023 Coalition Plan in accordance with project requirements. The Plan aligns SCAG's Clean Transportation Technology Policy (Resolution No. 23-654-5<sup>1</sup>), Connect SoCal 2024, and the Clean Technology Program, harmonizing federal, state, and regional objectives. Given shifting priorities and uncertainties within federal transportation programs, this Strategic Plan update cycle was minimal, but can be revisited later this spring when more guidance is available for such programs. Additionally, the Strategic Plan will be revised again in FY26 as a part of SCAG's annual responsibilities under the Clean Cities & Communities Program, offering an opportunity to align with new federal priorities. The coordination achieved through this Strategic Plan effort aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability. The updated FY25 Clean Cities Strategic Plan will be available at: <https://scag.ca.gov/clean-cities>.*

<sup>1</sup> Resolution No. 23-654-5, packet page 104: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

**BACKGROUND:**Coalition Network and Background

The Clean Cities & Communities initiative, initiated by the U.S. Department of Energy in 1993, emerged as a strategic response to the Energy Policy Act of 1992. This program currently encompasses over 75 local coalitions across the United States. These coalitions form dynamic partnerships with more than 20,000 stakeholders from both public and private sectors. The primary goal of these collaborations is to enhance the economic, environmental, and energy security of the United States. This is achieved by focusing on the promotion of affordable, domestically produced transportation fuels, the development of energy-efficient mobility systems, and the adoption of various fuel-saving technologies and practices at the local level.

The various coalitions in the program harness expertise from a range of sources, including federal agencies, national laboratories, and other coalitions within the network. This knowledge is then applied directly to the communities they serve, creating solutions tailored to the unique local needs, opportunities, and market conditions. Additionally, these coalitions establish networks with community stakeholders and offer practical, hands-on support to local fleets, addressing specific challenges and facilitating problem-solving.

Work efforts are guided by a set of key objectives, which include:

- Build partnerships with public and private-sector transportation stakeholders.
- Dispense objective information, data-driven online tools, and a suite of resources to fleets and local decision makers.
- Empower stakeholders to evaluate and implement the best strategy to achieve their goals.
- Collect and share best practices, data, and lessons learned to inform local decisions and build a strong national network.
- Engage technical assistance to help fleets and end users implement alternative fuels, advanced vehicles, and fuel-saving practices.
- Build relationships with industry partners, fleets, and communities to solve problems and identify and address technology barriers.
- Leverage people and resources to encourage private-sector investment, resulting in successful implementation of advanced transportation, fueling infrastructure, and charging equipment and development projects.

To advance affordable, efficient, and clean transportation fuels and technologies, coalitions employ the following strategies:<sup>2</sup>

- **Evaluate transportation needs and energy choices** to determine the most impactful and cost-effective vehicle options, fuels, technologies, and best practices that make sense for their stakeholders.

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<sup>2</sup> Clean Cities Coalitions Overview, U.S. DOE. Available at: <https://cleancities.energy.gov/publications/>

- **Shift to efficient and clean energy sources** using alternative and renewable fuels such as biodiesel, electricity, ethanol, hydrogen, natural gas, propane, and renewable diesel.
- **Improve fuel efficiency** through state-of-the-art technologies and strategies.
- **Reduce greenhouse gas emissions** and local pollutants through transition to low- and no-emission vehicles, idle reduction, and other fuel-saving technologies and practices.
- **Demonstrate and assess new mobility choices** that maximize the return on investment for mobility systems in terms of time, cost, energy, and opportunity.

The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs) across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

#### SCAG's Clean Cities Coalition Strategic Plan

Last fiscal year, DOE introduced a new requirement for all Clean Cities Coalitions, including SCAG, to develop a Strategic Plan. The Plan serves as a multi-year roadmap outlining specific objectives and activities that coalition stakeholders will undertake. The objectives, activities, and priorities outlined in the Strategic Plan have been developed in direct alignment with Connect SoCal 2024 projections and strategies. This comprehensive approach ensures a cohesive strategy in advancing clean transportation technologies within the SCAG jurisdiction.

The Strategic Plan contains several critical sections, including:

- **The Strategic Plan Roadmap:** Includes Vision, Goals, and Strategies, and details the mission and planned actions that SCAG's Clean Cities Coalition will undertake to meet and align DOE and SCAG goals:
  - Vision: Southern California aims to foster a sustainable transportation ecosystem through advanced infrastructure, technology, and policy, embracing technology neutrality for innovation and environmental stewardship.
  - Primary Goal: To support an increase in gasoline gallon equivalent (GGE) displaced and a reduction in greenhouse gas (GHG) emissions, aligning with California's climate goals and DOE goals.
  - Strategies and Actions: SCAG outlines strategies to address barriers like cost, infrastructure, and consumer knowledge, focusing on a portfolio of alternative fuel



vehicles (AFVs) and infrastructure, including electric drive, natural gas, propane, ethanol, and hydrogen.

- **Clean Cities Program:** Details the history of the Clean Cities Coalition and work efforts conducted by the coalition, the strategies coalitions implement to advance affordable, efficient, and clean transportation fuels and technologies, and the formal designation/redesignation process. It provides key project objectives, including annual progress reports, alternative fuel price tracking and reporting, vehicle and station cost tracking and reporting, and coalition building and stakeholder engagement.
- **Alternative Fuels, Vehicles, and Infrastructure:** Describes the status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure. Depicts emission reductions by body styles and technology types and provides the adoption rates of AFVs in California.
- **Barriers to Adoption:** Categorizes the barriers of adopting clean transportation technology into five main areas: cost, technology readiness, infrastructure, consumer knowledge, and regulatory support. Provides context for each of the five areas.
- **SCAG's Commitment to Clean Technology:** Details SCAG's specific work efforts relative to the Clean Technology Program, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.

Specific strategies and actionable items, maintained from the FY24 Strategic Plan, are described below. They focus on seven core activities, all central to SCAG's mission and role as a regional agency:

1. Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.
2. Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
3. Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
4. Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners.
5. Facilitate development of EV charging infrastructure through public-private partnerships.
6. Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.
7. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.



Two main changes between the 2024 Strategic Plan and the 2025 iteration include:

- **Condensed for Clarity:** Based on previous feedback received from the Department of Energy, SCAG staff condensed the Strategic Plan and removed any content already reflected in SCAG’s Clean Technology Compendium or 2024 Connect SoCal to avoid duplication of resources or information. Removed or reintegrated sections include:
  - About SCAG
  - US Department of Energy Clean Cities Program
  - Coalition Strategic Plan and Strategic Framework
  - The Need to Transition to Clean Transportation
  - Alternative Fuels, Types of AFVs, Supporting Infrastructure, and Adoption Rates
  - Emission Reductions
  - Federal and State Policies and Programs
  - Glossary
- **Removal of DOE-specific GGE & GHG Targets:** The previous plan contained references to DOE-specific gasoline gallon equivalent (GGE) and greenhouse gas (GHG) targets. Originally implemented to ensure alignment between tangible measures of GGE displacement/GHG reductions and overarching DOE targets, these target recommendations are no longer required.
  - The 20% reduction in GHG and 16% displacement in GGE requirements have been removed, but the goals, strategies, and actions in the Strategic Plan remain and emphasize SCAG’s commitment to meeting regional and state climate targets.

The final revised Strategic Plan will be available on SCAG’s website (<https://scag.ca.gov/clean-cities>) in April and shall be updated annually in accordance with the coalition’s agreement. Annual updates bring an increased flexibility to the planning process and help to ensure this Strategic Plan remains a “living document,” rather than a static Plan. Given uncertainties at the federal level and within the national Clean Cities & Communities Program, staff maintained a minimal update approach for the FY25 update. However, Clean Cities staff will begin planning for a more comprehensive update leading into FY26, pending future guidance and direction from DOE.

**FISCAL IMPACT:**

Work associated with this item is included in the Overall Work Program (OWP) Tasks 267.1241.04 (SCAG and DOE/NETL Clean Cities Coalition Coordination) and 115.4912.01 (Clean Technology Program).



**AGENDA ITEM 6**

**REPORT**

Southern California Association of Governments  
April 3, 2025

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

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

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. Per the recent ridership updates to the Transportation Committee, as of 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. SCAG is currently finalizing the process to secure consultant support to conduct an Innovative Clean Transit Regional Assessment Study, to assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans (required by the California Air Resources Board (CARB)) and to assess the readiness of the region to transition to zero-emission transit fleets. SCAG anticipates exploring opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness and identifying potential roles for SCAG to play in facilitating the transition to clean transit.

### **Transit Transformation Task Force**

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

The Task Force held its 9th meeting on March 11, 2025, in Sacramento. At this meeting, the Task Force reviewed and discussed the final report's outline; strategies to address accessible transportation, including paratransit, dial-a-ride, and transit needs of seniors and people with disabilities; Transportation Development Act (TDA) reform for transit operations, funding, unmet

needs process; and reforms needed to reduce capital construction costs and timelines. The Task Force also discussed recommendations for strategies to provide first and last mile access to transit. The recommendations considered start on slide #12 of this [presentation](#) and cover three strategies: JJ. Reform Planning process to improve access to transit, KK. Ensure consistent and flexible funding for active transportation and first- and last-mile access to transit, and LL. Coordinate and collaborate to provide first- and last-mile access to transit across jurisdictions.<sup>1</sup>

The Task Force recommended that CalSTA and Caltrans staff adjust language for some of the recommendations and recirculate for review before they are finalized:

- Remove JJ.1 “Empower regional agencies to establish clear urban design guidelines that promote active transportation in areas surrounding transit hubs (including factors such as building placement, parking and loading areas, protected sidewalks, and mobility lanes)” and adjust wording and bring back for consideration.
- Revise KK.1 to “Increase funding for active transportation (e.g., Active Transportation Program funding) with reduced variability and reduced administrative burden from year-to-year.”
- Revise KK.2 to “Encourage existing and new State funding for active transportation projects that better increase first/last mile access to transit.”
- Revise LL.1 to “Ensure interagency coordination on first and last mile planning, implementation, and maintenance between Caltrans, MPOs, local jurisdictions, CBOs, and transit agencies.”
- Revise LL.2 to “Create opt-in State Purchasing Schedule agreements for bikeshare infrastructure, service providers, and participants in California e-bike incentives and bike lending programs.”
- Add LL.3 “Encourage integration of user experience (trip planning, payments, etc.) of first- and last-mile services with transit, where feasible.”

The Task Force voted on the recommendations with consideration after discussion of revisions. The recommendations will be recirculated at a future meeting for Task Force members to confirm changes before they are incorporated into the report to the Legislature. Meeting materials and updates on the work of the Task Force can be found at the CalSTA [webpage](#). The next Task Force meeting will be held on April 25, 2025, in San Francisco.

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,

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<sup>1</sup> March 11, 2025 Transit Transformation Task Force Presentation: [https://calsta.ca.gov/-/media/calsta-media/documents/ttf\\_9\\_presentation\\_a11y.pdf](https://calsta.ca.gov/-/media/calsta-media/documents/ttf_9_presentation_a11y.pdf)



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including representation from Southern California, specifically, SCAG, the Orange County Transportation Authority, and the San Bernardino County Transportation Authority.

**FISCAL IMPACT:**

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



**AGENDA ITEM 7**

**REPORT**

Southern California Association of Governments  
April 3, 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 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 of 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 in June.

### **Policy Committee Discussions**

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

- **EEC- Overview of General Plan Safety Elements for Climate Change Resilience**  
The EEC will hear from SCAG on the connections between Safety Elements and climate resilience as well as the status of Safety Elements updates throughout the region. This item will include a case study from the City of Arcadia on their recent Safety Element Update, and will be presented by Fiona Graham, Planning Director.
- **CEHD- Home Hardening and Defensible Space Design**  
The CEHD will hear from two speakers who will highlight best practices around home hardening and defensible space design. Speakers include Elizabeth Christy, Sustainability Program Manager, U.S. Green Building Council and Brian Cameron, with EPIC Calabasas.
- **TC- Response, Recovery & Resilience Planning**  
TC will hear about resilience planning, a process that communities can undertake to identify potential hazards and threats, and then establish adaptation, mitigation, and recovery plans. Ryan Graham, Planning Manager at the San Bernardino County Transportation Authority (SBCTA) will provide an update on SBCTA's current resilience planning efforts. TC will also hear from Britt Card, Transit Planner for the City of Pasadena, who will speak about the City's preparation, response, and recovery efforts with the recent Eaton Fire, highlighting the role of Pasadena Transit to evacuate residents.

### **Next Steps**

Staff will summarize the major takeaways from the March and April policy committee meetings with EAC 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 - Resilience Planning SCAG 250324 SBCTA
2. PowerPoint Presentation - Pasadena Transit Eaton Fire Response





Line Fire - 2025

# SBCTA Resilience Planning

Ryan Graham  
Planning Manager, SBCTA

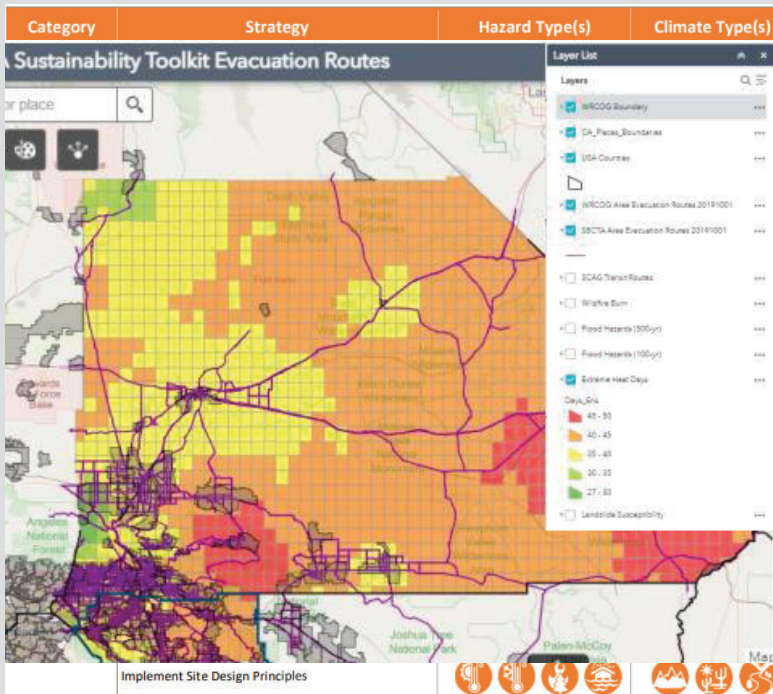


**cta**

San Bernardino County  
Transportation Authority

**cog**

San Bernardino  
Council of Governments



- Partnered with WRCOG to prepare a vulnerability assessment and adaptation strategy for San Bernardino County
- Emphasis was how to best plan for development/infrastructure in an era of increasing frequency and intensity of climate related events.
- The types of hazards considered in the effort included heat, wildfire, flooding, drought, air quality, severe wind, and mudslides.
- A major deliverable for the project was Resilient IE Toolkit.



Resilient IE

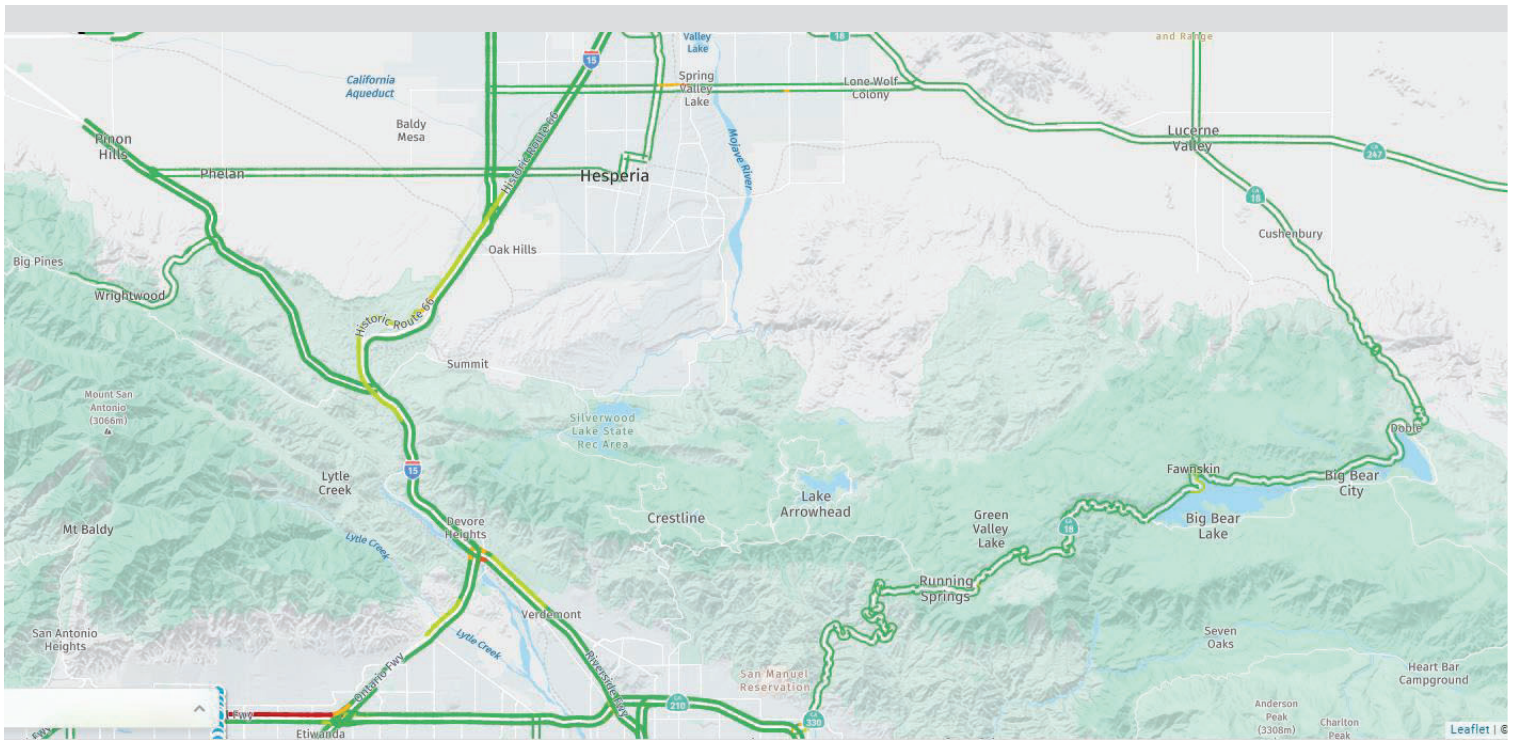
- The project studies the regional transportation impacts of major highway closures due to unplanned events on the state's highway system.
- Project split into two parts.
  - Part 1 - identify historical closures of the pass that can be used to model the redistributed traffic's impact on the regional system
  - Part 2 will make recommendations for geometric and operational improvements focused on the SR247/62 corridors.



Cajon Pass closure due to accident (Aug 1, 2020)



SR247/62 Emergency Bypass Study

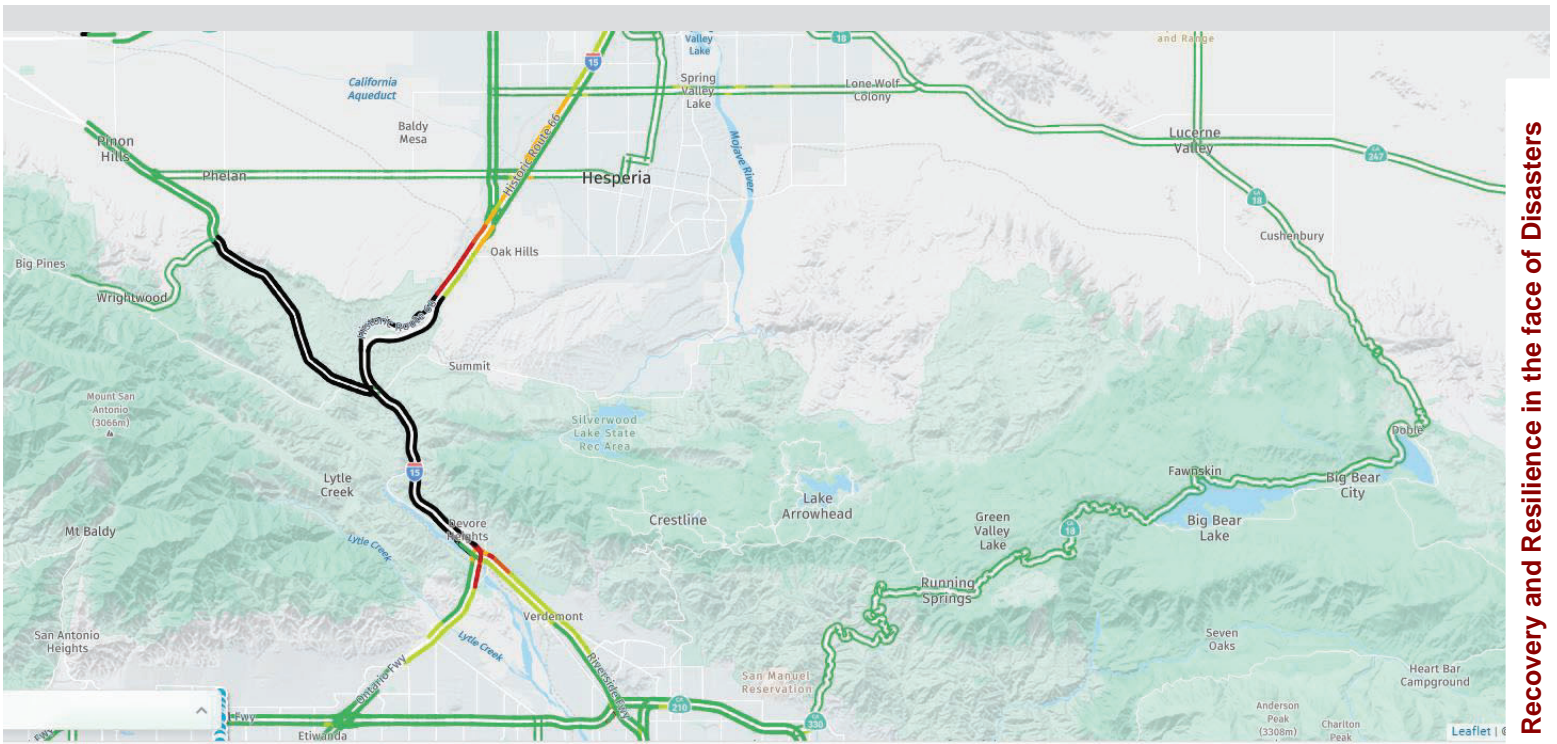


9:00am – August 16, 2016



SR247/62 Emergency Bypass Study

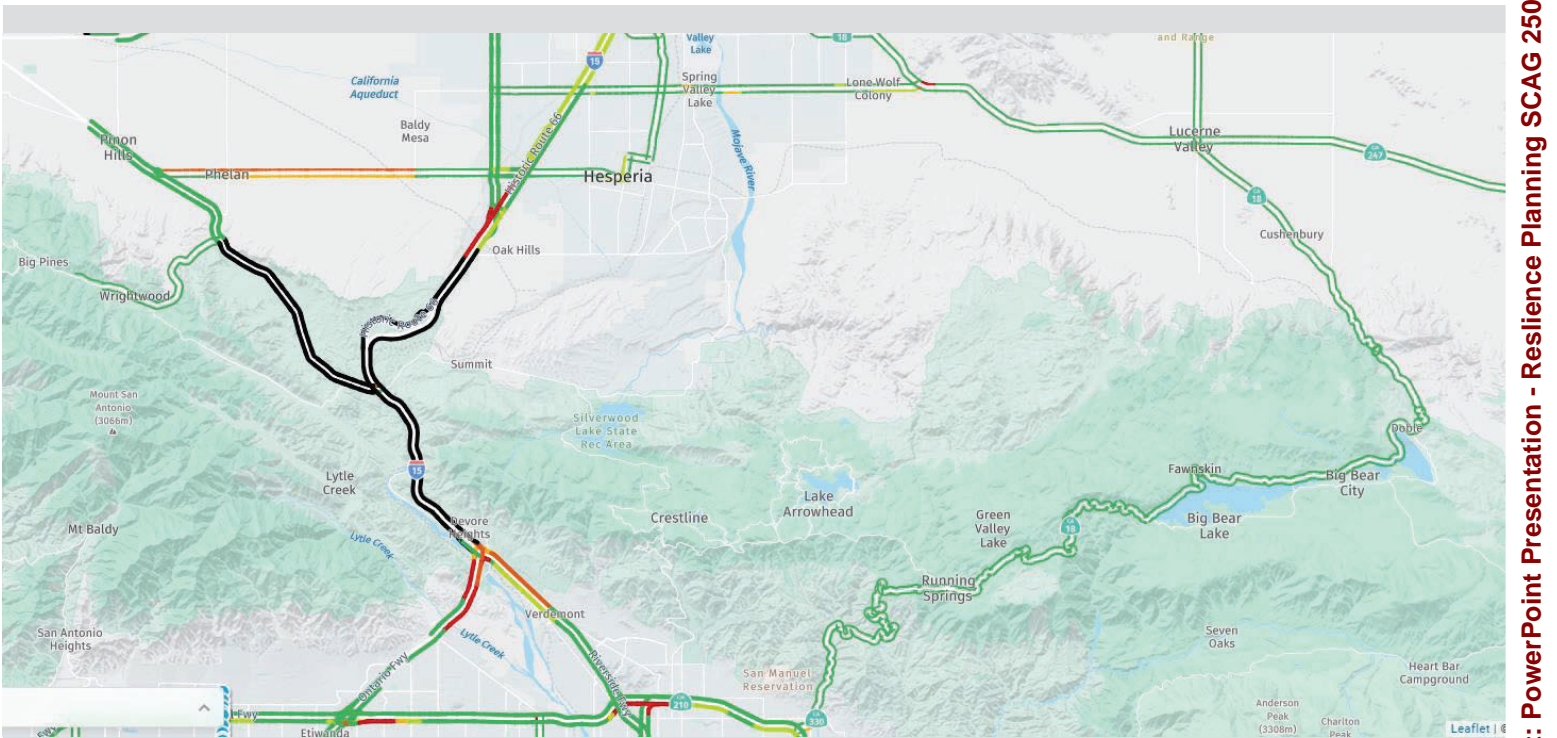




12:30pm – August 16, 2016



SR247/62 Emergency Bypass Study



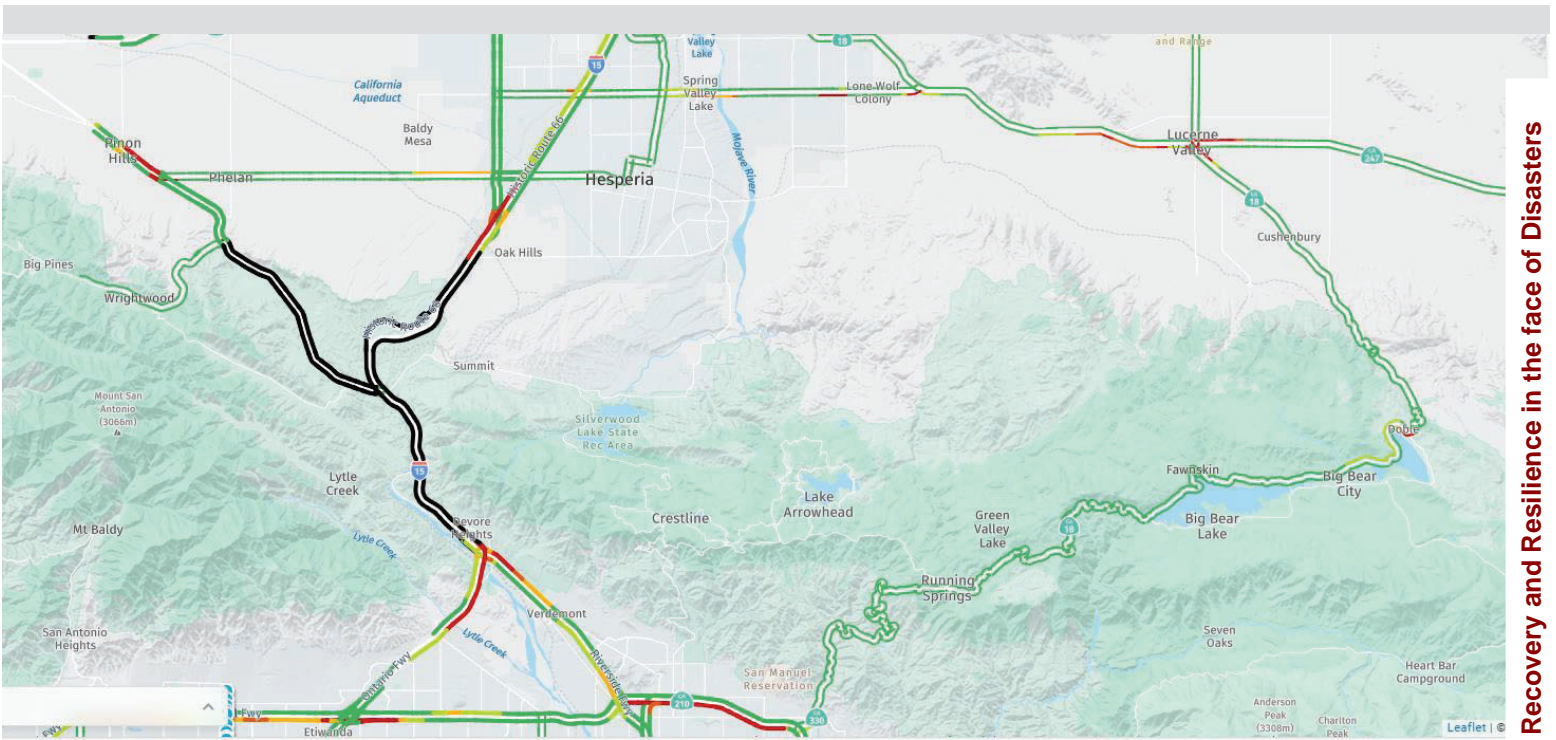
2:30pm – August 16, 2016



SR247/62 Emergency Bypass Study

Attachment: PowerPoint Presentation - Resilience Planning SCAG 250324 SBCTA (Regional Recovery and Resilience in the face of Disasters

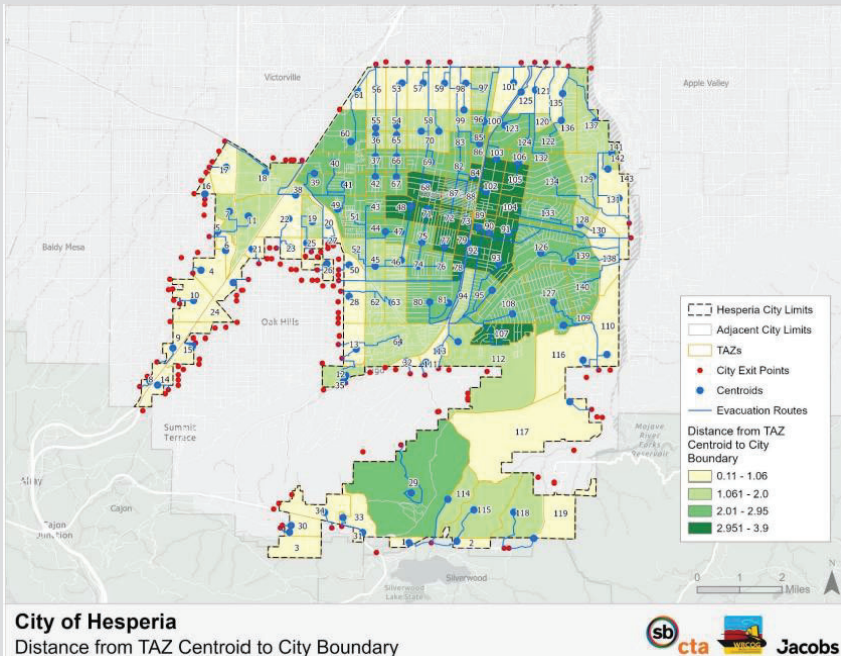




5:00pm – August 16, 2016



**SR247/62 Emergency Bypass Study**



- Bi-county collaboration with WRCCOC
- Preparation of SB99/AB747 Compliance Assessments for local jurisdictions.
- Staff has been working to obtain information/input from local jurisdictions
- Using the information from the Compliance Assessments, the study will make recommendations on regional infrastructure improvements to accommodate evacuation needs.



**Emergency Evacuation & Network Resilience (EENR)**

- Assesses the opportunity for resilience centers to
  - support evacuation
  - local climate change resilience
  - public health goals.
- Will also examine the applicability and potential of incorporating microgrids into the Resilience Center designs.
- Will also identify non-capacity enhancements to the transportation infrastructure that can potentially help jurisdictions manage incidents and aid in recovery.



## Evacuation and Resilience Center Design Study

# Pasadena Transit Eaton Fire Response

Southern California Association of Governments  
(SCAG) Transportation Committee  
April 3, 2025



## Eaton Fire Recap

Transportation Department

### Eaton Fire:

- Shortly after 6 pm on January 7, 2025 the Eaton Fire started
- Fire rapidly spread due to 70+ mph wind gusts







# Pasadena Emergency Preparedness

Transportation Department

- City DOT/Transit staff are part of the Emergency Preparedness/Planning structure
  - > Have specific roles in the Emergency Operations Center (EOC)
- Pasadena Transit wasn't considered "go to" for large scale evacuations due to smaller vehicles and smaller fleet
- Previous windstorm and evacuation experience



This Photo by Unknown Author is licensed under [CC BY](#)

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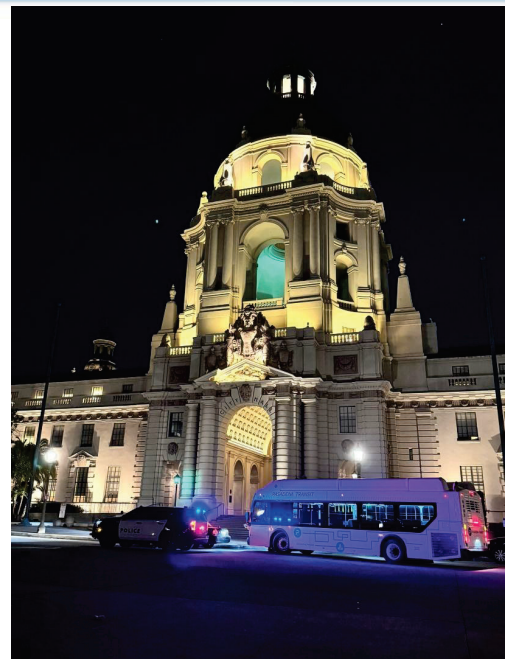
PASADENA



# Eaton Fire Recap

Transportation Department

- Requests for assistance began immediately and continued until the early hours of the next day
- Due to proximity and availability, Pasadena Transit was able to assist quickly
- Buses were staged on the east & west sides of Pasadena



4

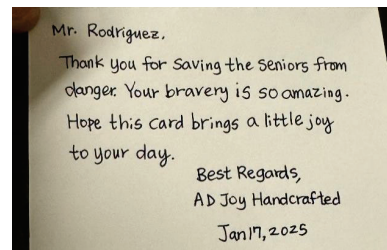
PASADENA



# Evacuations

Transportation Department

- Four convalescent facilities & hundreds of seniors were evacuated
- Seniors in wheelchairs & gurneys



5

PASADENA



# Pasadena Transit Evacuation Response

Transportation Department



<https://www.cbsnews.com/losangeles/news/pasadena-bus-drivers-rushed-into-the-eaton-fire-to-save-500-seniors/>

6

PASADENA

Packet Pg. 51

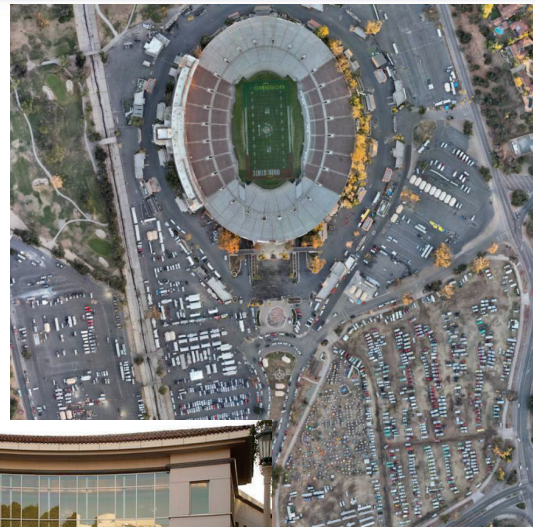




# Eaton Fire Recap

Transportation Department

- Continued Assistance:
  - > Convention Center:
    - Evacuation Shelter
  - > Rose Bowl
    - Eaton fire emergency staging



7

PASADENA

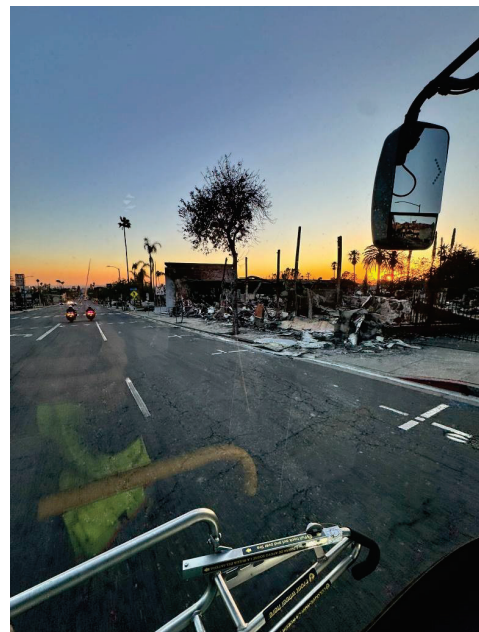


# Eaton Fire Recap

Transportation Department

## 7 Disaster Assessment Trips:

- Local, State & Federal dignitaries



8

PASADENA



# Eaton Fire Recap

Transportation Department

- Impact on service:
  - > Service suspended 2 days
  - > Reduced service on some routes through January 19
  - > Fares suspended through January 26



PASADENA

9



Transportation Department

- Questions?

PASADENA

10



**AGENDA ITEM 8**

**REPORT**

Southern California Association of Governments  
April 3, 2025

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** SCP Smart Cities & Mobility Innovations Program Conclusion

**RECOMMENDED ACTION:**

Informational Only – No Action Required

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*This staff report provides an update on the results and key takeaways from the Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) program. The SCMI program concluded on December 31, 2024, and staff is currently preparing a final report for release in spring 2025.*

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

**BACKGROUND:**

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

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

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

The increasing complexity of transportation systems and connected technologies calls for innovative methods and management practices to better inventory and understand the interconnected nature of smart city technologies, communication infrastructure, and mobility systems. Building on SCAG's curb space management study, the SCMI program aimed to establish best practices that support sustainable mobility, enhance public space, and support small businesses and the local economy. The SCMI program prioritized addressing emerging equity issues, improving transit and bike networks at the curb, and exploring the potential of optimizing curb space management through asset valuation. Furthermore, the program sought to develop comprehensive technology assessments and adoption plans to address the growing complexity of transportation systems and connected technologies, focusing on emerging topics such as connected vehicles, V2X communications, public rights-of-way management, dynamic parking, and curb space management. Findings from the SCMI projects will inform future SCP funding cycles and Calls for Projects. More information for each project is below and the final report will be available spring 2025.

### **Smart Cities & Mobility Innovations (SCMI) Projects**

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

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

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

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

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

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

San Gabriel Valley Council of Governments: GoSGV Engagement & Evaluation

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

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

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

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

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

#### City of Garden Grove: Curb Data Parking Study

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

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

#### City of Laguna Woods: Mobility Technology Plan

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

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

#### City of Rialto: Smart Cities Plan for Warehousing and Logistics

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

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

### **Smart Cities Strategic Plan**

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

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

The Plan aims to:

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

This initiative represents a comprehensive update to SCAG's smart cities programs and projects, integrating past accomplishments and regional progress. To support its development, staff anticipates releasing a Request for Proposals (RFP) in spring or summer of FY 2025.

### **FISCAL IMPACT:**

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

### **ATTACHMENT(S):**

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





# SCP Smart Cities & Mobility Innovations (SCMI) Program

March 6, 2025

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## SCAG Work Efforts

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



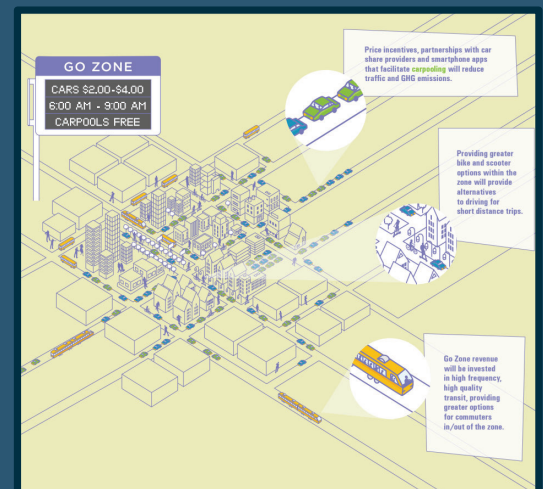
# Sustainable Communities Program (SCP, FY20-21)

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



# Smart Cities & Mobility Innovations (SCMI) Program

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



## Smart Cities & Mobility Innovations Project Types



**Curb Space Data  
Collection &  
Inventory**



**Technology  
Assessment or  
Adoption Plan**



**Parking  
Management  
Plan**

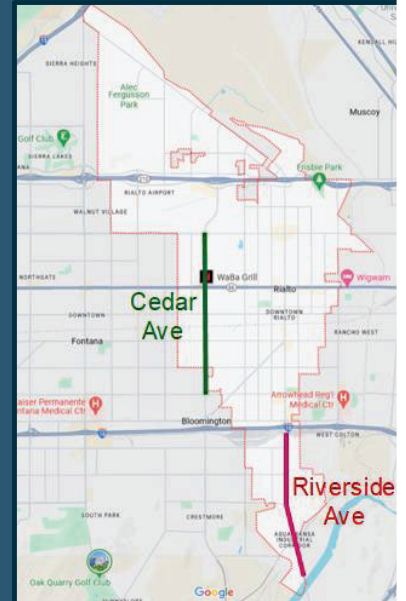
## Smart Cities & Mobility Innovations Awards

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



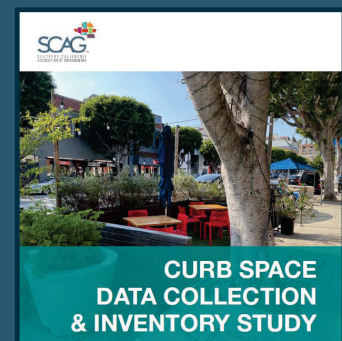
# City of Rialto: Smart Cities Plan for Warehousing and Logistics

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



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

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



# San Gabriel Valley Council of Governments: GoSGV Engagement & Evaluation

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



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

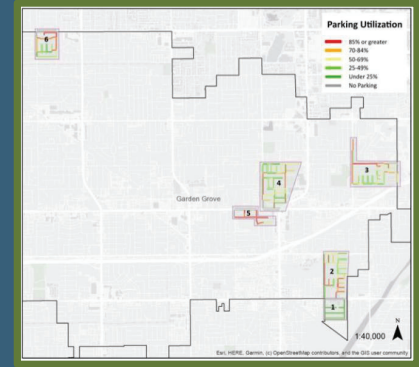
- Analyzed current parking and access needs for the Downtown and Industrial Cannabis Area districts to plan for future growth
- Focused on parking supply and demand quantification, land use patterns, and available shared mobility services
- Short-term and long-term strategies include:
  - Repeal minimum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





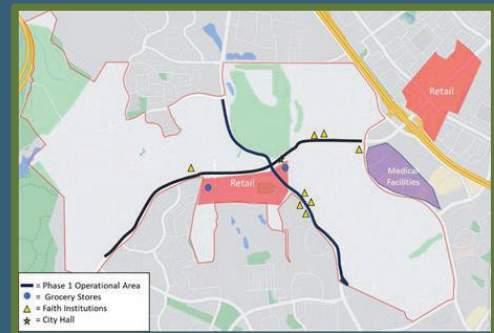
# City of Garden Grove: Curb Data Study

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



# City of Laguna Woods: Mobility Technology Plan

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



## Upcoming Smart Cities Program Activities

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



# THANK YOU!

For more information, please visit:

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

**Questions? Contact:**

Marisa Laderach ([laderach@scag.ca.gov](mailto:laderach@scag.ca.gov)) or Shannon McAlpine ([mcalpine@scag.ca.gov](mailto:mcalpine@scag.ca.gov))



Southern California Association of Governments  
April 3, 2025

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Ryan Laws, Associate Regional Planner  
(213) 630-1470, laws@scag.ca.gov

**Subject:** Last Mile Freight Program (LMFP) Preliminary Findings

**RECOMMENDED ACTION:**

Informational Only – No Action Required

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP), serving as the implementor of the program through a sole source contract totaling \$16.75 million in available funds to award. This program was approved at the MSRC August 20, 2020 meeting, AQMD September 4, 2020 meeting, and SCAG Regional Council October 1, 2020 meeting.*

*The LMFP is designed to encourage investments in zero- and near-zero (ZE/NZE) emission trucks and other technologies to support the region’s clean-air goals. Since 2020, SCAG has been awarding funds, negotiating memorandums of understanding (MOUs), and working with eligible freight companies, including independent owner-operators to implement projects and complete data reporting requirements to be reimbursed for their portion of award dollars spent on ZE/NZE vehicles, supporting infrastructure, and/or equipment.*

*To date, 18 of 22 LMFP projects have completed their six-month operational term and submitted their final reporting materials per their project scope. As part of their reporting requirements, each of these projects has provided quantitative data and findings summarizing their operational performance, return on investment projections, and policy/regulatory considerations. This staff report and attached presentation discuss findings and trends based on data and reports provided for these 18 projects, and LMFP expectations over the coming years. Note that the findings and figures presented are preliminary and will change as other participants complete their operational performance.*



***Additionally, a receive and file item has been included for the Transportation Committee regarding \$51.5 million in grant funds (including \$1,500,000 for administrative costs to support program implementation) to support further commercial deployment of Class 4-5 vehicles within the South Coast Air Basin (SCAB). This effort will be done in partnership with the South Coast Air Quality Management District (SCAQMD), as part of an overall package of \$500 million awarded by the U.S. Environmental Protection Agency (U.S. EPA) for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality and National Competitiveness project (INVEST CLEAN) under the Climate Pollution Reduction Grants (CPRG) program.***

**BACKGROUND:**

The Last Mile Freight Program (LMFP) serves as SCAG's initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin (SCAB) serving four of the six SCAG counties (Los Angeles, Orange, Riverside, and San Bernardino). The focus on last mile freight operations is particularly significant as trucks serving the local/regional distribution market constitute nearly 90 percent of total truck trips in the region per the SCAG Heavy-Duty Truck (HDT) model. Through the LMFP, there is an opportunity to provide greater insight and perspectives for scaling clean technologies further to achieve long-term implementation of emissions reductions.

SCAG is serving as the implementor of the LMFP through a sole source contract with the Mobile Source Air Pollution Reduction Review Committee (MSRC). The first phase of the program is focused on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks, including ZE/NZE equipment and supporting infrastructure. The MSRC and SCAG Regional Council approved a total of \$16.75 million in available funds for SCAG to award to projects. These awards are leveraged to reimburse a portion of payments made toward ZE/NZE medium- or heavy-duty vehicles, equipment, and infrastructure. Applicants were required to include a minimum 1:1 match-to-award ratio for their total project budget. In line with the competitiveness of the program, the awarded project match-to-award ratio is currently over 3:1. In all cases, participants were required to show a nexus to last mile freight operations and operate their project within the SCAB. Examples of eligible projects for reimbursement included but were not limited to the following:

- ZE/NZE Heavy/Medium Duty Vehicles: 1) Last mile delivery vehicles supporting e-commerce industries such as package/parcel deliveries to residents and businesses; 2) Last mile delivery vehicles supporting retail/wholesale trade, manufacturing, construction, and other transportation and logistics services from business to business; 3) Last mile delivery vehicles supporting major freight facilities.

- ZE/NZE Heavy/Medium Duty Equipment: 1) Trailer equipment supporting e-commerce industries, retail/wholesale trade, manufacturing, construction, and other transportation logistics services from business to business; 2) Last mile operating equipment for local delivery station, sortation, and other local facilities serving residents and businesses.
- ZE/NZE Heavy/Medium Duty Supporting Infrastructure: 1) On- or off-site fueling charging hubs or depots.

As part of each project's deliverables, participants are required to provide six months of operational data and project insights via a standardized reporting process. Reports must track data elements provided as part of the project application and provide quantifiable data demonstrating the results of implementation. To date, 18 of the 22 projects have completed their six-month operational and final report process. This report summarizes the findings based on reported data and information provided by the 18 projects completed.

### ***Summary of Key Findings:***

Key takeaways are highlighted in the following bullets, followed by a more extensive discussion of the preliminary findings.

### Outcomes

- To date, 18 of 22 LMFP projects have completed their six-month operational term and submitted their final reporting materials.
  - 2 Battery Electric Vehicles (BEV) projects (24 vehicles).
  - 16 Compressed Natural Gas (CNG) projects (20 vehicles).
- Total project 18-investment of \$24,910,123.
  - \$5,201,862 from LMFP award funds.
  - \$19,708,261 from project match.
- Estimated emissions reductions of over 1,524 short tons of CO<sub>2</sub>, 7.6 short tons of Nitrogen Oxide (NO<sub>x</sub>), and 0.15 short tons of Particulate Matter 2.5 (PM<sub>2.5</sub>) across six-month demonstration periods.
- Over 950,000 vehicle miles traveled across nearly 33,000 trips throughout the counties of Los Angeles, Orange, Riverside, and San Bernardino.

### Benefits

- ZE/NZE vehicles show significant emissions reduction benefits for GHGs and criteria pollutants when compared to diesel trucks, eliminating:
  - 45% to 100% of tailpipe GHG (CO<sub>2</sub>) emissions.
  - 96% to 100% of tailpipe NO<sub>x</sub> emissions.
  - 80% to 100% of tailpipe PM<sub>2.5</sub> emissions.
- ZE/NZE vehicles have lower maintenance and fuel costs, with an average fuel cost savings of 45% for a 200-mile trip when compared to diesel trucks.

- Current grant funding environment reduces the financial burden placed on participants despite higher vehicle costs, with grants on average covering 66% to 74% of total vehicle costs, inclusive of LMFP funds.

#### Challenges

- Driving range of new technology is less than comparable to diesel trucks.
  - 805 miles CNG vs. 1,300 miles for diesel.
  - 250 miles BEV vs. 1,300 miles for diesel.
- Significant vehicle downtime for charging (estimated 2-3 hours).
- In many cases, ZE/NZE vehicles cannot fulfill the same operational use-cases as diesel trucks due to range limitations and more limited charging/fueling stations.
- Limited publicly-accessible charging infrastructure for small-sized independent owner-operator trucking businesses.
- Need for more BEV charging locations along major routes and freight corridors as well as a low margin of error for charging equipment malfunction at existing charging stations.
- More training required for staff to operate new technologies.

#### ***Technology Categories:***

Applicants were eligible to propose a broad range of zero- and near-zero emission technology types. However, only two alternative fuel engine types were proposed – and consequently selected – among applicants: compressed natural gas (CNG) and battery electric vehicles (BEV).

#### CNG:

Natural gas is a mixture of hydrocarbons—predominantly made up of methane (CH<sub>4</sub>). CNG vehicles have proven to be much lower emitters of criteria pollutants, such as Nitrogen Oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>2.5</sub>), compared to diesel engines. Although natural gas has long been used to power natural gas vehicles<sup>1</sup>, less than 2% is used for transportation fuel across California.<sup>2</sup>

Sixteen CNG projects were selected for funding, and all have completed their data reporting requirements. A total of 20 CNG vehicles were purchased among selected participants and those projects are receiving \$1,452,086 (\$72,605 per vehicle) in cumulative award from the LMFP to support their efforts. The 16 projects have contributed a match total of \$4,147,033, bringing their projects' overall value to \$5,599,119.

#### BEV:

Battery electric vehicles use a battery pack to store the electrical energy that powers the motor. The batteries are charged by plugging the vehicle into an electric power source. Although some emissions are normally generated as part of the “well-to-wheel” lifecycle of most major energy

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<sup>1</sup> <https://afdc.energy.gov/vehicles/natural-gas>

<sup>2</sup> [https://www.eia.gov/dnav/ng/ng\\_cons\\_sum\\_dcu\\_SCA\\_a.htm](https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm)

sources, BEVs are classified as zero-emission vehicles because they produce no direct exhaust or tailpipe emissions.

Two BEV projects have completed their six-month operational term and final report. The two projects were awarded a total of \$3,749,776 to fund vehicle and infrastructure equipment procurements. Their projected match total for these projects is \$15,561,228 making the total value of these projects \$19,311,004.

**PRELIMINARY FINDINGS:**

Between the 18 projects discussed, 20 CNG trucks, 24 BEV trucks, and 18 charger units were deployed. All participants' six-month operational terms took place between September 2022 and December 2024. All vehicles are Class 8 heavy-duty and operate throughout the four counties encompassing the SCAB.

The CNG vehicles were primarily purchased and operated by small independent owner-operators serving the container drayage market. They pull out 20/40-ft. international marine containers from the Ports of Los Angeles and Long Beach, or San Pedro Bay Ports (SPBPs), and deliver to surrounding warehouses, storage facilities, and distribution locations. The projects were smaller in terms of scope and budget as they were focused on only the purchase and operation of one to five trucks. The facilities served by these participants represent an array of industries, including construction, grocery, food processing, freight forwarding, electronics, and manufacturing. All CNG vehicles were domiciled, meaning where the vehicle is parked outside of its operational service, within Los Angeles County.

In comparison, the two demonstrated BEV projects include business partnerships with a range of operators and domicile sites across three different locations. The operational activities of these projects cover multiple business models including container drayage service, truck leasing and truck-as-a-service (TaaS), and business-to-business fulfillment. Their project scopes are much larger in comparison, with vehicle purchases ranging between four and 20 vehicles per project and infrastructure design and construction involved in one of the projects. These vehicles were domiciled across three locations: one in Los Angeles County and two in San Bernardino County.

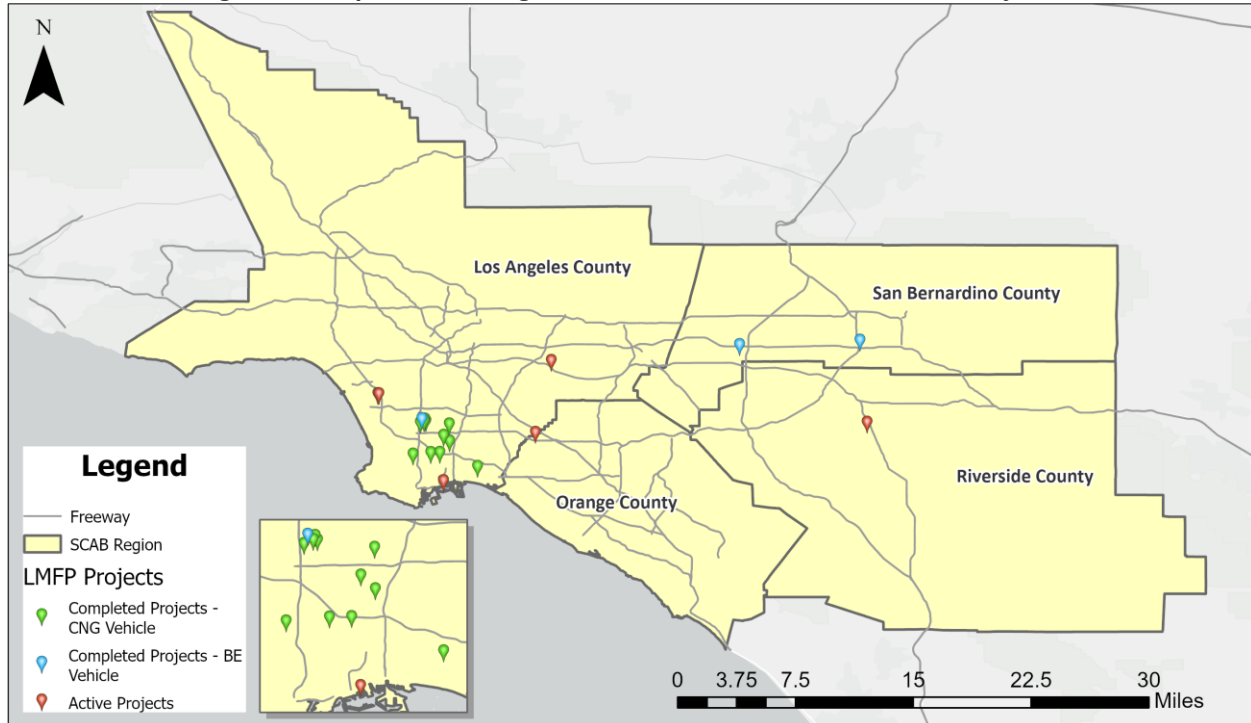
***Geographic and Air Quality Impacts:***

Among the 18 projects discussed, vehicles were domiciled at 16 different locations across the region: 13 CNG domicile locations and three BEV charging depots.

Consistent with their container drayage business model, all CNG projects are located near the SPBPs. Although the distribution of BEV domicile sites is spaced farther apart, they are all located near major east-to-west freight corridors giving them access to road networks connecting Los

Angeles and Orange Counties to Riverside and San Bernardino. Figure 1 shows the location of each domicile and where they sit within the SCAB boundary.

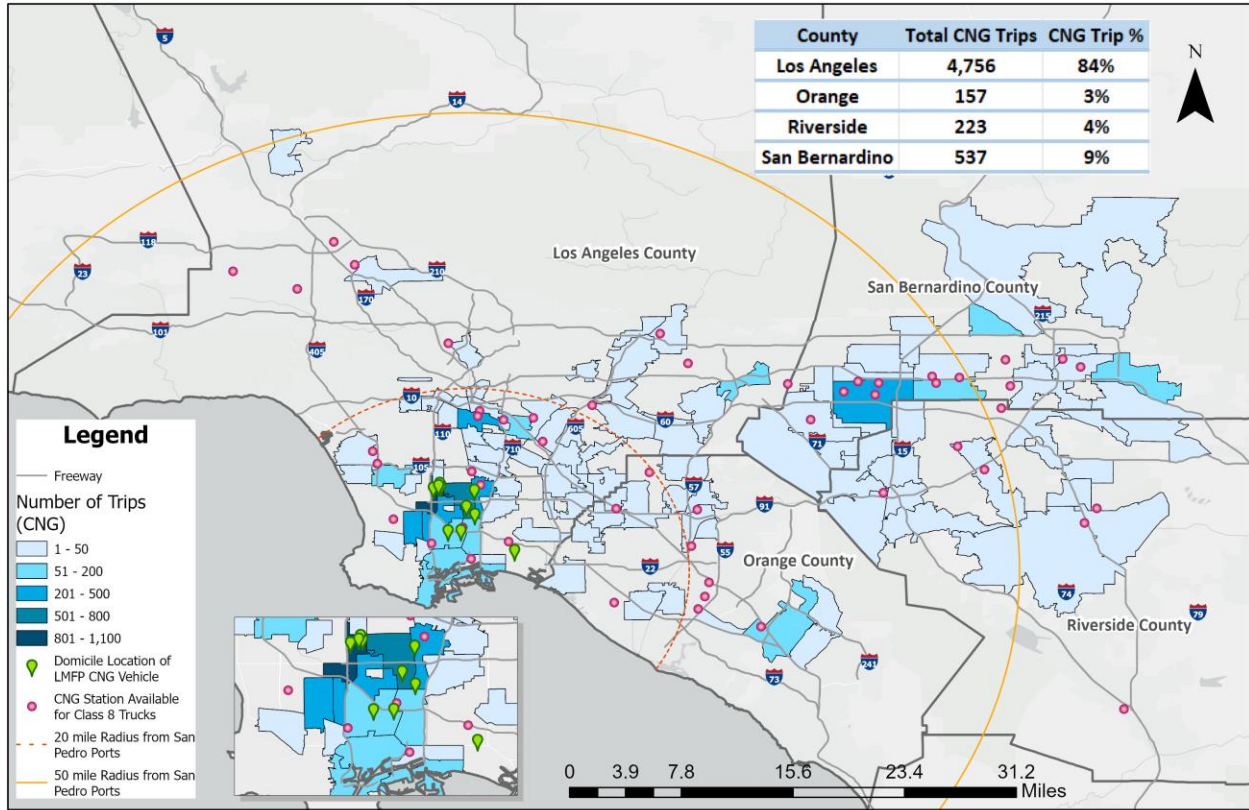
**Figure 1. Map of SCAB Region and Domicile Points for LMFP Projects**



Project domicile locations play a significant role in truck operations as they are most often the sites where vehicle service begins and ends. The communities in and around these domicile locations experience some of the greatest benefits from emissions reductions generated by replacing a diesel truck with an LMFP vehicle.

All four counties were served by LMFP vehicles and therefore experienced direct emissions benefits from program participants. Throughout their six months of operational periods, the 20 CNG vehicles traveled over 270,000 miles throughout the SCAB and completed nearly 5,700 trips. A large majority of these trips were made to destinations in Los Angeles County (84%). This prevalence is reflective of their relationship to the ports and their many customers located near the port complex. San Bernardino, Riverside, and Orange Counties represented 9%, 4%, and 3% of the remaining trips, respectively.

Figure 2. Map Showing Distribution of CNG Vehicle Destinations and Fueling Locations

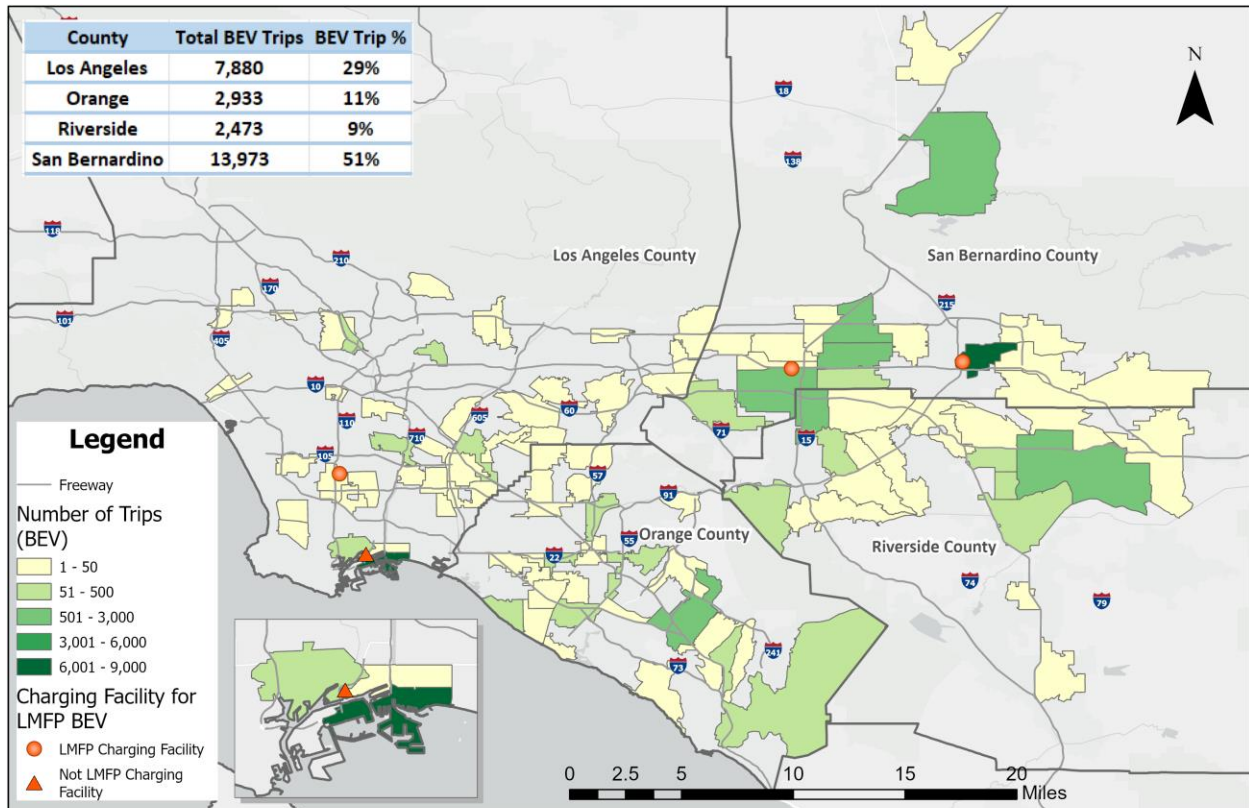


Source: SCAG

The 24 BEVs traveled over 685,000 miles over their operational periods and executed over 27,000 trips in that time. Destinations served by these trips were more evenly distributed across the SCAB counties. The largest percentage of these trips were to destinations in San Bernardino County (51%), followed by Los Angeles (29%), Orange (11%), and Riverside (9%). These figures make sense given that two of three BEV domicile locations are in the Inland Empire as well as the relationships with non-LMFP charging depots near the SPBPs and counties beyond the SCAB (note that one participant had access to charging locations in Long Beach and Bakersfield). The more diverse operations and businesses served among BEV participants is likely reflected in their wider distribution of customer locations.



**Figure 3. Map Showing Distribution of BEV Vehicle Destinations and Charging Locations**



Source: SCAG

**Figure 4. Number of BEV and CNG Trips to SCAB County Destinations**

County	Total CNG Trips	CNG Trip %	Total BEV Trips	BEV Trip %
Los Angeles County	4,756	84%	7,880	29%
Orange County	157	3%	2,933	11%
Riverside County	223	4%	2,473	9%
San Bernardino County	537	9%	13,973	51%
<b>Total</b>	<b>5,673</b>	<b>100%</b>	<b>27,259</b>	<b>100%</b>

The 18 participants reported cumulative emissions reductions of 1,523.83 short tons of CO<sub>2</sub>, 7.67 short tons of NO<sub>x</sub>, and 0.14 short tons of PM<sub>2.5</sub> across their six-month operational terms. On a per vehicle basis, BEV outperformed CNG vehicles in all categories, eliminating four-times as many GHGs, nearly three-times as many NO<sub>x</sub> particulates, and over 14-times as many PM 2.5 particulates. Note that these aggregate figures do not consider the operational differences between the CNG and BEV operators. On average, the BEVs drove over twice the distance and took around four-times more trips throughout their operation periods. In turn, their estimated baseline emissions (i.e. the emissions that would have been produced by a diesel vehicle with identical operations) would

naturally be much higher than those of CNG participants even if all other emissions-related variables were equal.

**Figure 5. Total Diesel Tailpipe Emissions Reductions by BEV vs. CNG Projects ( short tons)**

Vehicle Type	GHG	NOx	PM 2.5
BEV Projects (24 vehicles)*	1,262.96	5.96	0.14
CNG Projects (20 vehicles)*	260.87	1.71	0.01

**Figure 6. Per Vehicle Diesel Tailpipe Emissions Reductions by BEV vs. CNG Trucks (short tons)**

Vehicle Type	GHG	NOx	PM 2.5
BEV Vehicle*	52.62	0.25	0.0059
CNG Vehicle*	13.04	0.09	0.0004

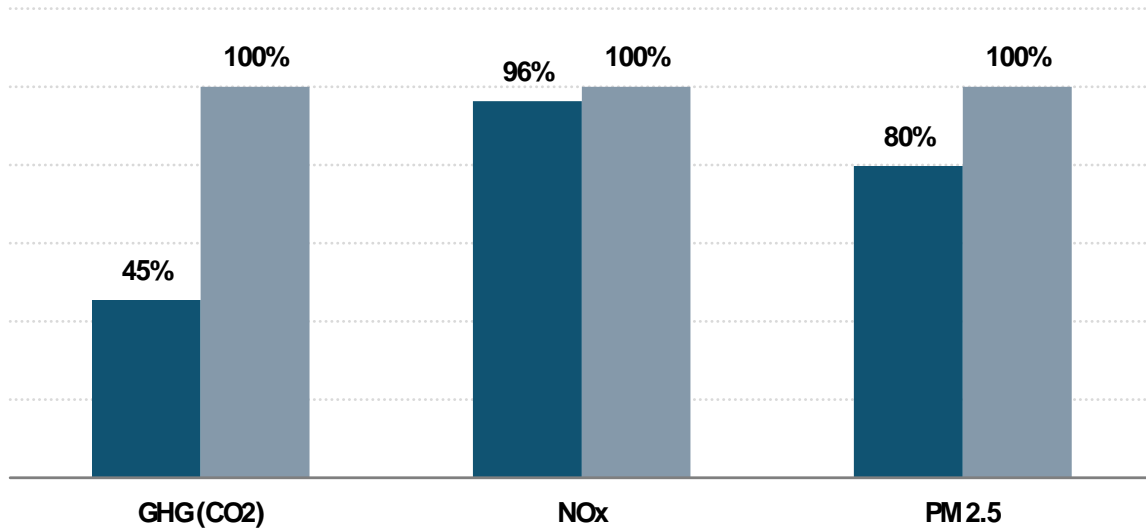
*\* Emissions reduction figures reflect the emissions removed after transitioning from a diesel truck to a ZEV/NZEV equivalent. Baseline/diesel emissions estimates vary based on the reported age and specifications of the vehicle. All emissions are tailpipe only, meaning none of the figures account for emissions created as a part of fuel or energy production.*

When measuring the percentage of emissions reduced by CNGs and BEVs – meaning the proportion of would-be diesel emissions eliminated by using a CNG or BEV vehicle in the same operational context – the numbers look more balanced. Unsurprisingly, BEVs still performed better, as they eliminate 100% of would-be tailpipe emissions in terms of both GHGs and criteria pollutants. CNG participants reported that their vehicles reduced 45% of baseline GHGs and performed nearly as well as BEVs at reducing criteria pollutants, NOx and PM 2.5, generating a 96% reduction in baseline NOx emissions and an 80% reduction in PM 2.5 emissions.



**Figure 7. Percent of Tailpipe Emissions Reduced per Vehicle: CNG vs. BEVs\***

■ CNG (20 Vehicles)  
 ■ BEV (24 Vehicles)



*\* Figures are based on emissions reduction estimates calculated by participants based on their unique operations and fleet composition. These estimates focus on tailpipe emissions, meaning they do not count emissions from other processes such as energy production or deterioration of vehicle components.*

**Operational Performance - Vehicles:**

For medium- and heavy-duty vehicles, the driving range of a CNG truck is typically less than that of comparable diesel truck due to the lower energy density of natural gas. Extra storage tanks can increase range, but the additional weight may displace cargo capacity.<sup>3</sup> Among LMFP participants, the average miles per gallon (MPG) for diesel vehicles was estimated to be 5.66 MPG while the program's CNG trucks had an average fuel efficiency of 4.60 MPG for a gasoline gallon equivalent (GGE). One participant shared that the fuel storage capacity of their CNG vehicle was 175 GGE versus 240 gallons for a diesel equivalent vehicle. This translates to a vehicle range of roughly 805 miles versus over 1,300 for diesel. Despite the reduction in fuel efficiency and range discrepancy, participants expressed they were able to operate their CNG vehicles in the same way they would with a diesel counterpart.

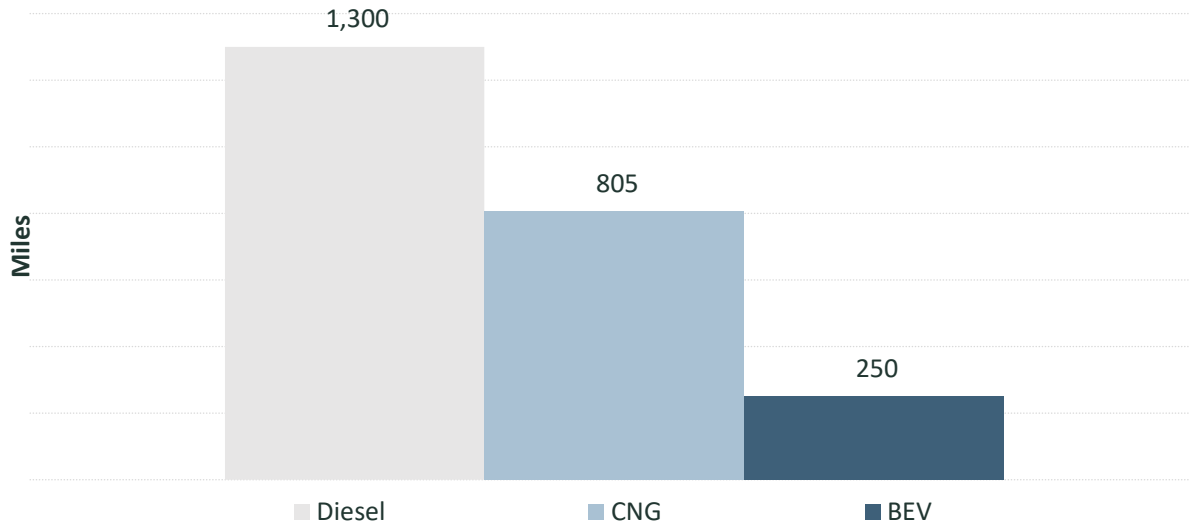
In comparison, electric vehicle range presents a greater challenge for BEV trucks. Driving range is impacted by factors such as cargo weight, traffic, environmental conditions, and the slope of the road. Participants' reporting suggested that their BEVs can travel a maximum of 250 miles on a fully charged battery. LMFP participants have demonstrated that this fuel efficiency seems sufficient for middle-mile and last mile segments. However, for the same routes and service, BEV operators are required to stop to charge the battery more frequently and for longer periods than their diesel counterparts contributing to increased dwell times. This underscores a need for more BEV charging locations along major routes and freight corridors as well as a low margin of error for charging equipment malfunction at existing charging stations.

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<sup>3</sup> <https://afdc.energy.gov/vehicles/natural-gas#:~:text=The%20driving%20range%20of%20NGVs,weight%20may%20displace%20cargo%20capacity.>

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**Figure 8. Estimated Travel Range for Class 8 Diesel, CNG, and BEV Trucks\***



\* Range assumptions: Diesel - 5.66 MPG for 240 gallon tank, CNG - 4.6 MPG for 175 GGE tank  
 These rates are based on calculated averages and assumptions presented in project reports

Some BEV projects experienced operational inefficiencies when integrating vehicles into their operations. Due to range limitations, one participant expressed that BEVs were only used for specific pre-determined routes. This speaks to the relative newness of BEV Class 8 trucks, as operational staff are still working to better understand factors that impact vehicle uptime, such as battery drain, environmental variables, and advanced wear and tear of the vehicles. The participant noted that it is also difficult to train operational staff to conduct checks on the vehicles to ensure they were ready for operations, putting more responsibility on fleet managers to ensure that staff was equipped with the knowledge of how to operate and maintain their vehicles and equipment. Because BEV technology is constantly evolving, current and upcoming generations of vehicles require software updates and services that take time to adapt to as well. In some cases, these challenges may result in LMFP vehicles being underutilized among fleets with non-BEVs, resulting in less than favorable return on investment (ROI).

**Operational Performance – Energy & Infrastructure:**

For CNG projects, all 16 participants relied on publicly accessible CNG stations to fuel their vehicles. Participants reported that these stations employ a “fast fill” method, translating to a 10- to 20-minute dwell time to fill the tank. Participants reported that the prevalence and availability of fuel stations generally meet their needs. Some stated they saw a noticeable increase in the total number of CNG trucks operating locally during their operational term, which led to some stations

becoming crowded. Their reports also suggest that CNG fueling stations are primarily located in and around larger cities, which limits the potential CNG to be used for long-haul freight applications.

The practice of charging a BEV comes with inherent challenges that diesel and CNG vehicles aren't prone to. Charger maintenance, service costs, vehicle downtime and charging rotation while chargers were in repair are significant for BEV maintenance and operations. BEV charging ports contain many parts that are vulnerable to malfunction, including but not limited to: electrical switchboards, power modules, cables, and software/firmware. Participants noted electronic control systems as the primary contributor to charger malfunction and downtime.

These problems may be compounded by challenges related to charge time and charger availability. Because heavy-duty charging technology is still in its early stages, there remains a very limited amount of publicly accessible chargers to use as a backup if a primary charging location is out of service or the vehicle is out of range of its depot. One report indicated that it took around two hours to charge the battery after a 12-hour shift - this creates inefficiencies by reducing vehicle uptime and greatly impact how the vehicle can and should be used. In the long term, as charging infrastructure improves and BEV technology advances (such as faster charging and longer battery range), the uptime gap between diesel and BEVs is anticipated to lessen.

***Return on Investment - Vehicles:***

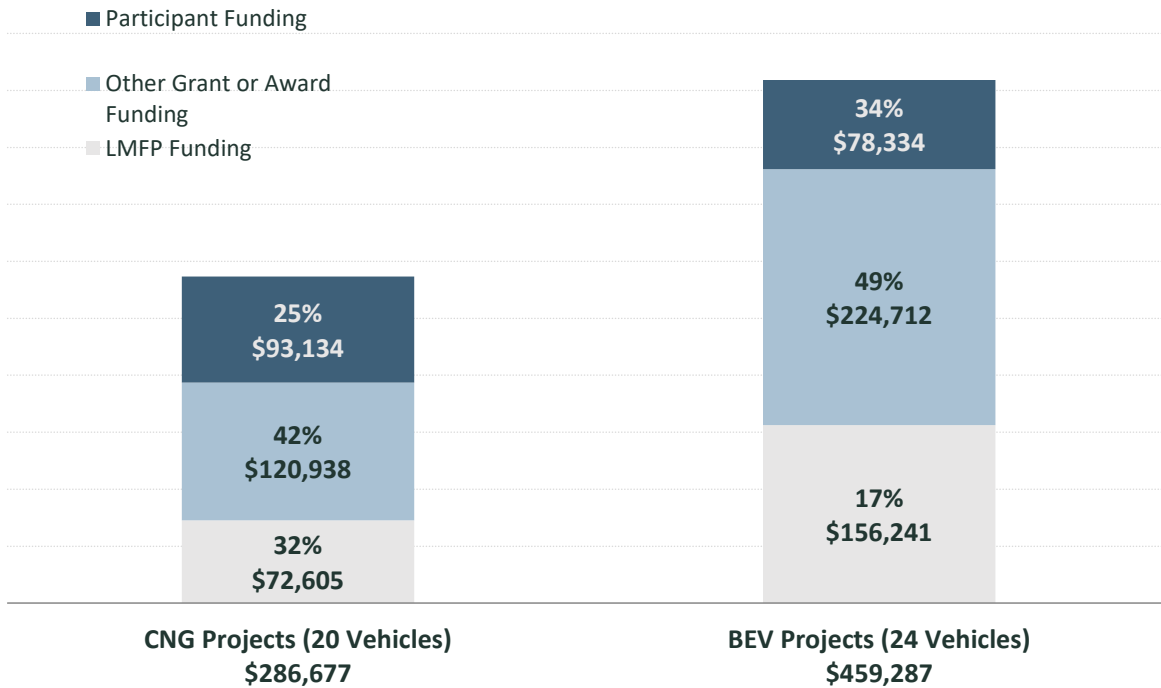
Without supplemental funding, the transition to a ZE or NZE vehicle comes with a higher upfront cost for purchasing the vehicle. The cost of a Class 8 diesel truck varies depending on the specifications of the vehicle, but participants reported an average cost of \$222,619 for a new Class 8 diesel truck with comparable specifications to their own. For the two projects operating BEV trucks, they reported an average total cost per vehicle of \$459,287 – more than twice the cost of a diesel equivalent. The 16 CNG projects reported an average total cost of \$286,677 per vehicle – about 29% higher than a class-8 diesel truck.

However, by leveraging grant funds to support their vehicle purchase, most participants substantially decreased the financial burden associated with their vehicle purchase. Among CNG projects, their collective LMFP awards reimburse an average of 25% of the total vehicle cost (~\$72,605 per vehicle). All CNG participants stacked additional funds from other grant awards, with those grants paying for 42% of the total vehicle cost (~\$120,938 per vehicle) on average. After factoring for grants in these awards and reimbursements, CNG participants were personally responsible for paying an average of \$93,134 per vehicle – 58% less than the estimated cost of a new diesel equivalent truck.

While not all BEV participants secured funding from non-LMFP sources, those that did substantially reduced their financial burden by stacking grants. LMFP awards were used to reimburse an average of 17% of the total BEV cost (~\$156,241 per vehicle). Other grant funding was leveraged to pay for

an additional 49% of the total BEV cost (~\$224,712 per vehicle). The remaining amount that BEV participants paid was \$78,334 per vehicle – 56% less than the cost of a new diesel equivalent truck.

**Figure 9. Average CNG and BEV Vehicle Cost by Funding Source**



Whether CNG or BEV-focused, most projects stacked funding from other programs as match. Grant programs used by participants included the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)<sup>4</sup>, the Carl Moyer Program<sup>5</sup>, the Volkswagen Environmental Mitigation Trust for California<sup>6</sup>, and the Proposition 1B Program<sup>7</sup>. Stacking funds from these types of programs are critical to participants’ return on investment strategy. Accessing funds from one of these programs makes these vehicle purchases cost competitive with the price of diesel vehicles. By stacking funds from multiple sources, these projects have even demonstrated that fleet owners may decrease their net vehicle cost below that of a diesel equivalent vehicle.

<sup>4</sup> <https://californiahvip.org/>

<sup>5</sup> <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>

<sup>6</sup> <https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california>

<sup>7</sup> <https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program>

Even without the use of grants and incentives to purchase these vehicles, CNG truck owners immediately experienced benefits from the lower operational costs. Diesel trucks generally incur more frequent but predictable maintenance costs, such as oil changes, fuel system upkeep, and emissions system servicing. Diesel engines are outfitted with more complex emission reduction devices, which must be replaced every five years and cost approximately \$35,000 according to reports. In comparison, the exhaust emission reduction devices used onboard a CNG truck do not require regular maintenance and come with a limited warranty.

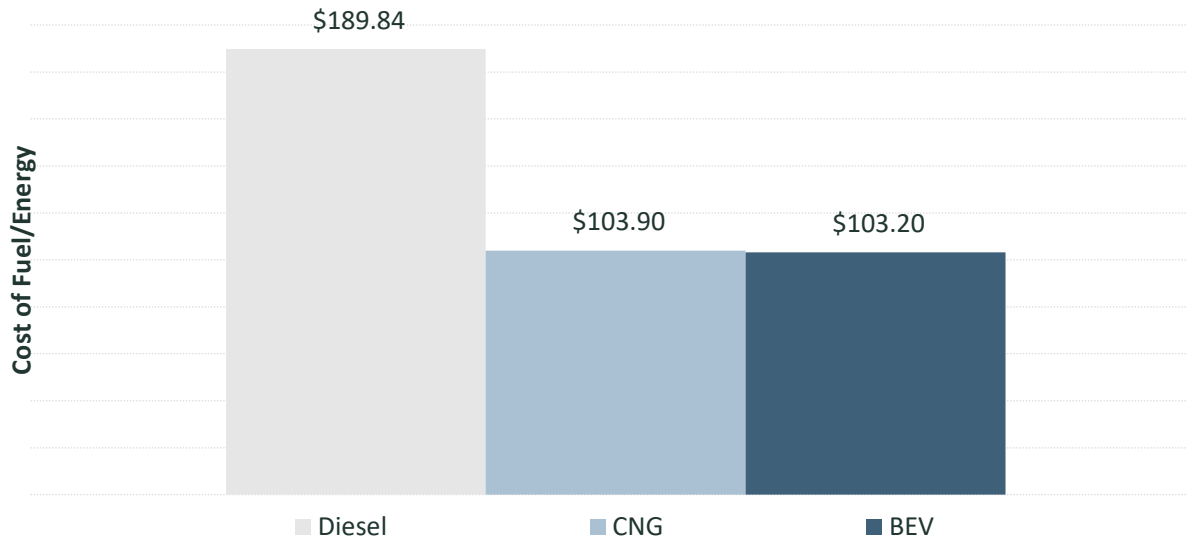
While BEVs eliminate many of these recurring expenses, their reliance on specialized systems introduces higher potential costs for out-of-warranty repairs. Despite this, participants' data indicated that BEV's lower fuel/energy costs and reduced routine maintenance has significant cost-saving potential. More research is needed to determine the full cost of ownership over the vehicle lifecycle. However, LMFP participants have experienced some operational cost savings during their six-month demonstration.

***Return on Investment – Energy & Infrastructure:***

ZE/NZE vehicles also experience cost savings for fuel/energy. For CNG vehicle operators, they reported an average fuel cost under 50% of what they would have paid per gallon for diesel. For BEVs, exact estimates are challenging to quantify as price per kilowatt-hour (kWh) fluctuates based on factors such as charging location, energy provider (and their rates), charging speed, supporting energy storage and production equipment such as power generators and solar panels, and time of day. One participant suggested they experienced fuel equivalent cost savings of approximately 34% after transitioning from diesel to BEVs.

The table below illustrates the fuel cost-saving potential of BEVs and CNG when compared to diesel by modeling the relative fuel cost of a 200-mile trip. Note that these figures use the average fuel costs reported by participants and an assumed energy cost of \$0.24/kWh for electricity, which may change depending on various factors.

**Figure 10. Estimated Cost of Fuel/Energy by Fuel/Energy Type: 200 Mile Trip\***



\* Fuel cost assumptions: Diesel - \$5.23 per gallon, CNG - \$2.42 per gallon (GGE), BEV - \$0.24/kWh  
 These rates are based on calculated averages and assumptions presented in project reports

One critical element of BEV investments is that BEV projects relied exclusively on the functionality and use of private infrastructure sites and chargers during the six-month project term. Getting these charging sites online is a time and labor-intensive process. While the exact cost greatly depends on the site specifications and scale of operations, the capital investment required to build a charging site may be on par with the cost of purchasing a proportional number of heavy-duty BEVs, essentially doubling the cost for those looking to enter the BEV trucking market.

Given the financial burden associated with building “behind-the-fence” charging, building more publicly accessible charging stations represents an important need and is critical to the success of the BEV transition across all business sizes and operational use cases. It’s worth noting that all completed and active BEV projects have access to their own charging sites, but most truckers are operating independently. Building new infrastructure sites would not be cost-effective for many of these independent operators. Public depots allow for a more cost-effective solution to support BEV adoption among independent truckers and will create logistical flexibility for variations in customer service routes and clients as they become more prevalent.

**Timeline, Land Use, and Other Challenges:**

At present, CNG vehicles appear to experience a faster and more predictable return on investment. CNG operators were able to maintain an identical operational strategy while also spending less on

operational costs such as fuel and maintenance. They also greatly reduced the amount paid per vehicle by accessing funding assistance from the LMFP and non-LMFP grant programs. On the other hand, BEVs are more effective at reducing tailpipe emissions, especially in terms of GHGs and are receiving long-term public investment in California as a zero-emission (ZE) strategy.

For both CNG and BEVs, long vehicle delivery timelines were a prominent concern for participants. Among the CNG operators, it was common for deliveries to take nearly 18 months starting from purchase order execution to delivery of the vehicle. Most CNG participants reported that they secured non-LMFP grant funding before the LMFP program was established in May 2021, but that the COVID-19 Pandemic led to CNG vehicle manufacturers temporarily shutting down and postponing orders. This environment created a backlog of deliveries and was compounded by supply chain shortages in critical materials and equipment, pushing delivery timelines all the way into 2024.

The same issues adversely affected BEV projects, creating a backlog of vehicles which was mirrored by fluctuating production processes and delayed deliveries. Given the evolving nature of BEV technology and their reliance on microchips, shortage and sourcing challenges of components and raw materials made for an extended delivery timeline. While some of these participants have close relationships with original equipment manufacturers (OEMs) that can improve these situations, vehicle delivery still took between nine and 12 months from purchase order execution to fulfillment of their entire order. One participant stated that the standard vehicle (i.e. diesel) delivery time typically is 90 to 120 days.

While both CNG and BEV participants faced challenges in transitioning to NZE/ZE technologies, BEV projects must contend with more financial and logistical questions. Many businesses cannot operate BEVs in the same way they would with other vehicle categories due to their current range and charging requirements. Most commercial BEV purchasers must also make financial investments in infrastructure by building their own stations or partnering with an infrastructure owner. Despite these operational challenges and financial burdens, the current BEV technology still seems viable for certain truck market segments. However, more research and demonstration are needed to determine the long-term scalability and affordability of this technology.

For BEV participants building infrastructure, charger deployment requires coordination with a range of partners and stakeholders to design, construct, and power the charging site. This includes equipment manufacturers, construction contractors, local planning offices, utility companies, energy specialists, and landowners. This complex web of activities can create delays at various points in the process. Throughout the LMFP, staff were made aware of unique setbacks related to factors such as: energy capacity upgrades, permitting challenges, property lease negotiations, supply chain disruptions, and cost increases.



It's worth noting that many of these challenges are out of the participants' control, especially those related to land use and property. Since the program's kickoff, multiple BEV projects required scope changes to deliver their proposed assets and operations. Some of the most challenging situations came from scenarios where the participant wasn't the owner of the property housing their infrastructure or where the participant was required to make expensive and time-consuming power upgrades to their site. Participants have changed project domicile locations due to breakdowns in lease term negotiations, increases in rental fees and competitive bids, and site power capacity limitations. In all cases, such changes have required administrative review and approval by the MSRC. Unfortunately, in a couple of cases, these challenges have led to the cancellation of proposed BEV projects and a reallocation of their awarded funds to other eligible LMFP projects.

***Policy/Regulatory Considerations:***

California has taken several steps to boost the adoption of ZE vehicles including LMFP BEVs. This includes mandates for automakers to produce a set percentage of ZE vehicles, financial incentives for purchasing such vehicles, and investments in charging infrastructure. In September 2020, Governor Newsom signed Executive Order No. N-79-20, requiring all new passenger vehicles to be zero-emission by 2035 and transitioning all medium- and heavy-duty vehicles to ZE vehicles by 2045. The order focuses on expanding charging infrastructure, incorporating more ZE vehicles into public fleets, and promoting BEV adoption among consumers.

To advance this directive for medium-heavy duty commercial vehicles, two major regulations, the Advanced Clean Trucks (ACT) and Advanced Clean Fleets (ACF) rules have been critical in directing how and when manufacturers, dealerships, and operators must transition to zero and near-zero emissions vehicle technologies. CARB approved the ACT Regulation in June 2020 and ACF Regulation in April 2023. As approved, the ACF specified that drayage-operating trucks must be registered in Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) to conduct drayage activities in California. As part of the rule, any non-zero-emissions "legacy" drayage trucks were permitted to register in TRUCRS through December 31, 2023, and only ZE drayage trucks were permitted to register in TRUCRS after that point. The ACF rule was legally contested, and CARB sought to obtain a waiver from the Environmental Protection Agency (EPA). CARB has since rescinded this request placing uncertainty regarding the timing and enforcement of the ACF.

In 2023, multiple LMFP participants canceled their CNG truck purchases due to participants' and truck dealers' concerns for timeline mandates imposed by the ACF rule in combination with delays in vehicle delivery. Unfortunately, their vehicles couldn't be delivered in time to meet the December 31, 2023, drayage vehicle delivery deadline. In turn, these projects were disqualified from the LMFP and forfeited their awards which were reallocated to other eligible LMFP projects.

LMFP projects have demonstrated that heavy-duty CNG technology reduces mobile source air pollution and generates long-term cost-savings for fleet owners by replacing diesel engines.

However, as regulations such as ACT and ACF rules prioritize ZE technologies, and with the recent rescinding of the EPA waiver, it is becoming less clear to what extent near-zero-emissions fuel options, such as CNG, will continue to receive public investment. Currently, fuel taxes along with regulations such as the Low Carbon Fuel Standard (LCFS)<sup>8</sup> and Cap-and-Trade Program<sup>9</sup> incentivize the availability of NZE fuels and vehicles. However, with California's strong push to invest in ZE technologies, it's unclear what the long-term future for NZE technologies (such as CNG) will look like in Southern California.

As federal, state and local public agencies navigate regulatory and policy challenges, it will be important to recognize the pace of technology advancement and highly cyclical nature of freight industries. The LMFP did not have any applicants propose hydrogen-based technology although there are companies operating these BEVs today. In most of these cases, operations are supporting drayage, first-, last-, and middle-mile operations across the SCAG region as long-haul markets have not witnessed as much technology advancement. The recent freight recession occurring during 2022 through last year is still witnessing contraction across the trucking industry that has yet to fully come out of recession. Scalability of BEV technologies may continue to require public subsidies and more time before production levels and operational ROIs are sufficient for most of the industry to rely upon its capital budgets to fully absorb investment needs.

**NEXT STEPS:**

The findings and data shared in this report are preliminary as reporting and analysis will be ongoing for all 22 LMFP projects. Staff will continue the management and monitoring of active projects and will complete reimbursement and close-out as participants finish implementation and reporting. All projects are scheduled to complete by mid-year 2026.

The LMFP has provided many learnings as it continues to track real-world commercial deployments and gathers data illustrating the current state of technological and operational performance for different business types. This work has been complementary across SCAG staff working on the Zero Emissions Truck Infrastructure Study (ZETI), which has developed tools to support a phased blueprint and action plan towards a regional network of publicly accessible zero emission charging and fueling infrastructure. This combination of real-world and simulated data is suited to help the SCAG region better understand how zero emission charging stations can best operate to serve different truck markets and business functions.

Over the coming years, the Goods Movement Business Unit will continue to leverage and augment this work to support core efforts, including the Comprehensive Sustainable Freight Plan (On the Move) and Freight TDM Strategy and Implementation Plan. Additionally, a future second phase of

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<sup>8</sup> <https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard>

<sup>9</sup> <https://ww2.arb.ca.gov/our-work/programs/cap-and-trade-program>



the LMFP will expand on the first phase's projects to deploy operational strategies being demonstrated by last mile delivery companies.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) Task 315.4898.01, Last Mile Freight Program.

**ATTACHMENT(S):**

1. PowerPoint Presentation - LMFP Preliminary Findings 2spp



# Transportation Committee: LMFP Preliminary Findings

April 3, 2025

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

1



## LMFP BACKGROUND

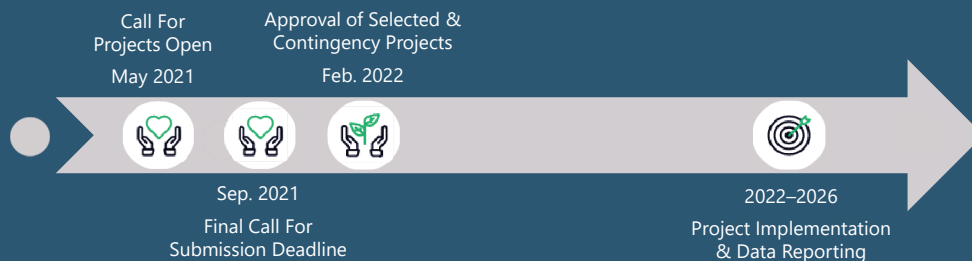
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# Program Overview



SCAG is serving as the implementor for the last mile component of the Mobile Source Air Pollution Reduction Review Committee (MSRC) Goods Movement Program

- Objective: Achieve emissions reduction of criteria air pollutants from last mile freight operations
- Phase 1 focuses on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure).



# Project Eligibility

All participants must sign a Memorandum of Understanding (MOU) with SCAG and meet the following requirements:



Vehicles and equipment must be operational for a six-month period of demonstration



Demonstration period must end no later than June 30, 2026 for all remaining projects



Project domicile and service locations must be based in the South Coast Air Basin (SCAB)



Participants must demonstrate a linkage between their project and air quality improvement

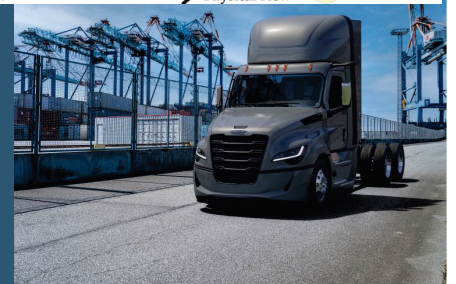
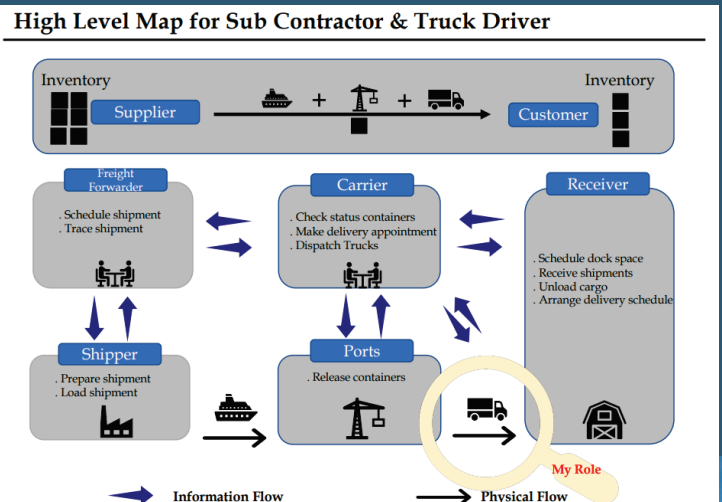
# Program Status

Phase 1 (Total Award: \$16,751,000 million)

- 40% (\$6,789,109) of program funding awarded to small businesses
- 90% (\$15,298,900) of funding to battery-electric vehicle (BEV) technology - All other projects (10%) are focused on compressed natural gas (CNG) fuel
- 18 of 22 projects have completed implementation and provided six months of data
  - 16 projects are CNG-focused
  - 2 projects are BEV-focused
- All data and figures shown are based on the 18 projects' six-month operational term, which took place between September 2022 and December 2024

# CNG Projects – 16 Projects

- Total 16-project value – \$5,599,119
  - \$359,945 per project
  - Award total - \$1,452,086
  - Match total - \$4,147,033
- 20 Class-8 vehicles
- Container drayage operations transporting containers to and from the ports of LA and Long Beach



## BEV Projects – 2 projects

- Total 2-project value - \$19,311,004
  - \$9,655,502 per project
  - Award total - \$3,749,776
  - Match total - \$15,561,228
- 24 Class-8 vehicles and 18 charger units deployed
- Projects cover multiple operational niches including container drayage service, truck leasing and truck-as-a-service (TaaS), and business-to-business fulfillment



## BEV Projects vs. CNG Projects – Key Distinctions

### BEV Projects

- Larger projects in scope, with both projects procuring multiple vehicles
- Reliant on privately-owned charging infrastructure
- Project scopes can be complex by including land-use considerations and multi-company partnerships

### CNG Projects

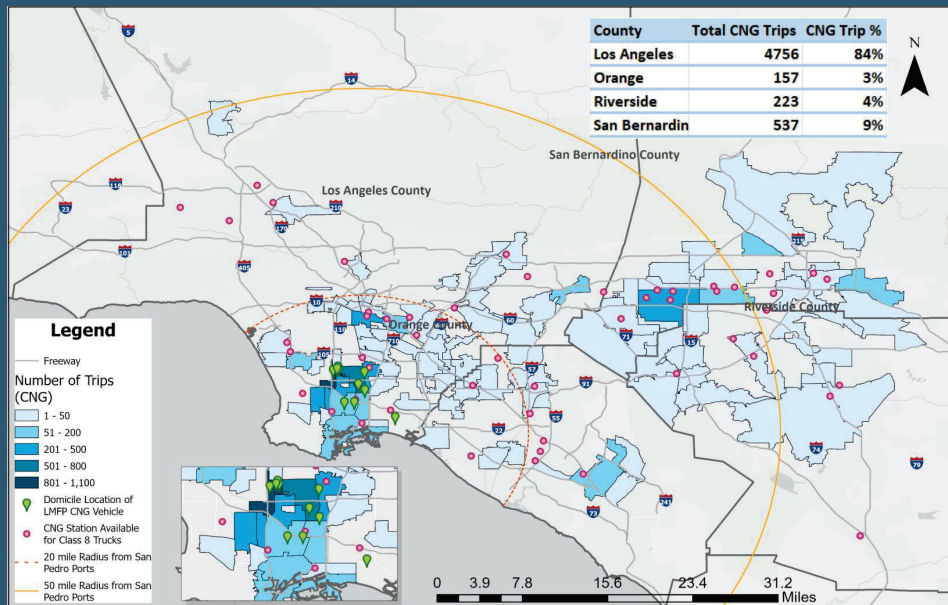
- Smaller-size projects, with most projects only procuring 1 vehicle
- Generally reliant on public natural gas fueling stations
- Projects are mainly implemented by small drayage independent owner-operators





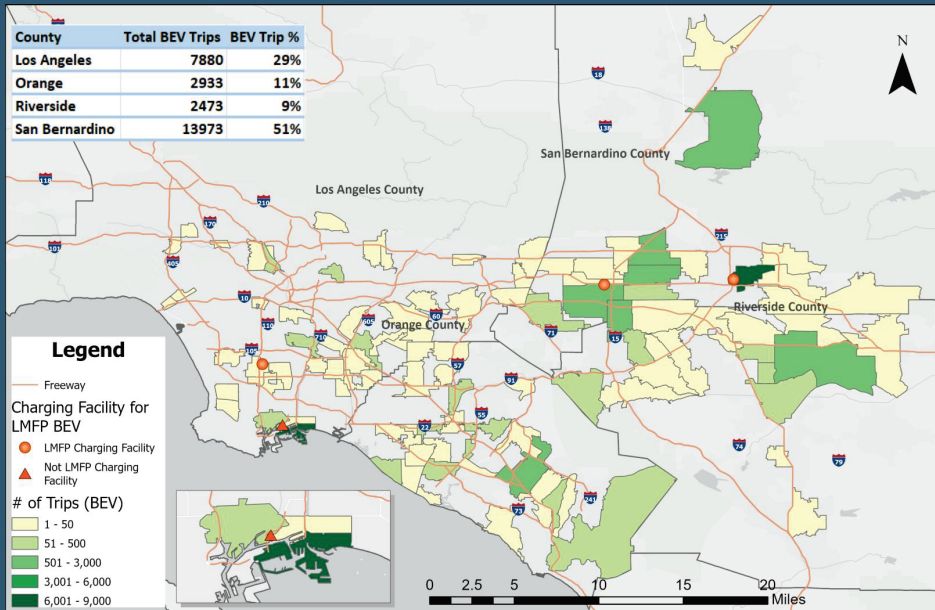
# GEOGRAPHIC AND AIR QUALITY IMPACTS

## LMFP CNG Destinations and Fueling Locations

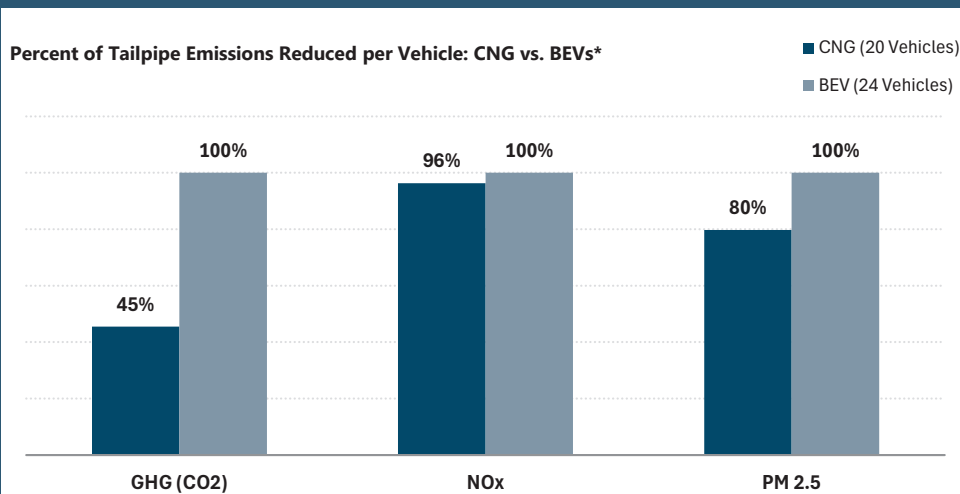




# LMFP BEV Destinations and Charging Locations



# Percent of Tailpipe Emissions Reduced by CNG vs. BEV

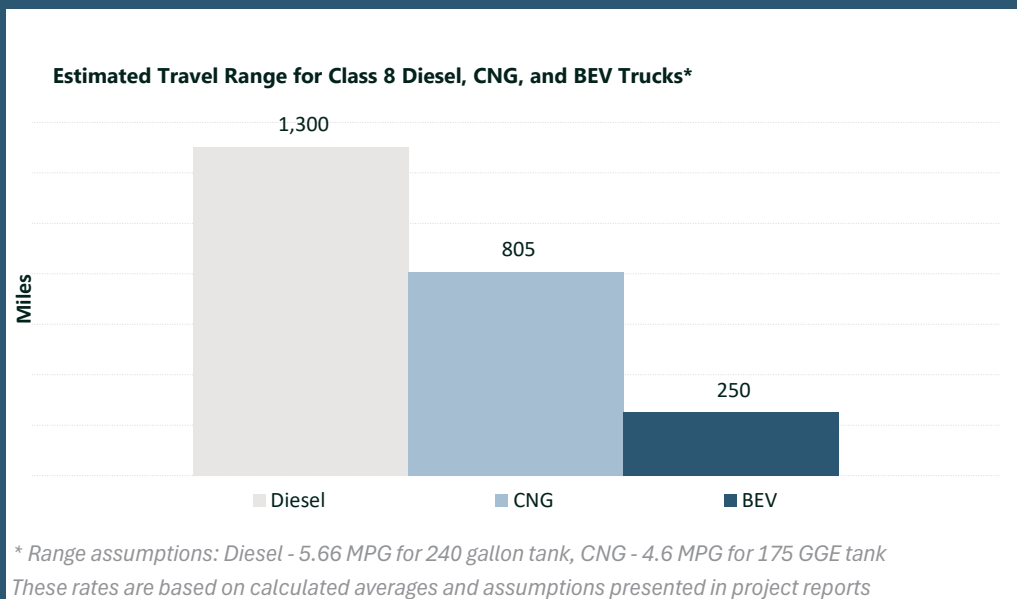


\* Figures are based on emissions reduction estimates calculated by participants based on their unique operations and fleet composition. These estimates only count tailpipe emissions, meaning they do not count emissions from other processes such as energy production or deterioration of vehicle components.

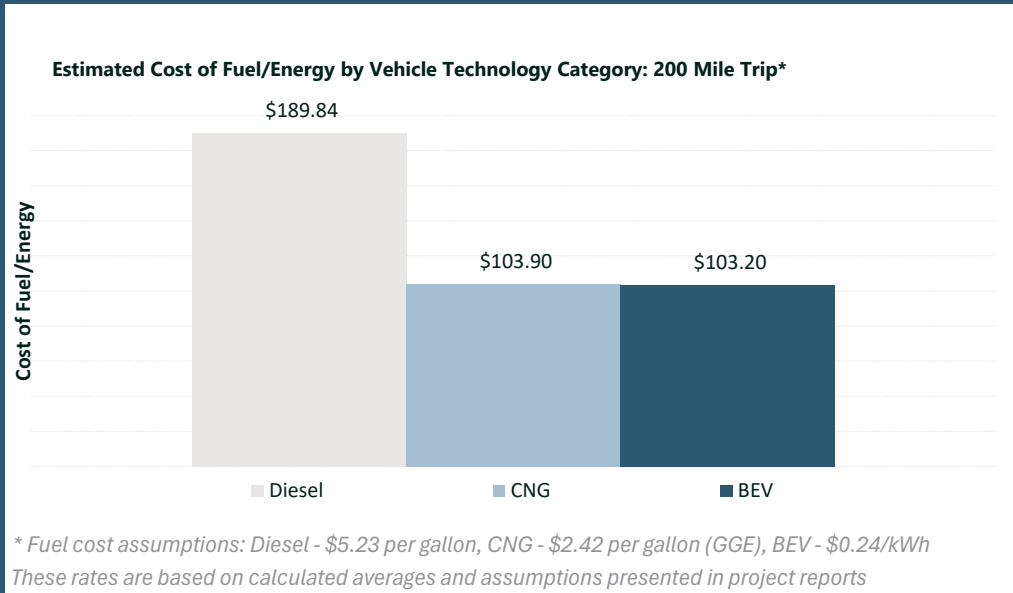


# OPERATIONAL PERFORMANCE & RETURN ON INVESTMENT

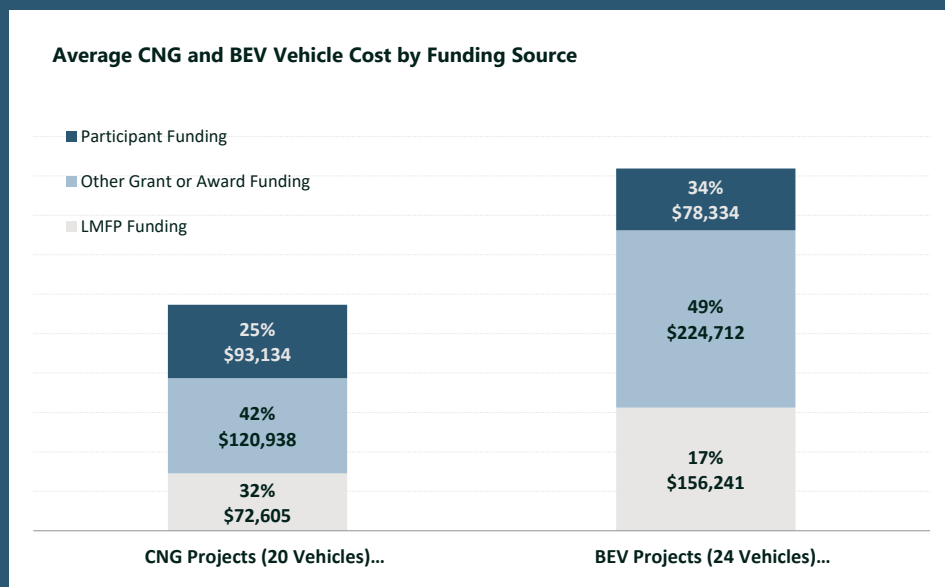
## Vehicle Range: Diesel vs. CNG vs. BEV



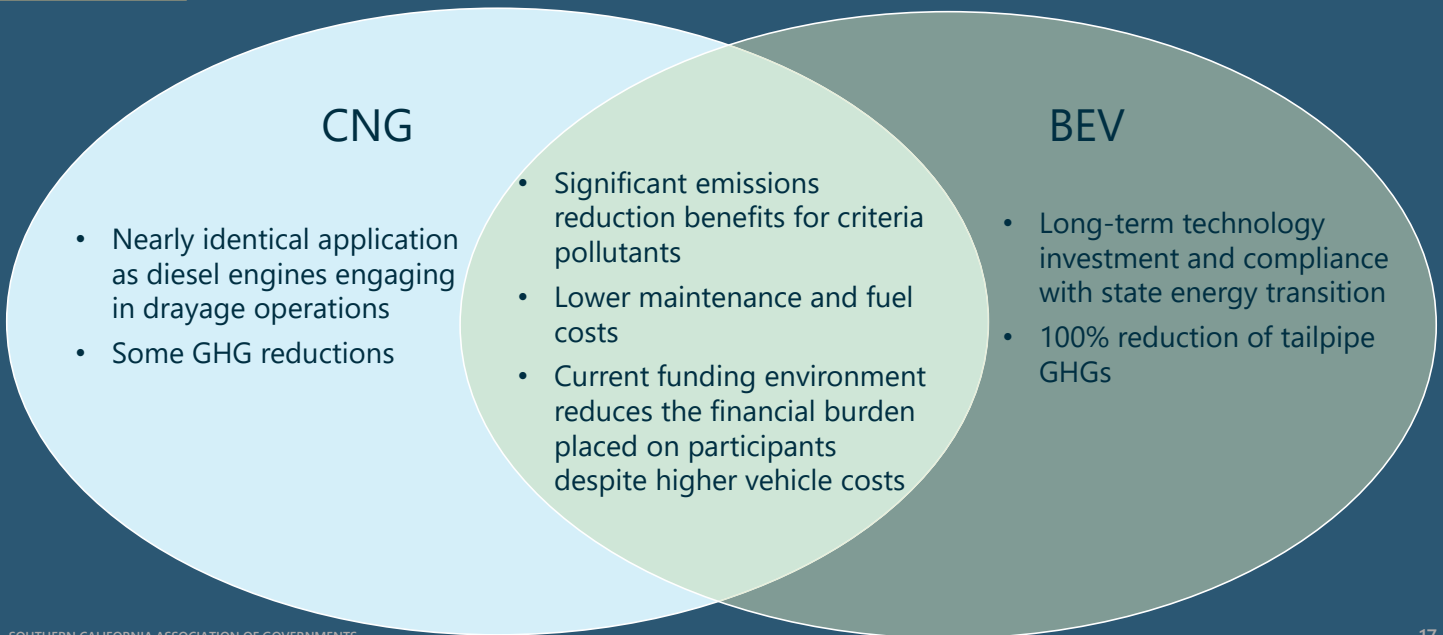
# Fuel Cost Savings – Diesel vs. CNG vs. BEV



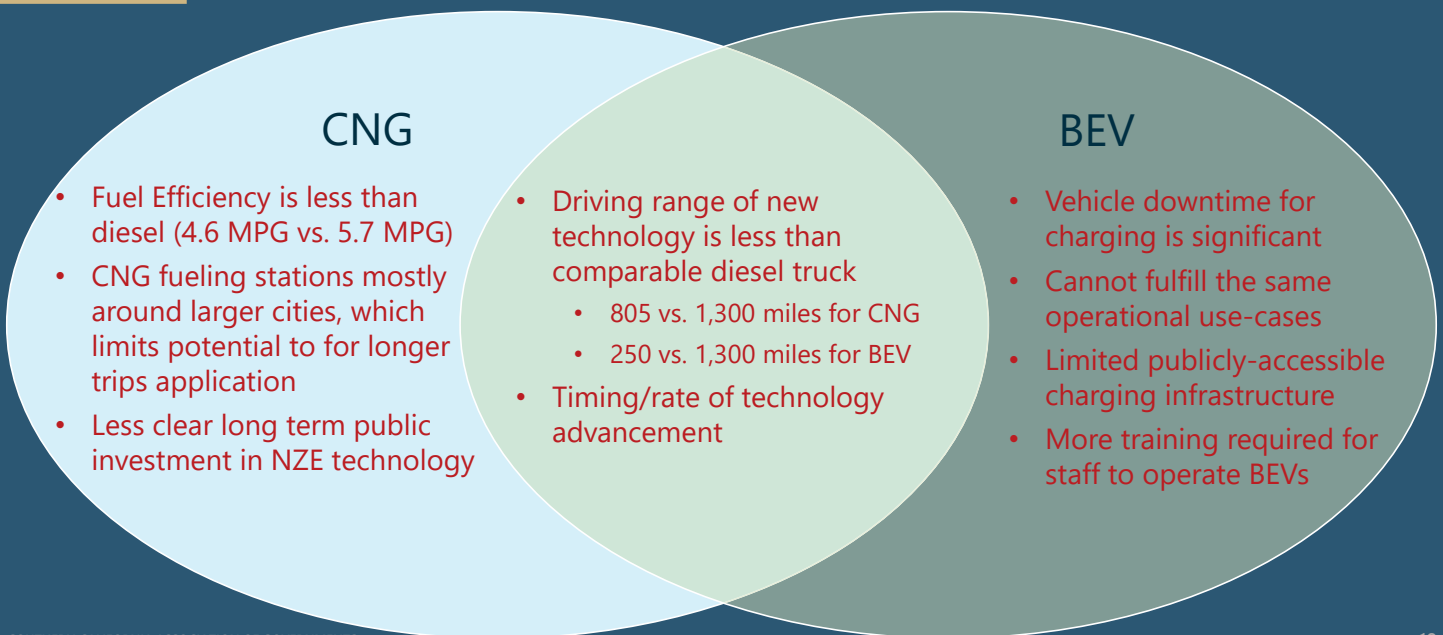
# Vehicle Cost – How Participants Paid for Their Vehicles



## CNG and BEV Projects – Operational & ROI Benefits



## CNG and BEV Projects – Operational & ROI Challenges





## NEXT STEPS

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## Next Steps

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- Staff will continue the management and monitoring of remaining projects in implementation and will complete reimbursement and close-out as participants finish implementation and reporting
- The Goods Movement Business Unit will continue to leverage this work to support upcoming core efforts, including:
  - The Comprehensive Sustainable Freight Plan (On the Move) through technical model development and data analysis
  - Freight TDM Strategy and Implementation Plan through freight industry stakeholder relationships and partnerships
- Action item on consent at today's Regional Council for grant acceptance of the \$51.5 million CPRG award to augment LMFP
  - Provides incentives for Class 4/5 battery electric trucks
  - Part of a \$500 million grant from U.S. EPA to South Coast AQMD



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/last-mile-freight-program>

