

Southern California Association of Governments

OVERALL WORK PROGRAM FISCAL YEAR 2025-26 *FINAL*

MAY 2025





**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

**SECTION I
Regional
Prospectus**

REGIONAL PROSPECTUS

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law serves as the Multicounty Designated Transportation Planning Agency for the Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues.

Under the guidance of the Regional Council and in collaboration with its partners, SCAG’s mission is to foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

SCAG’s primary responsibilities include the development of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program (OWP); and transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs are in conformity with the purpose of applicable federal regulations and state air quality plans. SCAG’s additional functions include intergovernmental review of regionally significant development projects, and periodic preparation of a Regional Housing Needs Assessment (RHNA).

In addition to the six counties and 191 cities that make up the SCAG region, there are six County Transportation Commissions (CTCs) that hold key responsibilities for programming and implementing transportation projects, programs, and services and five local air districts that are responsible for air quality planning and management within their respective jurisdictions. In addition to its federal and state funding and review partners – Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), California Transportation Commission (CATC), California Department of Transportation (Caltrans), California Air Resources Board (CARB), etc. – SCAG’s planning efforts are closely coordinated with regional transit operators, Tribal Governments, and sub-regional Councils of Governments (Subregions) or joint power agencies that represent SCAG’s cities and counties.

I. Introduction

This Overall Work Program (OWP) identifies the work which will be accomplished during the fiscal year of July 1, 2025, through June 30, 2026 (FY 2025-26). It discusses the planning priorities, the needs of the region, and the specific programs to meet those needs. It serves as a management tool for SCAG’s main governing body, the Regional Council, its policy committees, working groups and staff. It additionally provides local and state agencies a focal point for improving regional coordination and reducing duplication of work efforts at all levels.

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The work contained in this OWP complies with federal and state requirements, including requirements under the federal Fixing America's Surface Transportation Act (FAST Act), the Moving Ahead for Progress in the 21st Century (MAP-21), and the Infrastructure Investment and Jobs Act (IIJA); and under California State Senate Bill 375 (SB 375). The work contained within this OWP reflects a concentrated focus on the implementation of Connect SoCal 2024, which includes efforts related to congestion reduction, financial planning, system preservation, performance monitoring, and to promote consistency between transportation improvements and state and local planned growth and economic patterns – areas identified as important by SCAG and the U.S. Department of Transportation (U.S. DOT). For the first time, as part of the most recently adopted Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, SCAG's leadership adopted a suite of Implementation Strategies to guide SCAG's efforts in supporting the plan's implementation. Many of these strategies also align and have been enhanced through work efforts in the OWP to address the transportation and planning priorities of the region leading up to the 2026 World Cup, 2027 Super Bowl, and 2028 Summer Olympics and Paralympic Games. In addition to pursuing these implementation strategies, the OWP includes data analysis and research to support development of Connect SoCal 2028. SCAG has organized staff and work programs across multiple departments within the agency to develop and deliver programs in support of these priorities.

II. Significant Regional Characteristics & Issues

Southern California has experienced some of the worst congestion in the country for the past two decades. The region also suffers from a chronic lack of affordable housing. With the regional population expected to grow by approximately two million people by the year 2050, and the projection of smaller households, there will be additional demands placed on existing transportation infrastructure, which already strains to provide efficient accessibility to all users. To provide for the mobility needs of the future while continuing to enhance the region's sustainability and economic prosperity, regional solutions and an unprecedented level of regional cooperation will be essential.

Southern California is also a national gateway for trade, with 35 percent of all international containerized goods entering and exiting our regional seaports. Many of these goods are destined for other parts of the country. The movement of goods through Southern California's seaports, airports, land ports, and extensive roadway and rail system and warehouse facilities provides a substantial economic base to the region. Goods movement contributes to the SCAG region's economy and supports a diversity of jobs in transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region.

While substantial growth in trade is anticipated – including an approximate doubling of containerized imports through the San Pedro Bay Ports – the region will be unable to reap the associated economic benefits without sufficient investment in freight infrastructure (i.e., rail, highway, airport, and marine facilities). Moreover, significant challenges arising from the growth in trade will require appropriate mitigation of already substantial environmental, public health, and community impacts. Addressing these

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needs will require new, more flexible financial instruments that combine the best features of public and private sector management and the establishment of new institutional administrative structures.

Southern California also has the worst air quality in the nation. Without an infusion of sufficient funding, the region may not be able to demonstrate attainment of health-based national ambient air quality standards; regional public health and economic growth outcomes may suffer as a result.

All these challenges are further exacerbated in Southern California by a climate crisis that is increasingly threatening the health, safety, and prosperity of its people and the continued viability of its diverse ecosystems and abundant natural resources. Across the SCAG region, people and the communities they call home are suffering the impacts of more frequent and intense extreme heat, drought, wildfire, and flood events, as well as those of rising sea levels. While everyone in the region feels the effects of climate change, to some degree its impacts are not experienced equally across populations. Some communities experience disproportionate impacts stemming from historical patterns of inequity, socioeconomic disparities, and systemic environmental injustices (e.g., redlining).

During the development of Connect SoCal 2024, the SCAG region witnessed several changes and disruptions to how we live, work, and learn due to the economic and social responses to the COVID-19 pandemic. While there was, and still is, uncertainty about the longer-term trajectory of these current trends, SCAG staff continues to monitor and assess these trends and their relationship to long-term implementation of Connect SoCal 2024. The following outline represents a listing of trends and our current understanding:

Demographics and Growth Forecast – Connect SoCal 2024 projects about half of the population growth by the plan horizon (2050) as was projected in the prior plan. Even before the pandemic, new data suggested the optimistic growth outlook in Connect SoCal 2020 was no longer likely, and downward revisions were merited. Fewer births, more deaths, interstate migration, and temporary pause of foreign immigration from the pandemic have resulted in a few years of slightly negative population growth. In 2024 the region returned to modest population growth, Connect SoCal 2024 integrated new 2020 Census data and took a deep, expert-driven dive into these challenges to deliver the most robust forecast upon which to plan for 2050.

Transportation Finance - The cost of a multimodal transportation system that will serve the region's projected growth in population, employment and demand for travel surpasses the projected revenues expected from existing sources, including the gas tax, our historic source of transportation funding. The purchasing power of our gas tax revenues is decreasing and will continue on a downward trajectory while transportation costs escalate. Projected revenues will continue to decline as fuel efficiency improves and the number of alternative-fuel and alternative-powered vehicles grows with the passage of Advanced Clean Cars II. To backfill limited state and federal gas tax revenues, our region has continued to rely on local revenues to meet transportation needs. In fact, 61 percent of the region's core revenues are from local sources. Efforts are underway to explore how we can transition from our current system based on fuel taxes to a more direct system based on user fees. In addition to generating revenues, user fees are among the

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most impactful vehicle miles traveled and greenhouse gas (GHG) emission reduction strategies for the transportation sector. However, a sensible system of user fees must be designed with policies that address fairness concerns.

Vehicle Miles Traveled (VMT) - The stay-at-home orders issued in March 2020 led to huge short-term reductions in VMT. Weekly freeway VMT in the SCAG region fell nearly 11 percent in April 2020 (as compared to analogous weeks in 2019), before beginning to rise again in mid- 2020 to approach pre-pandemic levels by March 2021. The rebounding VMT alongside the continued higher telework rates highlight the many factors influencing longer-term forecasts of VMT. Additionally, SCAG will need to continue to monitor and assess how travel behavior and patterns have changed in order to prioritize effective solutions for reducing regional VMT.

Transit - The pandemic exacerbated an existing trend of transit ridership decline in the SCAG region, driven primarily by increasing auto ownership particularly among historically transit dependent groups. While auto travel recovered quickly, transit ridership recovery has taken longer. Today, the region's bus ridership levels are 17 percent below what they were pre-pandemic. For Los Angeles Metro, bus and rail ridership have recovered at a similar level when comparing September 2019 to September 2024 (down by 13 and 15 percent, respectively). The issue with rail ridership recovery extends to Metrolink, whose ridership is 40 percent lower than it was pre-pandemic. These transit/rail ridership declines have resulted in reduced farebox recovery and impacts to operations budgets. There is continued concern that transit/rail operators are approaching a fiscal cliff when federal pandemic operational support will be fully expended and unrenewed and financial shortfalls hit.

Safety - Each year, on average, more than 1,700 people die and 120,000 people are injured, with about 7,500 sustaining serious injuries, in traffic collisions in the six-county SCAG region. The numbers and rates of fatalities and serious injuries due to roadway collisions have continued to climb since the pandemic. In Southern California, traffic collisions increased by approximately 11 percent between 2020 and 2022, while collisions resulting in fatal or severe injury increased by about 16 percent. Over that same two-year period, vehicle miles traveled (VMT) in the SCAG region increased by about five percent.

Goods Movement - The SCAG region represents the largest goods movement area in the U.S. when factoring for its combined seaports, railroads, air cargo, interstates and highways, local roadway access, trucking services, border crossings, and industrial footprint with nearly 2 billion square feet in inventory. Growing demand for retail goods has presented significant issues for the SCAG region as freight supply chains have dealt with multiple impacts across the region's facilities and system post COVID-19 and during ongoing geopolitical challenges. The resiliency of freight system infrastructure and facilities have been tested to extreme degrees to support increasing complexity across supply chains, rapidly changing technologies, and evolving consumer trends. Current trends have displayed increasing pressure on consumers with ongoing inflation while freight activity and volatility has remained, impacting the entirety of the SCAG region goods movement system operations, throughput, and efficiency.

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Housing Production - Housing production, as measured by permit data, still lags long-term historical levels though production has entered an unusual period of stability with between 45 to 50 thousand units per year for nearly a decade. Production has not matched historic highs due to several factors, including downzoning land, labor and material shortages, the rising cost of land, and difficulty in obtaining building permits. While many jurisdictions have implemented measures to streamline the permit process, in other cases residential projects are denied or require alterations that would reduce the number of units or render the project infeasible. In recent years, State housing law has made it easier to increase housing production through various tools that can be implemented by a developer or homeowner. These include bill that allow duplexes and lot splits on single-family residential lots, or that streamline the subdivision of small multifamily zoned parcels and vacant single family lots into up to 10 for-sale lots. Other legislation, such as strengthen Builder’s Remedy and have made increasing housing production easier when cities do not have a compliant housing element. The State has also provided funding to support cities and counties to implement these changes and facilitate housing production such as funding through programs such as SB 2, Local Early Action Planning (LEAP), and Regional Early Action Planning (REAP) grants. These policy changes, in addition to the emergence of new unit types such as Accessory Dwelling Units (ADUs), are responsible for stable housing production despite headwinds. For the 7th Regional Housing Needs Assessment (RHNA) cycle, housing need at the regional and jurisdictional level will account for the needs of people experiencing homelessness.

Resilience - The pandemic underscored the importance of planning for a more resilient region that has the capacity within our built, social, economic, and natural systems to anticipate and respond to changing conditions, acute shocks, and chronic stressors. Within the SCAG region, an estimated 1.8 million people live in very high fire hazard severity zones and over six million people live in areas subject to extreme heat health events. In addition, in 2021, five of the six counties within the SCAG region (Los Angeles, Orange, Imperial, San Bernardino, and Riverside) experienced the driest year on record. Continuing drought raises concerns for economic growth in the region. The region needs to continue to invest in adaptation actions, infrastructure improvements, nature-based solutions, and water conservation to build economic resilience and accommodate future growth. In addition, the region may need to increase and improve water storage in Southern California to heighten water supply reliability and economic resilience.

The Economy – In its post-pandemic recovery, the SCAG region economy continues to show resilience despite historically high inflation and aggressive interest rate hikes. The post-pandemic momentum in the SCAG region economy is driven by a strong labor market, continued transportation, housing and commercial development, a revitalized tourism sector, and increased foreign trade. These fundamental strengths signal that strong 2024 job growth is likely to continue into 2025 though lingering effects of inflation and lending costs as well as possible changes to federal immigration policy could soften growth. SCAG has been following emerging economic issues relevant to long-term planning including remote work, housing development, and growth.

III. Implementation of Connect SoCal & FTIP

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Connect SoCal 2024, the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the SCAG region was adopted in April 2024. This most recent RTP/SCS reflects a continuum of progress across each planning cycle, not just in the technical capabilities of our state-of-the-art modeling tools or advancements in data but in building upon local agencies progress completing projects—and through the stewardship and policy leadership of special subcommittees. It encompasses a holistic approach to programs and strategies that support the success of the RTP/SCS, such as workforce development, broadband and mobility hubs.

Implementation of Connect SoCal 2024 will add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. More importantly, the Plan includes investments and strategies to better manage these and past investments, including an Intelligent Transportation System and policies for Transportation Demand Management. Sixty-one percent of new households and 65 percent of new jobs between 2019–2050 will be located in Priority Development Areas, either near transit or in walkable communities. SCAG’s role in implementing Connect SoCal 2024 is primarily through one of four ways: collaboration, funding administration, research, and resources.

As SCAG looks ahead towards FY 2025–26, the agency is focused on implementation of Connect SoCal 2024 while also progressing on milestones for the next RTP/SCS, Connect SoCal 2028. As noted, above, for the first time, as part of the most recently adopted Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, SCAG’s leadership adopted a suite of Implementation Strategies to guide SCAG’s efforts in supporting the plan’s implementation. Work to further the Implementation Strategies will be carried out by multiple SCAG departments and includes activities that vary from convening stakeholders to providing technical assistance. Throughout these efforts, SCAG will continue to engage with local, county, state, federal and private partners, as well as providing resources through REAP 2.0 to fund transformative planning and implementation activities that support implementation of the region’s RTP/SCS. The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects and programs that will receive federal funding or are subject to a federally required action. The FTIP is a key programmatic tool that helps to implement the RTP/SCS. The 2025 FTIP was federally approved for transportation conformity on December 15, 2024. The FTIP is structured to incrementally implement the programs and projects in the RTP/SCS in accordance with federal and state requirements. The FTIP is amended on an on-going as needed basis, thereby allowing projects consistent with the RTP/SCS to move forward toward implementation.

IV. Regional Transportation Needs, Planning Priorities, & Goals

As part of the annual budget development planning process, SCAG has an obligation to incorporate the federal planning factors identified in the federal regulations for the development and implementation of regional transportation planning activities where federal funding is involved. The federal planning factors identified in the legislation are:

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1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water and reduce or mitigate storm water impact of surface transportation.
10. Enhance travel and tourism.

Certification Review Corrective Actions

SCAG's 2022 Federal Certification Review resulted in SCAG meeting federal planning requirements, except for one single corrective action to: review Caltrans' CMAQ and STBG administrative policies, update SCAG policies and procedures if warranted, and develop a process to ensure administration of CMAQ and STBG programs in compliance with Federal program guidelines and regulations.

SCAG staff initiated actions to ensure compliance with Federal program guidelines and regulation, especially with respect to prioritization and selection of CMAQ-funded projects and sub-allocation of STBG funds. The following is a summary of actions taken:

- SCAG staff initiated actions to improve performance-based planning and programming, including monitoring progress in meeting targets. This includes work to update the Draft CMAQ/STBG program guidelines and project nomination process to align project evaluation and scoring with SCAG's federal and regional performance measures.
- SCAG staff initiated updates to the Transit Access Management targets for Connect SoCal 2024 (2024 RTP) and associated FTIPs, including procuring consultant support and engagement with technical stakeholders and transit operators.

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- SCAG staff initiated transit safety targets last year (within 180 day of transit operators establishing their own initial targets) in accordance with Federal regulations. SCAG staff has secured consultant support and initiated engagement with technical stakeholders and transit operators on the transit safety targets for Connect SoCal 2024 and associated FTIPs.
- SCAG staff will incorporate language on FTA formula programs, including FTA Sections 5337 and 5339, in the next public participation plan update, scheduled to be updated in year 2025.
- In coordination with Tribal partners, SCAG staff will review consultation policies and process to enhance Tribal partner engagement in the transportation planning process. During the Connect SoCal 2024 development process, SCAG contacted Tribal representatives in the region and held consultation meetings with interested Tribes.
- SCAG staff updated the FLMA contact list during the development of Connect SoCal 2024 and sent letters to each major FLMA to solicit comment on the plan.

A. Planning Strategy

1) Performance Monitoring and Assessment

SCAG continuously monitors the performance of the region through the collection and analysis of a wide range of socio-economic, transportation, demographic, land use, and environmental data. Connect SoCal identifies a set of regional goals and performance objectives, along with a corresponding set of specific quantitative performance measures, which are used to assess progress being made toward achieving the regional goals defined in the Plan.

In FY 2025-26, performance monitoring activities planned include continuing to monitor regional goals through Connect SoCal performance measures and completing statutory requirements like HPMS and PM1, 2, and 3.

2) Performance-based Planning

SCAG's performance monitoring work, discussed above, alongside other agencywide efforts to monitor local jurisdiction Connect SoCal implementation helps to inform SCAG's performance-based planning. This data sets the foundation for Connect SoCal 2028 development. Milestones related to the development of this next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in FY 2025-26 will include the preliminary regional growth forecasts, adoption of subregional SCS delegation guidelines and identification of regional trends based on data collected by staff. SCAG will also continue the exploratory scenario planning project started in FY 2024-25 which will be used as a framework to discuss regional trends, challenges, and opportunities in pursuit of ensuring the regions ability to progress towards its performance

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goals. Understanding the to-date performance of the region and exogenous trends will then form the basis for the development of the Connect SoCal 2028 draft vision, goals and performance measures which will be discussed with stakeholders and SCAG Policy Committee members in early 2026.

3) Transportation Safety

SCAG's Transportation Safety Program is focused on reducing traffic-related fatalities and serious injuries on the regional multimodal transportation system, promoting the full integration of safety into the regional transportation planning process, and supporting local actions to implement Connect SoCal.

SCAG established the region's 2025 annual safety performance targets in December of 2024, which are scheduled for adoption by the SCAG Regional Council in February 2025. SCAG continues to coordinate with stakeholders to support development of local safety plans that help advance Connect SoCal safety strategies and actions. In addition, SCAG began the development of a Regional Safety Action Plan, which is funded through a federal Safe Streets and Roads for All grant. The Regional Safety Action Plan builds on the existing and ongoing safety work by SCAG, regional partners, and local jurisdictions and will facilitate regional coordinate on safety analysis, engagement, and development of recommendations and best practices.

In FY 2025-26, SCAG will finalize its work on safety modeling and analysis tools, data, visualizations, all of which support local data-driven decision-making. This work is made possible by two California Office of Transportation Safety (OTS) grant awards, which have allowed SCAG and regional partners to analyze historic and real-time travel safety data on the regional High Injury Network (HIN) to proactively assess roadway segments and intersections that are at highest risk for future safety incidences. The regional transportation safety predictive modeling and data analysis project can also predict safety outcomes using various scenarios and recommend appropriate mitigation actions.

SCAG will also continue to engage stakeholders via its Safe and Active Streets Working Group; serve on the Strategic Highway Safety Plan (SHSP) Steering Committee; work with local jurisdictions to implement safety planning projects and strategies; establish annual regional transportation safety targets using macro level regional safety models; and monitor the regional progress toward meeting safety goals and targets.

4) Environmental Planning & Compliance

The Environmental Analysis program oversees and ensures regional compliance with the federal Clean Air Act, the California Environmental Quality Act (CEQA), and the Presidential Executive Order on intergovernmental review (IGR) including the required environmental analyses and documentation.

In FY 2024-25, SCAG adopted and received federal final approval of the transportation conformity determination for the 2025 FTIP and the Connect SoCal 2024 Amendment #1 (anticipated). SCAG collaborated with local, state, and federal air agencies to address 11 active and anticipated highway sanction clocks due to SIP deficiencies in the SCAG region. SCAG held eleven Transportation Conformity Working Group (TCWG) meetings to facilitate federally required interagency consultation on critical regional and

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project-level transportation conformity issues. SCAG transmitted to SCAQMD the Final Coachella Valley Attainment Plan for 2008 8-hour National Ambient Air Quality Standards Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures. SCAG adopted Addendum #1 to the Connect SoCal 2024 Program Environmental Impact Report. Finally, SCAG reviewed and prepared reporting on California Environmental Quality Act (CEQA) documentations and federal grant requests submitted to IGR.

In FY 2025-26, SCAG will develop, adopt, and obtain federal final approvals of required regional transportation conformity analyses for RTP/SCS, FTIP, and their amendments; oversee, perform, and/or support the related air quality planning, rulemaking, analyses, and policy development; proactively address significant issues that may lead to highway sanctions or conformity failures; fulfill and facilitate federally required interagency consultation via TCWG; ensure timely implementation of transportation control measures; and participate in the development and implementation of Mobile Source Air Pollution Reduction Review Committee (MSRC) work programs. SCAG will also continue to prepare and adopt environmental documentation for RTP/SCS amendments and/or SCAG's programs or projects, as necessary. Finally, SCAG will continue to serve as a clearinghouse for regionally significant projects under CEQA and prepare comment letters as appropriate.

B. Mobility Planning & Goods Movement

1) Goods Movement

SCAG's goods movement program integrates freight policies and implementation strategies into regional transportation planning. SCAG collaborates and convenes with a diverse group of freight transportation stakeholders to build support for a comprehensive program of intermodal investments in freight infrastructure and associated emissions reductions as reflected in Connect SoCal.

Key goods movement initiatives include:

- Evaluation and analysis of the regional goods movement system (including an assessment of industrial and retail facilities and last mile deliveries to better gauge supply chain systems and shifting impacts related to production and consumption)
- Recommended strategies and solutions for potential application of new technologies and operational approaches including further assessment of global, national, regional, and local supply chains
- Continued assessments of path forward for the advancement of zero emission technologies

In FY 2024-25, SCAG continued to advance efforts that promoted the efficient movement of goods through the region and provide effective environmental mitigation as well as finalization of the goods movement component of Connect SoCal 2024.

SCAG has continued to manage the Last Mile Freight Program, funded in partnership with the Mobile Source

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Air Pollution Reduction Committee (MSRC). The LMFP is a grant program focusing on the commercial deployment of zero-emission (ZE) or near-zero emission (NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure). The success of this program has led to a partnership with the South Coast Air Quality Management District (AQMD) that will further augment and scale the LMFP's focus on ZE implementation. SCAG has progressed substantially in its efforts to develop a roadmap to support the region's needs for scaling medium- and heavy-duty ZE truck infrastructure through the completion of the Southern California Zero Emission Truck Infrastructure Study (ZETI). This study will serve as bridge to support upcoming comprehensive planning efforts to integrate ZE policies, technical analysis, and preliminary site development strategies. Lastly, SCAG has embarked on establishing a Freight Transportation Demand Management (TDM) Strategy and Implementation Plan to identify and test freight operational strategies in preparation for the 2028 Summer Olympic and Paralympic Games (2028 Games).

During FY 2025-26, SCAG will be heavily focused on three core program and project areas. First, through the augmentation of the LMFP, SCAG will further scale ZE clean technologies within the freight industry supporting both infrastructure and vehicle deployment across last-mile use cases. Second, SCAG will leverage the 2028 Games foundational work from the prior fiscal year to perform most of the Freight TDM Strategy and Implementation Plan tasks, while also continuing to lead the Freight Industry Forum as an advisory group that will help shape operational strategies for demonstration and testing to begin. Lastly, SCAG will kick-off an update to its Comprehensive Sustainable Freight Plan (On the Move), that will take a comprehensive and systems-based approach to planning, analyzing, and recommending solutions and strategies to ensure that the region remains highly competitive through its project implementation plans and programs for federal and state funding opportunities. These three core program and project areas will be ongoing through FY 2028-29 and will be instrumental in informing updates for Connect SoCal 2028.

Also, during FY 2025-26, SCAG will continue to collaborate closely with federal, state, and regional stakeholders to support the region's initiatives and reflect them across federal and state government plans and programs, notably with respect to anticipated changing funding opportunities. SCAG will look to develop a freight data hub including technical supply chain analysis tools and visualizations to serve as a regional resource for regional partners and freight stakeholders.

SCAG will also continue to support the aims of the Southern California National Freight Gateway Collaboration, a group comprised of key local, regional, state, and federal representatives formed to address infrastructure, environmental, and community quality of life challenges presented by the unprecedented growth in goods movement.

2) Regional Transit & Passenger Rail Planning

During FY 2025-26, SCAG will continue coordinating with transit operators in its planning efforts, as required by the federal regulations for metropolitan transportation planning, and pursuant to the Memoranda of Understanding (MOUs) between SCAG and transit operators in the region that was updated and executed in FY 2017-18. SCAG will accomplish this through ongoing meetings of the Regional Transit Technical

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Advisory Committee (RTTAC) and direct one-on-one engagement with transit agencies.

Staff will continue to implement the federal performance-based planning requirements regarding transit safety and transit asset management (TAM), including updating performance targets and integrating the operators' Public Transportation Agency Safety Plans (PTASPs) and TAM Plans into the planning process. In FY 2024-25, SCAG reported on transit safety and TAM performance in the FTIP. In FY 2025-26, SCAG will continue to provide transit operators access to a database, TransAM, to support their National Transit Database reporting and streamline TAM-related data management. Through calendar year 2025, SCAG will serve on FTA's TAM Peer Working Group, which will bring together around a dozen participants from different MPOs to engage on TAM-related topics to promote peer learning, share peer-designed resources, and collaborate on best practices.

SCAG, in coordination with the RTTAC, had previously updated its methodology for identifying high quality transit corridors and major transit stops, consistent with SB 375, SB 743, and CA Public Resources Code. The methodology is documented in the Connect SoCal 2024 Mobility Technical Report. In FY 2023-24 SCAG published an interactive HQTC map for stakeholders and in FY 2024-25, SCAG updated the interactive map to reflect changes enacted by AB 2553, which altered the peak frequency threshold from 15 minutes to 20 minutes.

SCAG's Mobility as a Service (MaaS) Feasibility White Paper evaluated the feasibility of implementing a MaaS system in the region. This whitepaper included the concept of mobility hubs, which were defined simply as locations where there are a range of transportation options that interact and connect with each other. In developing Connect SoCal, SCAG staff conducted additional research and developed a regionwide baseline network of mobility hubs. In FY 2024-25, SCAG developed mobility hub design and implementation guidance and worked with local partners develop mobility hub conceptual designs. In FY 2025-26, SCAG will support the implementation of mobility hubs across the region.

To support the region in its efforts to transition to Zero-Emission buses by 2040, in FY 2024-25, SCAG kicked off an Innovative Clean Transit Regional Assessment Study to assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans and to assess the readiness of the region to transition to zero-emission transit fleets. In FY 2025-26, SCAG will complete the Study, which will provide valuable insights and recommendations to advance the adoption of clean transit technologies and practices across Southern California.

Throughout calendar year 2025, SCAG will continue to serve on CalSTA's Transit Transformation Task Force, which is charged with preparing and submitting 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.

3) Active Transportation

SCAG's Active Transportation Program works to integrate active transportation into regional transportation

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planning processes and supports local actions to implement the regional plan. During FY 2024-25, SCAG continued to coordinate and partner with a wide variety of active transportation stakeholders to develop plans, conduct analysis, and access funding to advance active transportation policies adopted in Connect SoCal. Staff coordinated regular meetings of the Safe and Active Streets Working Group to facilitate regional collaboration on the policies included in the RTP/SCS and share best practices. SCAG continued to collaborate with the Active Transportation Resource Center and UC Berkeley Safe Transportation Research and Education Center to develop the Statewide Active Transportation Database, which builds upon the SCAG regional active transportation database for statewide use. In FY 2025-26, SCAG will continue to coordinate and partner with a variety of active transportation stakeholders to develop plans, conduct analysis, and access funding to further the aims of Connect SoCal.

SCAG also continued to collaborate with the California Transportation Commission and SCAG ATP Subcommittee, comprised of staff from the six county transportation commissions, on the Active Transportation Program (ATP). SCAG continued participating in the statewide Active Transportation Program Technical Advisory Community (TAC) and coordinated with the ATP Subcommittee and California Transportation Commission on the development and adoption of the ATP Cycle 7 Regional Program. As part of the regional component of ATP Cycle 7, SCAG held a call for applications for active transportation-related plans and quick-build projects through the Sustainable Communities Program Active Transportation and Safety component. The call for applications leveraged ATP Cycle 7 regional funds and SCAG matching state funds to secure a federal Safe Streets and Roads for All grant to fund projects. In FY 2025-26, SCAG will continue participation on the state ATP TAC and attend state ATP workshops to comment on ATP Cycle 8 funding levels and guidelines and conveys concerns and priorities of our member jurisdictions.

SCAG continued participating in the California Walk and Bike Technical Advisory Committee and will continue involvement in FY 2025-26. As part of SCAG's Transportation Safety Program, *Go Human* addresses the safety of people who walk and bike, who are disproportionately harmed by traffic-related injuries and fatalities. SCAG's *Go Human* resources support delivery of projects awarded funding through the California Active Transportation Program (ATP) More information about *Go Human* is detailed in the Community & Economic Development section.

4) Clean Technology

In FY 2024-25, SCAG continued its Clean Technology Program work efforts to create a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles. As part of this program, SCAG continues to conduct planning exercises to address passenger vehicles and medium and heavy-duty trucks. With the passage and adoption of Connect SoCal 2024, SCAG has conducted the following:

- Support the goods movement team with the Southern California Zero Emission Infrastructure (ZETI) Study

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- Developed and completed the Clean Cities Coalition Strategic Plan, which was approved by the U.S. Department of Energy on March 31, 2024.
- Participated in several stakeholder working groups as a panelist and coordinated a panel for SCAG's regional council.
- Pursued grant opportunities which would support SCAG's program or programs for other local jurisdictions.
- Coordinated closely with the private sector to align private and public sector goals with respect to reducing GHG, while supporting businesses to thrive in the SCAG region.

For FY 2025-2026, SCAG aims to enhance its Clean Technology Program, by updating and closely aligning the program objectives outlined in the Clean Cities Coalition Strategic Plan. In response to stakeholder input, SCAG plans to organize workshops and consider conducting further studies, utilizing insights from the Clean Technology Compendium. Additionally, SCAG is committed to exploring effective methods to assist local jurisdictions in the implementation of Clean Technology strategies, as detailed in the Connect SoCal 2024 plan. This approach is designed to foster a more integrated and impactful application of clean technology initiatives across Southern California.

5) Broadband

In FY 2024-25, SCAG completed and advanced several initiatives which plan and promote ubiquitous broadband deployment and access in the SCAG region to facilitate economic prosperity and access to digital services and opportunities, and to provide the necessary infrastructure and supporting policies for ITS, smart cities strategies, and emerging transportation technologies and innovations. Initiatives are as follows:

- Completed SCAG's Broadband Permit Streamlining Project.
- Participated in several private and public sector workshops and served as a lead presenter on Broadband Permit Streamlining.
- Coordinated with State and Federal agencies to conduct mass distribution of the broadband permit streamlining report and ordinance.
- Initiated SCAG's Last Mile Broadband Services Project utilizing the \$1 million grant awarded by the California Public Utilities Commission (CPUC).
- Continued work efforts under the Strategic Services contract, with respect to grant applications, GIS analysis and Digital Literacy Toolkit.
- Served as a steering committee member for other LATA funded projects located within the SCAG Region
- Served as a panelist or lead presenter on the digital divide to various stakeholder working groups.

For FY 2025-26, SCAG will continue to advance work on the Last-Mile Infrastructure Assessment Project,

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Strategic Services Contract, and continue work efforts to assist in bridging the digital divide, pursue grant opportunities to advance broadband work efforts and integrate broadband related policies into the ITS and Smart Cities Program.

6) Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are composed of technology applications and integration that allows system operators and users to better manage and optimize the use of transportation system capacity. Ensuring coordination and consistency of implementation of ITS strategies on a region-wide basis and between jurisdictions is crucial to maximizing the benefits of ITS projects. SCAG continues to facilitate such coordination efforts through its regular and timely updates of the Regional ITS Architecture.

In FY 2024-25, SCAG completed its update and maintenance of the Regional ITS Architecture. In FY 2025-26, SCAG staff, will align work efforts related to Transportation Demand Management (TDM) strategies, Transportation Safety Management and Operations (TSMO) strategies and explore opportunities to support other SCAG initiatives (e.g., Transportation Safety, Connected Autonomous Vehicles, Broadband and Smart Cities).

7) Smart Cities and Mobility Innovations

In FY 2024-25, SCAG completed most of the portfolio of projects comprising the \$2.5 million-dollar Sustainable Communities Program (SCP) – “Smart Cities and Mobility Innovations” (SCMI) Call for Projects. The SCMI Program supports the implementation of Connect SoCal Key Connections focusing on Smart Cities & Job Centers, Go Zones, and Shared Mobility/Mobility as a Service, by providing direct technical assistance to local jurisdictions to examine strategies to reduce greenhouse gas emissions. SCMI project categories include curb space data collection, technology assessment or adoption plans, parking management.

With the completion of the Future Communities Pilot Program in FY 2023-25, SCAG has continued to conduct its final evaluation, evaluation of key performance indicators, identifying opportunities for further refinement and for replication by other jurisdictions, and recommending strategies to promote wide-scale adoption of best practices.

Further, SCAG will evaluate the findings of the Future Communities Pilot Program, Smart Cities and Mobility Innovations and other programs (i.e. ITS, Broadband, Clean Technologies) to inform the development of SCAG’s Smart Cities Strategic Plan. Research, planning, and outreach are essential to support SCAG in identifying and building support for strategies that will help our region achieve increasingly aggressive GHG reduction targets.

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C. Integrated Planning & Programming

1) Transportation Programming

SCAG has been collaborating with FHWA and Caltrans on the development and implementation of a statewide and regional performance-based planning and reporting program in fulfillment of federal MAP-21/FAST Act transportation system performance management requirements. SCAG will continue to coordinate with FHWA and Caltrans and will also continue our active participation in statewide technical working groups, workshops and in other inter-agency performance monitoring information exchange opportunities in support of MAP-21/FAST/IIJA federal performance-based planning and reporting objectives.

The FTIP is a key instrument used to assess regional performance toward achievement of Connect SoCal goals. To ensure the FTIP is on-target and consistent with Connect SoCal goals and federal performance measures, SCAG monitors FTIP implementation through use of an enhanced FTIP database to improve project tracking and performance assessment; maintenance of various regional transportation monitoring programs, including the Highway Performance Monitoring System (HPMS) and Regional Transportation Monitoring Information System (RTMIS); and processing of monthly FTIP amendments to reflect regional transportation policy or budget changes, shifting conditions, and transportation project additions, revisions, or deletions.

Additional projects undertaken in FY 2025-26 include coordination with all 197 local jurisdictions (cities and counties) in the SCAG region to facilitate the annual collection of data in support of the HPMS; data collection and analysis in support of various activities related to regional performance assessment;; review and analysis of annual Average Vehicle Occupancy (AVO) reporting for two Orange County toll facilities (i.e., the San Joaquin Hills and Foothill/Eastern Transportation Corridors), and subsequent provision of compliance certification letters; and acquisition, review, and approval of the reporting of Congestion Management and Air Quality (CMAQ) funded projects provided by the six SCAG regional county transportation commissions (CTCs), including the uploading of the required project information into the Federal User Profile and Access Control System (UPACS) – CMAQ database.

2) Congestion Reduction

The existing congestion problems experienced in the region today are only expected to worsen due to projected growth in population, employment, and associated travel demand. Consequently, SCAG has engaged in several regional initiatives to identify strategies to manage congestion.

A poorly maintained transportation system impedes traffic flow and creates unsafe conditions for system users. SCAG recognizes this fact and continues to support greater commitments to system performance and system preservation in Connect SoCal. In FY 2025-26, SCAG will integrate our efforts to assess, monitor, and track activities that help to maintain and preserve the region's transportation system assets.

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SCAG has continuously evaluated congestion pricing alternatives and their applicability for the region over the last three decades. This has resulted in establishment of a regional express lane network detailing the build-out of the existing and planned network of managed express lanes across Southern California and integration with one or more pilot projects for cordon/area pricing within specific major activity centers. Associated concepts of operations were developed and have been updated to reflect their status as living documents for incorporating latest assumptions in each RTP/SCS update. Work in FY 2025-26 builds from recent work to continue to assess pricing and broader incentive concepts, including a focus on evolving baseline travel needs, potential fairness implications, and the integration of innovative technologies.

SCAG continues to improve our Congestion Management Process (CMP) through better coordination and integration of all our transportation planning and programming activities, as well as updates of our RTP/SCS and FTIP. SCAG's Transportation Demand Management (TDM) Strategic Plan identifies TDM policies and programs that increase the efficiency of the transportation system, reducing VMT and GHG emissions through alternative modes of travel. SCAG has been working towards implementing the Strategic Plan's recommendations. In FY 2024-25, SCAG had the opportunity to advance TDM work through preparations for the Olympic and Paralympic Games (Games), which will be held in Los Angeles in 2028. In FY 2024-25, SCAG began serving as the lead for the Games Mobility Executives TDM Subcommittee, which is responsible for organizing TDM preparations across the region. SCAG worked with LA28, the nonprofit responsible for organizing the Games, and local partners to develop a shared workplan. SCAG also secured consultant services to develop a TDM Initiation Plan and support TDM pilot and permanent project implementation. This work will continue through FY 2027-28 and into FY 2028-29.

3) Infrastructure Financing

New funding sources are needed to address the mobility, air quality, and land use needs facing the region. Several promising transportation and land-use strategies will require significant funding levels for the region to adequately address the challenges in these areas. Without an infusion of sufficient and reliable funding, the region will not be able to demonstrate the required attainment of health-based national ambient air quality standards or comply with State requirements for GHG emission reductions or ensure a sufficient supply of affordable housing.

Despite passage of Senate Bill 1 (Road Repair and Accountability Act of 2017), local streets and roads and bridges are not projected to meet state of repair performance measures without significant additional funding. Additionally, increasing fuel efficiency and adoption of alternative fuel vehicles undermines the long-term stability of the gas tax as a key transportation funding source. In FY 2024-25, resources continued to be dedicated to identifying more efficient and sustainable means of generating revenue to support transportation system investments and associated mitigation needs as part of the development of the technical and policy framework for the Connect SoCal 2024 financial plan. Efforts have included analyses of financial and economic conditions, identification of new and innovative financing opportunities, investigation of various public-private partnership initiatives, and continuing support of local partners

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pursuing innovative funding strategies. In FY 2025-26, SCAG will continue efforts to move forward on these strategies.

The \$47 million State-funded Regional Early Action Plan (REAP) grant program provided a new funding source to support a number of studies around tax increment financing and infrastructure investments that accelerate housing production. SCAG has funded both subregional Councils of Government and jurisdictions in studies focused on infrastructure and other utility investments needed to support housing development.

In prior years, SCAG conducted extensive outreach to develop the REAP 2021 program. SCAG was allocated \$231.5 million in funding to support implementation of the SCS with a focus on infill housing development, reduction of vehicle miles travelled and affirmatively furthering fair housing. In FY 2025-26, with REAP 2021 funding, SCAG will offer a \$35 million pilot program called Regional Utilities to Support Housing (RUSH), which will target utility infrastructure planning and capital projects that align utility investments with sites or areas identified for housing production in a city or county's Housing Element. In addition, as part of the Lasting Affordability Program, SCAG funded a few jurisdictions to establish Enhanced Infrastructure Financing Districts to support infrastructure investments and housing production. SCAG also launched an \$80 million County Transportation Partnership Program, a competitive grant program offered to the CTCs. Grants fund planning, implementation projects, infrastructure investments, and innovative technology projects aimed at reducing VMT in infill communities.

4) Aviation & Airport Ground Access

SCAG is focused on the region's airports and aviation system's airport ground access and surface transportation system. Although SCAG does not have regulatory or developmental authority over airports, it does maintain an updated list of airport ground access projects in the regional transportation plan. SCAG plays a critical consultative and collaborative role with regional airports, federal agencies, Caltrans, transportation agencies and commissions, academic institutions, industry associations, and other transportation stakeholders.

For FY 2025-2026, the SCAG Aviation and Airport Ground Access program will focus on implementing Connect SoCal 2024, facilitating new opportunities and partnerships, and planning and data collection for Connect SoCal 2028 and other SCAG projects. Part of this implementation will include working with the region's airports and transportation agencies to ensure that the airport ground transportation and landside projects are updated and amended on the Connect SoCal and Federal Transportation Improvement Program project lists. Building off the work of the Aviation and Airport Ground Access and Travel and Tourism technical reports in Connect SoCal 2024, SCAG will continue to foster working relationships with agency partners in aviation systems and transportation planning, as well as building new relationships with agencies and organizations working on travel and tourism in the region and the State of California. In particular, the Travel and Tourism Technical Report demonstrated potential areas of collaboration with federal land management agencies and will be explored further. Moreover, the collaborative partnerships

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will be instrumental for the planning, research, and data analysis, of Connect SoCal 2028 and other efforts. During FY 2025-2026, SCAG will commence data collection on a Caltrans funded, regional airport passenger and employee, surface transportation survey and study.

D. Housing

A core component of SCAG's Housing Program work has been funded through the Regional Early Action Program (REAP) planning grants, which includes over \$100M for housing supportive projects. These grants have created opportunities for SCAG to work with its regional and local partners and stakeholders to develop programs and projects that support housing production and meet housing goals.

In FY 2025-26, SCAG will continue to coordinate project delivery across program areas, including removing barriers to housing production, new financing sources, utility infrastructure to support housing, and integrated land use and civic engagement, among others. Plans and projects focus on coordinating sustainable transportation, land use and regional housing policies, and other issues in local planning. Emphasis will be placed on local and regional planning for GHG reductions and implementation of strategies in Connect SoCal. Under the REAP 2.0 Program to Accelerate Transformative Housing (PATH) and Subregional Partnership Program (SRP) programs, SCAG is allocating over \$100M in project funding across the region. The REAP 2.0 program is grounded in advancing infill development, affirmatively furthering fair housing, and in reducing VMT. REAP 2.0 will be a critical resource to advance SCS implementation through housing development and mobility improvements that serve the region.

E. Sustainable & Resilient Development

SCAG's Sustainable and Resilient Development Program is a core effort for implementing Connect SoCal. The program demonstrates that the region can meet its growth needs while also achieving air quality, resilience, and conservation goals through local land use and policy changes along with targeted transportation and housing investments.

A priority for the Sustainable and Resilient Development program are to implement policies in Connect SoCal that will help meet state greenhouse gas (GHG) emissions reduction targets and advance sustainable land use strategies by collaborating with local stakeholders to identify and support implementation opportunities. Regional resiliency is a key area of focus along with improving the capacity of the SCAG 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 thriving future.

In FY 2025-26, SCAG will implement Connect SoCal by collaborating with local jurisdictions on data, research, communication tools, and other resources to translate climate adaptation strategies into action. SCAG will support jurisdictions and other partners to access state GHG reduction fund monies. The department will also engage partners and stakeholders on potential resource conservation strategies and establish approaches to support implementation of regional policies and recommendations for conserving

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and restoring natural and agricultural lands through data resources, technical assistance, and partnerships, including supporting Regional Advance Mitigation efforts. Another effort will be to advance recommendations in Connect SoCal 2024 by examining the market and non-market benefits of agricultural and natural lands - including analysis on the nexus of agricultural lands preservation to reduce vehicle miles traveled (VMT).

To help the region plan and prepare for a changing climate as well as potential near- and long-term disruptions to Southern California, such as earthquakes, extreme weather, drought, wildfires, pandemics and economic shocks, SCAG has also developed a Regional Resilience Framework that provides information and financing tools for local jurisdictions to utilize in local resilience planning efforts.

F. Community & Economic Development

SCAG's Community and Economic Development program supports the implementation of Connect SoCal with a focus on local capacity building, placemaking, and integrating land use and transportation planning. Key undertakings in the next fiscal year will be to explore the concept of complete communities across the SCAG region, complete a community partnerships strategy, and lead SCAG's work on Community Hubs in support of the 2028 Olympic and Paralympic Games.

In FY 2021-22, SCAG received federal congressionally directed project funding to develop a Highways to Boulevards Regional Study, which will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity. In FY 2023-24, SCAG secured consultant support for work on the Study with study kick off in Nov 2023. SCAG engaged stakeholders in January 2024 and May 2024 and will continue to engage through FY 2025. Work on this study includes reviewing existing conditions as well as all ongoing highways-to-boulevards, freeway caps and railroad conversion projects in the region; establishing a framework and a set of metrics for the identification of transportation facilities to reconnect communities; identifying and evaluating projects in the region that are potentially viable candidates for future improvements for reconnecting communities; developing conceptual designs for a subset of priority projects; and creating a guide for jurisdictions to mitigate the negative impacts of transportation facilities. For FY 2025-2026, SCAG will continue to engage with agency stakeholders as well as community-based organizations on 6-10 projects in the region that will be considered for the conceptual design phase of the study.

In FY 2025-26, SCAG will mark the 10-year anniversary of its Go Human safety campaign. To date, Go Human has exceeded one billion impressions of its traffic safety advertisement campaign, distributed over \$1.2 million in grants to local community organizations, and facilitated over 100 pop-up demonstrations of safety infrastructure. In recognition of the program's achievements and to address the region's future needs, SCAG will pursue an ambitious 5-year plan of expanded activities, funded by the Safe Streets and Roads for All (SS4A) program.

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In FY 2025-26, SCAG will develop a Community Partnerships Strategy which will identify the necessary systems that can most effectively support partnerships between SCAG and community partners, including community-based organizations, local leaders, and Tribal governments.

G. Regional Demographic Forecasting & Policy Analysis

The adoption of Connect SoCal 2024 in April 2024 marked the culmination of three fiscal years of growth forecast development. The region’s population, household, and job growth trajectory to 2050 were finalized and integrated into plan development and modeling. This projection, which was supported by local jurisdiction review, provides a vision for what the region’s development pattern could look like given the continuation of exogenous trends plus plan implementation and would meet statutory targets.

SCAG strengthened its relationships with Southern California’s universities and colleges, along with international research and planning partners, to expand the knowledge base and enhance the quality of long-range planning activities. Alongside USC, SCAG hosted the 35th annual Southern California Demographic Workshop which hit a record attendance of over 460 attendees. Staff generated final results from a research project to use location-based services data to better understand what kinds of land use planning interventions are most effective for decreasing vehicle miles traveled in order to support scenario and plan strategy development for Connect SoCal 2028.

SCAG continued being a Census data resource: as the region’s affiliate to the state Census Data Center network, SCAG prepared timely, insightful reports following each major Census data release. SCAG also improved the resource delivery of the annual Economic Summit with a new dashboard of economic data for the region for use by stakeholders.

In FY 2025-2026, SCAG will lay the groundwork for the next round of forecasting and growth visioning which will accompany Connect SoCal 2028 and will also be a major consideration for the 7th cycle of the Regional Housing Needs Allocation (RHNA). This includes updates to demographic and economic projections and the convening of an expert panel to assist in forecast development. Additionally, work is underway to link Connect SoCal 2024’s Priority Development Areas (PDAs) more closely with per-capita Vehicle Miles Traveled (VMT), with implementation strategies. SCAG will continue to be a resource for the regional demographic and economic data through engagement, resources, and the Annual Demographic Workshop and Economic Summit.

H. Modeling & Forecasting

1) Data & Visualization

In FY 2024-25, SCAG delivered comprehensive geospatial data, analysis, and visualization support to facilitate agency programs and policy analysis. Our commitment to leveraging GIS technology and analytics ensured that we effectively met the needs of both the agency and its stakeholders. SCAG implemented robust enterprise GIS (EGIS) policies, standards, and best practices, significantly improving the efficiency,

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consistency, and effectiveness of GIS operations across the organization. Key initiatives included: GIS governance, GIS data curation, Enterprise Geodatabase (EGDB) data management and coordination, web GIS application development and Regional Data Platform (RDP) enhancements. Also, SCAG developed value-added geospatial datasets and utilized advanced GIS modeling and analytics to support critical regional planning efforts, such as Connect SoCal 2028 base year land use/parcel data development and Connect SoCal 2028 Local Data Exchange (LDX) base dataset acquisition and development. Additionally, SCAG provided essential technical support for geospatial data, spatial analysis, and visualization, benefiting SCAG's plans and programs, as well as local jurisdictions and stakeholders throughout the region.

In FY 2025-26, SCAG aims to further enhance data and visualization support for agency programs and projects through the expanded use of GIS technology and AI/big data analytics, focusing on data-driven planning, geospatial analysis, and advanced visualization techniques. Key initiatives include: GIS governance and framework enhancement, EGIS implementation and coordination, web GIS tool development for data access and visualization, EGDB data curation and update, Smart Land Information System (comprehensive land information data model) update, GIS Modeling and AI/big data analytics, GIS technical support, and RDP hub, data and tool enhancements. Also, in preparation for the Connect SoCal 2028 LDX process, SCAG will develop preliminary data and visualization tools such as base year land use data (general plan, specific plan, zoning and existing land use information), base year LDX dataset (administrative boundaries, transportation, priority development, etc.), Data/Map Books, and assess and refine the Local Data Exchange process. SCAG is committed to advancing geospatial capabilities and supporting regional planning initiatives through innovative technology and collaborative efforts. To achieve these objectives, SCAG will work to increase the utilization and application of the RDP, strengthen technical assistance capacities, and support the implementation of Connect SoCal. By building on the successes of FY 2024-25, SCAG aims to foster a more integrated and innovative planning environment that meets the evolving needs of the region.

2) Small Area Forecasting & Modeling Support

In FY 2024-25, Small Area Forecasting has concentrated on establishing a robust foundation for developing the 2028 RTP/SCS growth forecast. This effort involves two critical phases: data evaluation and refinement. Following the acquisition of parcel-level housing data and firm-based employment data, intensive data evaluation and cleanup are ongoing. Concurrently, we are incorporating the latest information, including updated geographic boundaries and census data, to support the development of 2028 RTP/SCS socioeconomic data. To strengthen long-term forecasting capabilities, we are collaborating with National Renewable Energy Laboratory to analyze emerging socioeconomic growth trends.

In FY 2025-26, the primary objective of Small Area Forecasting is to develop draft socioeconomic estimates and projections for the 2028 RTP/SCS. These estimates will encompass jurisdictional and TAZ-level population, household, and employment data, reflecting growth at both regional and county levels. We will prepare and present these projections for the local review process. Additionally, we will develop base-year socioeconomic data, including demographic characteristics and employment sectors, to support

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transportation model validations and the Scenario Planning Model (SPM). An ongoing objective is to enhance growth projection capabilities and calculation methods by assessing modeling feasibility. We will continue collaborating with other agencies and evaluating emerging forecasting approaches to improve our methodologies.

3) Modeling

During the fiscal year 2024-25, SCAG undertook strategic initiatives to enhance its transportation modeling tools. Several preparatory steps and data collection activities were initiated to improve the regional travel demand model in preparation for the 2028 RTP/SCS.

One key enhancement involves incorporating emerging vehicle technologies (electric vehicles) and evolving commuting patterns (work from home) into SCAG's activity-based model (ABM). Another significant effort is the development of a new household travel survey to capture post-pandemic travel behaviors within the SCAG region. Additionally, following the enhancement of the Master-Network Tool (MNT), an in-house validation was conducted to ensure its reliability and accuracy. A dynamic traffic assignment project has also reached a major milestone, enabling more detailed toll and express lane analyses.

In addition to model development, SCAG carried out operations for the 2025 FTIP, the 2024 RTP Amendment, and the 2024 PEIR Addendum to update regionally significant transportation projects listed in the 2024 RTP. Regional emissions conformity analysis and assessments of potential environmental impacts were conducted for all amendments and addenda, respectively.

Additionally, the Scenario Planning Model (SPM) has been updated with an enhanced transportation module, offering improved features for neighborhood-level analysis and calibration to the latest regional model outputs. Overall, SCAG has demonstrated a strong commitment to continuous improvement and accuracy in forecasting transportation trends.

In FY2025-26, SCAG will continue to advance its travel demand modeling capabilities. A key focus will be completing the household survey project, processing the collected data, and refining and estimating sub-models using the latest data sources. SCAG will also intensify Heavy-Duty Truck (HDT) data collection and analysis from diverse sources, further enhancing the HDT model.

SCAG will operate its models to support amendments to the RTP, FTIP, and other planning activities. Its commitment to stakeholder engagement will remain strong through the Data Request Service, which provides essential information for collaborative decision-making. Additionally, the Model User Online Workshop will be updated to align with the latest regional travel demand model, ensuring stakeholders stay well-informed. SCAG will continue offering modeling and air quality support, engaging stakeholders through initiatives like the Modeling Task Force, and assisting local jurisdictions with projects and sub-regional models. Collaboration with partners such as sub regions, CTCs, Caltrans, AQMD, CARB, and other California MPOs will ensure valuable contributions to emissions analyses and transportation planning,

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demonstrating SCAG's commitment to environmental and regional goals.

V. Federal Performance-based Planning & Programming

The MAP-21 and subsequent FAST Act federal transportation authorization packages required the establishment, monitoring, and reporting of statewide and regional performance targets and measures relative to Highway Safety, Pavement and Bridge Condition, National Highway System Performance, Freight Movement on the Interstate System, performance of the regional CMAQ program, Transit Asset Management, and Transit Safety. In compliance with these federal requirements, SCAG has continued to coordinate with Caltrans and local stakeholders in the establishment of statewide and regional targets for each of the designated federal planning focus areas and has established a strategy for achieving and monitoring the regional performance targets. More specifically, SCAG worked with Caltrans and local stakeholders on the establishment of two- and four-year regional performance targets for each of the federally designated performance areas.

In FY 2023-24, SCAG established the Calendar Year 2024 regional transportation safety (PM 1) targets, which are required to be updated annually. SCAG also worked with Caltrans and other stakeholders on developing statewide targets for Performance Management Package 2 (PM 2), which addresses National Highway System (NHS) pavement and bridge condition; and federal Performance Management Package 3 (PM 3), which evaluates NHS system performance, freight movement, and the CMAQ program. SCAG also developed an 'existing conditions' report to support and inform discussions on PM 2 and PM 3 target setting. The federal performance measures and associated targets were presented in the System Performance Report included in the Connect SoCal 2024 Performance Monitoring Technical Report.

For the two transit related performance measures, SCAG's efforts are discussed in the preceding section on Regional Transit and Passenger Rail. For FY 2024-25, SCAG will coordinate with Caltrans on the establishment of updated statewide and regional PM 2 and PM 3 targets, along with the updated Calendar Year 2024 transportation safety targets (PM 1). SCAG will provide periodic updates to regional stakeholders on progress being made toward achieving the established regional performance targets. Furthermore, SCAG will continue to allocate appropriate resources toward compliance with the federal performance monitoring and reporting effort and will account for activities associated with fulfillment of these requirements.

In FY 2024-25, SCAG will coordinate with Caltrans in the development of statewide and regional performance targets in support of the newly introduced federal performance measure for the monitoring and reporting of tailpipe GHG emissions.

For FY 2024-25, SCAG will also continue to collaborate with FHWA and Caltrans in statewide technical work groups, workshops and in other inter-agency performance monitoring information exchange opportunities in support of federal performance-based planning and reporting objectives. Additionally, in FY 2025-26 SCAG will continue performance-based planning and programming and project selection improvement

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efforts that builds off the successful establish of program guidelines for the selection of projects to be funded with CMAQ, Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) dollars.

VI. Overview of Public Participation & Consultation

1) Public Participation Plan (PPP)

Input and engagement from the public and stakeholders is critical in SCAG's development of transportation and sustainability plans for such a large and diverse region. SCAG relies on public participation as the essential element to the ground-up and integrated approach to SCAG's planning activities. SCAG adopted a Public Participation Plan in April 2022 that details goals, objectives and state/federal requirements for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. In FY 2024-25, SCAG has begun work on the next update to its PPP.

Consistent with state and federal regulations, SCAG provides for formal comment periods for the RTP/SCS, FTIP, as well as other major plans, projects, and programs. The agency also engages in regular activities that provide on-going opportunities for public input at public meetings, hearings, and workshops, and an always available 'contact us' link and form on the agency website. SCAG reviews, addresses, and incorporates as appropriate, all comments received. In addition, the PPP includes language to assist transit operators relying on SCAG's FTIP public participation process to satisfy the public participation requirements for their Program of Projects, under 49 U.S.C. Section 5307.

SCAG is also required to demonstrate its compliance with U.S. Department of Transportation Title VI requirements every three years. An update to SCAG's Title VI Program, which includes the agency's Language Assistance Program for Limited English Proficient populations (also referred to as LEP Plan), Public Participation Plan, and subrecipient monitoring procedures, was adopted by the Regional Council in September 2023, and later approved by the FTA.

Consistent with its Public Participation Plan and Language Assistance Program, SCAG is continually refining strategies to engage and seek input from traditionally underserved populations. This includes working with in-language media and providing translations of key materials related to broad engagement efforts for Spanish, Chinese, Korean and Vietnamese, the four most widely spoken languages in the region's households other than English. The Language Assistance Program also provides for interpreters at workshops and other public meetings, with 72 hours advanced request.

2) SCAG Regional Offices

In addition to its main office in Los Angeles, SCAG operates a Regional Office in five (5) other counties in Southern California and has videoconferencing sites at three (3) additional locations throughout the region. Through these Regional Offices and videoconferencing sites, SCAG can engage an extensive group of

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stakeholders in its planning and programming processes by facilitating meetings, workshops, and other events and enhances the level of convenience for members, stakeholders, and others interested in learning more about regional planning. SCAG will continue to advance its public participation and consultation efforts using its Regional Offices.

3) Native American Tribal Governments Consultation

There are 16 federally recognized Native American Tribal Governments in the SCAG region. SCAG's Bylaws provide Tribal Governments a formal voice in the regional planning process, including voting representation on the Regional Council and policy committees. In response to state and federal consultation requirements, as well as public participation needs and environmental justice concerns, SCAG is continuing to develop processes to ensure that Tribal Governments' concerns are reflected in the regional transportation planning and programming processes, including developing documented procedures for consultation with Indian Tribal Governments.

SCAG has been providing updates to the Tribal Alliance for Sovereign Indian Nations (TASIN) and TASIN has helped SCAG with the selection of elected Tribal Councilmembers to serve on SCAG's Regional Council and policy committees. SCAG will continue to engage Tribal Governments in FY 2025-26 to exchange information, have consultation meetings, provide updates, and obtain input on the implementation of Connect SoCal and develop potential mitigation measures with regards to Tribal Cultural Resources for future planning cycles.

4) Federal Land Management Agencies Consultation

SCAG informs all land management agencies through public notices during times of plan development or project specific recommendations. Federal land management agencies receive public communication through our regional planning partnerships contact lists or receive direct communication from staff as needed.

VII. SCAG Organizational Structure and Decision-Making Steps

General Assembly (GA) – SCAG is governed by official representatives from every member city, county and CTC through the GA which annually convenes SCAG's membership and helps set the course for the coming year. The GA is a forum where policy matters can be identified and addressed. The GA also adopts the General Fund budget for the next fiscal year, ratifies SCAG officer positions, and considers approval of any proposed changes to the SCAG Bylaws, as well as any proposed resolutions for adoption by the GA.

Regional Council (RC) – The primary decision-making occurs through SCAG's RC, a governing body comprised of elected officials representing six (6) counties and 191 cities in the SCAG region. The SCAG Bylaws also provide for RC representation from each of the CTCs, the federally recognized tribal governments, air quality agencies, the Transportation Corridor Agencies, and a public transportation

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representative to serve on the body to represent the transit interests of all the operators in the SCAG region. SCAG's policy-making process is guided by the work of SCAG's three major Policy Committees: The Transportation Committee; the Community, Economic and Human Development Committee; and the Energy and Environment Committee. Members of the RC serve on one of the three Policy Committees for two-year terms.

The following summarizes the roles of the Policy Committees as well as other committees with SCAG:

Transportation Committee (TC) – The TC examines regional policies, programs and other matters pertaining to mobility and accessibility, roads and highways, transit, airports and seaports, system preservation and management, goods movement, transportation finance and other aspects of Southern California's transportation system.

Community, Economic and Human Development Committee (CEHD) – The CEHD oversees the agency's efforts to develop regional policies for housing, economic development, land use, growth forecasting, sustainability, and other community development needs.

Energy and Environment Committee (EEC) – The EEC considers environmental and energy-related issues of regional significance, including air and water quality, zero-emission passenger vehicles and related infrastructure, solid and hazardous waste, habitat preservation, environmental justice, greenhouse gas reduction, and matters pertaining to the California Environmental Quality Act (CEQA).

Legislative/ Communications and Membership Committee (LCMC) – The LCMC is responsible for developing recommendations to the Regional Council regarding legislative, communications, and membership matters; providing policy direction for the agency's marketing communications strategy, outreach issues/materials and electronic communications systems; reviewing sponsorship opportunities for the agency whose cost will exceed \$5,000; and promoting agency membership. The duties of the LCMC may also include such other duties as the RC may delegate.

Executive/Administration Committee (EAC) – SCAG's core leadership team is represented by the EAC, which includes the RC Officers (President, First Vice President, Second Vice President, and Immediate Past President) and Policy Committee Chairs and Vice Chairs. In addition to their critical position in guiding SCAG's regional decision-making process, EAC members play an elevated role as SCAG representatives throughout the region as well as at the state and federal levels. The EAC also addresses matters regarding human resources, budgets, finance, operations, communications, and any other matters referred by the RC. Membership includes the SCAG Officers, Chairs and Vice Chairs of the LCMC and the three (3) Policy Committees, the representative from the Tribal Government Planning Board serving on the RC, and an additional four (4) RC members appointed by the SCAG President. In addition, the President may appoint one (1) member from the private sector to serve on the EAC in an ex-officio non-voting capacity.

Policy Task Forces/Subcommittees – In addition to the Policy Committees, the RC has established a

REGIONAL PROSPECTUS

number of task forces, subcommittees, and peer groups to provide focused attention to specific policy or planning issues. Currently, the groups including but not limited to the ones listed below meet as needed:

- Audit Committee
- General Assembly Host Committee
- Bylaws & Resolutions Committee
- Emerging Technologies Committee
- Nominating Committee

Subregions – A total of 15 subregions represent portions of the SCAG region with shared interests, issues, and geography. Subregions play a key role as a conduit between SCAG and the cities and counties of the region by participating and providing input on SCAG’s planning activities. This involvement helps the Regional Council, and its various committees, make better informed decisions.

The 15 subregions in the six (6) counties that make up the SCAG region are listed below.

Imperial County

- Imperial County Transportation Commission (ICTC)

Los Angeles County

- Arroyo Verdugo Communities Joint Powers Authority (AVCJP)
- City of Los Angeles
- Gateway Cities Council of Governments (GCCOG)
- Las Virgenes – Malibu Council of Governments
- North Los Angeles County Transportation Coalition
- San Gabriel Valley Council of Governments (SGVCOG)
- San Fernando Valley Council of Governments (SFVCOG)
- South Bay Cities Council of Governments (SBCCOG)
- Westside Cities Council of Governments (WCCOG)

Orange County

- Orange County Council of Governments (OCCOG)

Riverside County

- Coachella Valley Association of Governments (CVAG)
- Western Riverside Council of Governments (WRCOG)

San Bernardino County

- San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of

REGIONAL PROSPECTUS

Governments

Ventura County

- Ventura Council of Governments (VCOG)

REGIONAL PROSPECTUS

FY 25-26 OWP Activities

	System Planning	Transportation Finance	Environmental Planning	Air Quality and Conformity	Federal Transportation Improvement Program (FTIP)	Geographic Information Systems (GIS)	Active Transportation Planning	Regional Forecasting, Socioeconomic Technical & Policy Analysis	Corridor Planning	Sustainability Program	Modeling	Performance Assessment, Monitoring & Strategy	Public Information & Communications	Regional Outreach and Public Participation	Intelligent Transportation Systems (ITS) and Smart Cities	Clean Technology Program	OWP Development and Administration	Goods Movement	Transit and Rail Planning	Sustainable Communities and Strategic Partnerships Planning Grant Program	The Soboba Tribal Climate Change Adaptation Plan	Special Grant Projects	Regional Aviation and Airport Ground Access Planning	Local Information Services Program	Clean Cities Program	Sustainable Communities Program	Future Communities Initiative	Research, Planning and Engagement For Sustainable Communities	Economic Empowerment	Regional Early Action Planning (REAP) Grants Program - REAP 2.0	Planning Strategy Development and Implementation	Last Mile Freight Program - MSRC	Regional Pilot Initiative (RPI)	Planning and Implementation for the 2028 Games	Federal Highway Funding Project Selection, Monitoring, and Delivery		
10 Planning Factors	010	015	020	025	030	045	050	055	060	065	070	080	090	095	100	115	120	130	140	145	156	225	230	235	267	275	280	290	303	305	310	315	325	400	500		
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	X	X	X		X			X	X	X			X	X	X	X	X	X	X	X		X	X	X	X			X	X	X		X	X	X	X	X	
2. Increase the safety of the transportation system for motorized and non-motorized users	X				X	X	X		X	X	X	X	X	X	X		X	X	X	X		X		X		X		X						X	X	X	
3. Increase the security of the transportation system for motorized and non-motorized users					X		X					X	X	X	X		X	X		X			X											X	X	X	
4. Increase accessibility and mobility of people and freight	X	X			X	X	X		X	X	X		X	X	X	X	X	X	X	X			X	X	X		X			X	X	X	X	X	X	X	X
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns	X		X	X	X	X	X	X	X	X	X		X	X		X	X	X	X	X	X			X	X	X	X	X	X	X						X	X
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X	X	X	X			X	X			X	X						X	X	X	X
7. Promote efficient system management and operation	X	X	X		X		X		X				X	X	X	X	X	X	X	X			X	X			X									X	X
8. Emphasize the preservation of the existing transportation system	X	X			X		X			X			X	X	X	X	X	X	X	X			X					X									X
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X		X		X		X		X	X			X	X	X	X	X	X	X	X	X		X	X										X	X	X	X
10. Enhance travel and tourism	X		X		X		X						X	X			X		X	X			X	X		X									X	X	X



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

**SECTION II
Work Elements,
Projects, Tasks**



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

**SECTION III
Special Grants**



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

**SECTION IV
Budget
Revenue
Report**

Toll Credit FY26 Final Budget

Consolidated Planning Grant

Work Element	Task Number	Task Name	Toll Credits Final FY26
15	015.0159.01	RTP Financial Planning	11,470
30	030.0146.02	Federal Transportation Improvement Program	57,350
45	045.0142.12	Enterprise GIS (EGIS) Implementation - Maint. & Support	24,485
45	045.0694.04	GIS Modeling and Analytics	2,294
45	045.0694.07	AI / Big Data Research and Development, AI / Big Data Readiness Research	5,735
55	055.0133.06	University Partnership & Collaboration	10,323
55	055.1531.01	Southern California Economic Growth Strategy	25,349
55	055.4856.01	Regional Growth and Policy Analysis	15,390
70	070.0130.12	Heavy Duty Truck (HDT) Model Update	11,470
70	070.0130.13	Activity-Based Model (ABM) Development and Support	34,410
70	070.2665.02	Growth Forecasting - Development, Outreach, and Collaboration	8,603
90	090.0148.01	Public Information and Communication	36,131
90	090.0148.02	Media Support for Planning Activities	27,070
95	095.1533.01	Regional Transportation Plan Outreach	35,018
100	100.1630.04	Regional ITS Architecture Update – Ph 2	17,205
235	235.4900.01	LIST - General Plan Technical Assistance, RDP Technical Assistance, or Local Data Exchange Technical Assistance	17,205
Toll Credit Total:			339,508

CRP

Work Element	Task Number	Task Name	Toll Credits Final FY26
100	100.4911.01	Smart Cities Strategic Plan	1,099,194
100	100.4911.02	Transportation User Fee - Planning Groundwork Project Phase II	22,235
130	130.0162.20	Comprehensive Sustainable Freight Plan	446,071
130	130.0162.21	Last Mile Freight Program Phase 2	520,323
130	130.0162.22	Alternative Technology Assessment for Freight	38,869
290	290.4827.03	Mobility Innovations & Incentives Study	14,338
325	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	59,655
325	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	94,365
325	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	316,921
Toll Credit Total:			2,611,971

CMAQ/STBG

Work Element	Task Number	Task Name	Toll Credits Final FY26
400	400.4958.01	2028 Games Freight TDM Implementation	410,297
400	400.4959.01	2028 Games TDM Initiation Plan and Implementation	410,297
400	400.4960.01	Active Transportation for the 2028 Games	158,216
400	400.4961.01	Community Hub Toolkits	558,341
500	500.4962.01	Federal Highway Funding Project Selection, Monitoring, and Delivery	208,397
Toll Credit Total:			1,745,548



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

**SECTION V
Budget
Expenditure
Report**



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

**SECTION VI
Sustainable
Transportation
Planning Grant
Program**



Southern California Association of Governments (SCAG)

Climate Adaptation Planning Grant

Grant Year	DEPT. MANAGER	PROJECT/TASK NAME	TASK NO.	FY24 OWP A01		FY24 OWP A02		FY25 OWP Final		FY25 OWP A01		FY26 OWP Draft		FY26 OWP Final	
				Climate Adaptation Grant Award	Match	Climate Adaptation Grant Award	Match	Climate Adaptation Grant Award	Match	Climate Adaptation Grant Award	Match	Climate Adaptation Grant Award	Match	Climate Adaptation Grant Award	Match
Lapse Date:				4/30/2026											
FY24	Wolfe	The Soboba Tribal Climate Change Adaptation Plan	156-4939.01	\$ 299,959	N/A	\$ 299,959	N/A	\$ 299,959	N/A	\$ 299,959	\$ -	\$ 250,000	N/A	\$ 250,000	N/A
WORK ELEMENT 156 - Climate Adaptation Planning				\$ 299,959	N/A	\$ 299,959	N/A	\$ 299,959	N/A	\$ 299,959	\$ -	\$ 250,000	N/A	\$ 250,000	N/A



Southern California Association of Governments (SCAG)

Sustainable Transportation Planning Grant

Sustainable Transportation Planning Grant				FY25 OWP A01		FY26 OWP Draft		FY26 OWP Final	
Grant Year	DEPT. MANAGER	PROJECT/TASK NAME	TASK NO.	Sustainable Transportation Planning Grant Award	Match	Sustainable Transportation Planning Grant Award	Match	Sustainable Transportation Planning Grant Award	Match
			Lapse Date:	6/30/2027					
FY25	Law	Southern California Airport Passenger Surface Transportation Study	145-4956.01	\$ 500,000	\$ 64,780	\$ 497,361	\$ 64,438	\$ 497,361	\$ 64,438
			Lapse Date:	6/30/2027					
FY25	Law	Planning for Main Streets	145-4957.01	\$ 500,000	\$ 125,000	\$ 486,194	\$ 121,548	\$ 486,194	\$ 121,548
WORK ELEMENT 145 - Sustainable Communities and Strategic Partnerships Planning Grant Program				\$ 1,000,000	\$ 189,780	\$ 983,555	\$ 185,986	\$ 983,555	\$ 185,986



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

SECTION VII
Appendices

A
Certifications
and Assurances

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C.

§ 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2023, Pub. L. 117-328, div. E, tit. VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT

Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and

contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost

- Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
- (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
- (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2024 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Southern California Association of Governments

The Applicant certifies to the applicable provisions of all categories: (*check here*) ✓.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Southern California Association of Governments

Name of the Applicant: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature Cindy Giraldo Digitally signed by Cindy Giraldo Date: 2025.04.21 16:06:12 -07'00' Date: 4/21/25

Name Cindy Giraldo Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): Southern California Association of Governments

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature Jeffery Elder Digitally signed by Jeffery Elder Date: 2025.04.21 15:54:17 -07'00' Date: 4/21/25

Name Jeffrey Elder, Esq. Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

**Fiscal Year 2025/2026 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2025/2026**

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature Cindy Giraldo Digitally signed by Cindy Giraldo
Date: 2025.04.21 16:05:23 -07'00' Date 4/21/25

Printed Name Cindy Giraldo

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Southern California Association of Governments (Name of Applicant)

Signature Jeffery Elder Digitally signed by Jeffery Elder
Date: 2025.04.21 15:55:13 -07'00' Date 4/21/25

Printed Name of Applicant's Attorney Jeffery Elder, Esq.

FY 2025/2026 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Southern California Association of Governments _____, the designated Metropolitan Planning Organization for the _____
counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Cindy Giraldo

Digitally signed by Cindy Giraldo
Date: 2025.04.21 16:47:24 -07'00'

MPO Authorizing Signature

Caltrans District Approval Signature

Chief Financial Officer

Title

Title

4/21/25

Date

Date

Disclosure of Lobbying Activities

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure)

1. Type of Federal Action: a. contract <u> b </u> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: a. bid/offer/application <u> b </u> b. initial award c. post-award	3. Report Type: a. initial filing <u> a </u> b. material change For material change only: Year _____ quarter _____ Date of last report _____
4. Name and Address of Reporting Entity: <u> </u> Prime <u> x </u> Subawardee Tier _____, if Known: Southern California Association of Governments 900 Wilshire Blvd., 17th Floor Los Angeles, CA 90017 Congressional District, if known:	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: CA Dept. of Transportation 1120 N Street Sacramento, CA 95814 Congressional District, if known:	
6. Federal Department/Agency: Federal Highway Administration Federal Transit Administration	7. Federal Program Name/Description: <small>FHWA Metropolitan Planning (PL) 20.205 FHWA State Planning and Research/Partnership Planning 20.205 FTA Metropolitan Planning Section 5303 20.505 FTA State Planning and Research Section 5304 20.505</small> CFDA Number, if applicable: _____	
8. Federal Action Number, if known: N/A	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> <small>Holland & Knight, LLP 800 17th Street N.W. Suite 1100 Washington, District of Columbia 20006</small>	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> Ms. Leslie Pollner Senior Policy Adviser	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: <u> Kome Ajise </u> Print Name: <u> Kome Ajise </u> Title: <u> Executive Director </u> Telephone No.: <u> (213) 236-1835 </u> Date: <u> 4 / 21 / 25 </u>	
Federal Use Only	Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)	



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

SECTION VII
Appendices

B
Resolution



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

SECTION VII
Appendices

C
Glossary

Glossary

Activity Based Model (ABM)	ABM is a newly developed travel demand model by SCAG. The model is to analyze traffic patterns by land use strategies and transportation investment for SCAG’s main plans and projects, including Connect SoCal.
ACP	Affordable Connectivity Program
AI	Artificial Intelligence
AQMP	Air Quality Management Plan – regional plan for air quality improvement in compliance with federal and State requirements.
ARB	Air Resource Board
Assembly Bill 101 (AB 101)	A legislation passed in 2019 that makes several changes to housing-related provisions of State law and establishes several housing-related grant programs administered by the State. Grant programs established by AB 101 include the Regional Early Action Planning (REAP) grant available to councils of governments such as SCAG and the Local Early Action Planning (LEAP) grant available to local jurisdictions.
ATAC	Aviation Technical Advisory Committee
ATDB	Active Transportation Database
ATP	Active Transportation Program
AVO	Average Vehicle Occupancy – calculated by dividing the total number of travelers by the total number of vehicles.

GLOSSARY

CAA	<p>Clean Air Act (CAA) – 1970 federal act that authorized EPA to establish air quality standards to limit levels of pollutants in the air. EPA has promulgated such standards (or NAAQS) for six criteria pollutants: sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), ozone, lead, and particulate matter (PM₁₀). All areas of the United States must maintain ambient levels of these pollutants below the ceilings established by the NAAQS; any area that does not meet these standards is a "nonattainment" area. States must develop SIPs to explain how they will comply with the CAA. The act was amended in 1977 and again in 1990.</p>
California Department of Housing and Community Development (HCD)	<p>HCD is the State agency responsible for Statewide housing programs and policies. They are involved with SCAG's RHNA process and review housing elements of jurisdictions. HCD oversees the Regional Early Action Planning (REAP) and LEAP grants and other housing-related funds statewide.</p>
Caltrans	<p>California Department of Transportation – State agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as that portion of the Interstate Highway System within the State's boundaries.</p>
CARB	<p>California Air Resources Board – State agency responsible for attaining and maintaining healthy air quality through setting and enforcing emissions standards, conducting research, monitoring air quality, providing education and outreach, and overseeing/assisting local air quality districts.</p>
CBO	<p>Community Based Organization</p>
CEHD	<p>Community, Economic, and Human Development Committee</p>
CEQA	<p>California Environmental Quality Act – State law providing certain environmental protections that apply to all transportation projects funded with State funds.</p>
C.F.R.	<p>Code of Federal Regulations</p>
CMAQ	<p>Congestion Mitigation and Air Quality Program – federal program initiated by ISTEA to provide funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion.</p>

GLOSSARY

CMP	Congestion Management Process
COG	Council of Governments – under State law, a single or multi-county council created by a Joint Powers agreement.
Congestion pricing	User fee imposed on vehicles during peak demand periods on congested roadways.
Connect SoCal	The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.
Corridor	In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain several streets and highways, and transit lines and routes.
CPUC	California Public Utilities Commission
CRP	The Infrastructure Investment and Jobs Act created the Carbon Reduction Program (CRP) to provide federal funding to projects that decrease transportation emissions, defined as the carbon dioxide (CO ₂) emissions that result from on-road, highway sources. California receives annual apportionments of CRP over five years.
CSFP	Comprehensive Sustainable Freight Plan

GLOSSARY

CTC	California Transportation Commission – a nine-member board appointed by the governor to oversee and administer State and federal transportation funds and provides oversight on project delivery.
Curb Space Management Study (CSMS)	The primary purpose of the Curb Space Management Study (CSMS), is to take a comprehensive and multimodal review of some of the most congested and complicated curb space locations within the six-county SCAG region
DOE	United States Department of Energy
EAC	Executive and Administration Committee
EEC	Energy and Environment Committee
EIR	Environmental Impact Report – an informational document, required under CEQA, which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, possible ways to minimize significant effects, and reasonable alternatives to the project.
EJ	Environmental Justice
EMFAC	Emission Factor – model that estimates on-road motor vehicle emission rates for current year as well as back-casted and forecasted inventories.
Enhanced Infrastructure Financing District (EIFD)	A legally constituted governmental entity separate and distinct from the city or county that established it for the sole purpose of financing public facilities or other projects as authorized.
ESRI	Esri is an international supplier of Geographic Information System software, web GIS and geodatabase management applications. The company is headquartered in Redlands, California.

GLOSSARY

EV	Electric Vehicle
EVCSS	Electric Vehicle Charging Station Study
EWG	Equity Working Group
FAA	Federal Aviation Administration – federal agency responsible for issuing and enforcing safety regulations and minimum standards, managing air space and air traffic, and building and maintaining air navigation facilities.
FHWA	Federal Highway Administration – federal agency responsible for administering the Federal-Aid Highway Program, which provides federal financial assistance to the states to construct and improve the National Highway System, urban and rural roads, and bridges.
FTA	Federal Transit Administration – the federal agency responsible for administering federal transit funds and assisting in the planning and establishment of area wide urban mass transportation systems. As opposed to FHWA funding, most FTA funds are allocated directly to local agencies, rather than Caltrans.
FTIP	Federal Transportation Improvement Program – a six-year list of all transportation projects proposed for federal transportation funding within the planning area of an MPO.
FY	Fiscal Year – period beginning July 1 and ending the following June 30.
GA	General Assembly
GHG	Greenhouse Gas – Gases that trap heat in the atmosphere, causing climate change.
GIS / EGIS	Enterprise Geographic Information System – powerful mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced

GLOSSARY

techniques of query, selection, analysis, and display.

GNP

Gross National Product – an estimate of the total value of goods and services produced in any specified country in a given year. GNP can be measured as a total amount or an amount per capita.

Grade crossing

A crossing or intersection of highways, railroad tracks, other guideways, or pedestrian walks, or combinations of these at the same level or grade.

Greenhouse Gas Reduction Fund (GGRF)

The GGRF receives Cap-and-Trade auction proceeds and defines how the auction proceeds are administered. The Legislature appropriates money from the GGRF to agencies to administer California Climate Investments programs that facilitate greenhouse gas (GHG) emission reductions and provide additional economic, environmental, and public health benefits.

GRI

Green Region Initiative

GRRR

Green Region Resource Areas

HDT

Heavy Duty Truck – truck with a gross vehicle weight of 8,500 pounds or more.

HIN

High Injury Network

HQTA

High Quality Transit Areas

ICTC

Imperial County Transportation commission

IERS

Inclusive Economic Recovery Strategy

IGR

Inter-Governmental Review – review of regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. SCAG is the authorized regional agency for IGR.

GLOSSARY

IHL	Institutes for Higher Learning
Infrastructure	<p>The basic facilities, equipment, services, and installations needed for the growth and functioning of a community.</p>
Integrated Climate Adaptation and Resilience Program (ICARP)	<p>A program established by the Governor's Office of Planning and Research pursuant to Senate Bill 246 (Wieckowski) designed to develop a cohesive and coordinated response to the impacts of climate change, and to develop holistic strategies to coordinate climate activities at the state, regional and local levels, while advancing social equity.</p>
IT	<p>Information Technologies – support or management of computer-based information systems</p>
ITS	<p>Intelligent Transportation Systems – systems that use modern detection, communications, and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion, or accidents. ITS technology can be applied to arterials, freeways, transit, trucks, and private vehicles. ITS include Advanced Traveler Information Systems (ATIS), Advanced Public Transit Systems (APTS), Advanced Traffic Management Systems (ATMS), Advanced Vehicle Control Systems (AVCS) and Commercial Vehicle Operations (CVO).</p>
JPA	<p>Joint Powers Authority – two or more agencies that enter into a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.</p>
LA28	2028 Summer Olympics in Los Angeles.

LACMTA

Los Angeles County Metropolitan Transportation Authority, more commonly referred to as the MTA or Metro – agency responsible for planning and funding countywide transportation improvements, administering the county’s transportation sales tax revenues, and operating bus and rail transit service.

LATA

The Local Agency Technical Assistance grants support tribes and local agencies in their efforts to expand broadband service to unserved and underserved Californians.

Last Mile Freight Program (LMFP)

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). Key goals include achieving immediate greenhouse gas emission and criteria air pollutant (NOx and PM2.5) reductions, informing the future of ZE/NZE scalability for the SCAG region, and providing insights on cutting edge ZE/NZE technology return-on-investment (ROI) and performance through vehicle/equipment and infrastructure operations, maintenance, and reliability.

LCMC

Legislative/Communications and Membership Committee

LDX

Local Data Exchange

LIST

Local Information Services Team

Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor

A 351-mile LOSSAN Rail Corridor between San Luis Obispo and San Diego which carries Amtrak Pacific Surfliner, Metrolink commuter rail, and freight service. The Pacific Surfliner service is managed by the LOSSAN Rail Corridor Agency, which is a joint powers authority (JPA) governed by a board of directors and member agencies including county transportation commissions, Amtrak and the Southern California Association of Governments.

GLOSSARY

LOSSAN	Los Angeles-San Diego Rail Corridor Agency – a Joint Powers Authority operating in Los Angeles, Orange, and San Diego counties, created to improve the rail system between San Diego and Los Angeles.
Metrolink	Regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and operated by SCRRRA.
Mode	A particular form of travel (e.g., walking, traveling by automobile, traveling by bus, or traveling by train).
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization – A federally required planning body responsible for transportation planning and project selection in a region.
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTA	Metropolitan Transportation Authority – see LACMTA
MTS	Metropolitan Transportation System – regional network of roadways and transit corridors.
Multi-modal	A mixture of the several modes of transportation, such as transit, highways, non-motorized, etc.
NASP	National Aviation Systems Plan - the master planning document containing the strategic direction of a State for the management of aviation safety for a set period.
OCTA	Orange County Transportation Authority – agency responsible for planning and funding countywide transportation improvements, administering the county’s transportation sales tax revenues, and operating bus transit service.
OTS	Office of Traffic Safety

GLOSSARY

OWP	Overall Work Program – SCAG develops an OWP annually, describing proposed transportation planning activities for the upcoming fiscal year, including those required by federal and State law.
PATH	Programs to Accelerate Transformative Housing
PEIR	Program Environmental Impact Report
PMP	Project Management Plan
PM10	Particulate Matter – a mixture of solid particles and liquid droplets found in the air, 10 micrometers or less in size (a micrometer is one-millionth of a meter). These coarse particles are generally emitted from sources such as vehicles traveling on unpaved roads, materials handling, and crushing and grinding operations, as well as windblown dust.
PM2.5	Particulate Matter – a mixture of solid particles and liquid droplets found in the air, 2.5 micrometers or less in size (a micrometer is one-millionth of a meter). These fine particles result from fuel combustion from motor vehicles, power generation, and industrial facilities, as well as from residential fireplaces and wood stoves.
PPP	Public Private Partnership – public agencies partner with private companies to finance and work on public infrastructure projects.
Priority Growth Area (PGA)	Designated areas prioritized for new development in Connect SoCal based on established criteria (e.g., infrastructure, location, market).
RC	Regional Council
RCTC	Riverside County Transportation Commission – agency responsible for planning and funding countywide transportation improvements and administering the county’s transportation sales tax revenues.

GLOSSARY

RDIR	Regional Data and Information Repository
RDP	Regional Data Platform
REAP	Regional Early Action Planning Grant Program – provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the RHNA.
REAP 2.0	REAP 2.0 builds on the success of REAP 1.0, but expands the program focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructural investments that support future housing development.
REMI	Regional Economic Model, Incorporated
RHNA	Regional Housing Needs Assessment – quantifies the need for housing within each jurisdiction of the SCAG Region based on population growth projections. Communities then address this need through the process of completing the housing elements of their general plans.
RPI	Regional Pilot Initiatives
RTIP	Regional Transportation Improvement Program – refers to the share of capital outlay improvement funds controlled by regional agencies (75 percent of STIP funds). (Note: The FTIP is locally referred to as the RTIP.)
RTMS / RTMIS	Regional Transportation Monitoring Information System – internet-based transportation monitoring system. The RTMS will be the source for real-time and historical transportation data collected from local, regional, and private data sources.

GLOSSARY

RTP	Regional Transportation Plan (RTP) – federally required 20-year plan prepared by metropolitan planning organizations and updated every three years. Includes projections of population growth and travel demand, along with a specific list of proposed projects to be funded.
RTPA	Regional Transportation Planning Agency – planning body responsible for transportation planning and project selection in a region.
RTTAC	Regional Transit Technical Advisory Committee
SCP	Sustainable Communities Program – A SCAG’s proven, recognized, and effective framework for deploying essential planning resources throughout the SCAG region.
Senate Bill 375 (SB 375)	Established to implement the state’s greenhouse gas (GHG) emission-reduction goals, as set forth by AB 32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.
SALC	The SALC (Sustainable Agricultural Lands Conservation) Program supports agricultural land conservation, economic growth, and sustainable development by providing grants for land use grants, agricultural conservation acquisition grants, and capacity and project development grants.
SANDAG	San Diego Association of Governments
SB	Senate Bill

GLOSSARY

SB1	Senate Bill 1 (SB1) – The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.
SBCTA	San Bernardino County Transportation Authority –SBCTA is the council of governments and transportation planning agency for San Bernardino County. SBCTA is responsible for cooperative regional planning and developing an efficient multi-modal transportation system countywide.
SCAG	Southern California Association of Governments – the metropolitan planning organization (MPO) for six counties including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.
SCAQMD	South Coast Air Quality Management District – the air pollution control agency for Orange County and major portions of Los Angeles, San Bernardino, and Riverside Counties in Southern California.
SCMI	Smart Cities and Mobility Innovations
SCRRA	Southern California Regional Rail Authority – formed in August 1991, the SCRRA plans, designs, constructs and administers the operation of regional passenger rail lines (Metrolink) serving the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.
SCS	Sustainable Communities Strategies
SED	Socioeconomic Data – population, employment, and housing forecast.
SHA	State Highway Account – the major State transportation account for highway purposes. Revenues include the State excise taxes on gasoline and diesel fuel and truck weight fees.
SHSP	Strategic Highway Safety Plan

SIP	State Implementation Plan - State air quality plan to ensure compliance with State and federal air quality standards. To be eligible for federal funding, projects must demonstrate conformity with the SIP.
SIRCP	Strategic Innovation for Revenue Collection Program
Southern California Optimized Rail Expansion (SCORE)	A \$10 billion package of capital improvements that will expand the capacity of the Metrolink system to provide more regular and frequent service. Includes additional track capacity, new and improved signaling systems, upgraded and enlarged maintenance facilities, grade crossing treatments and separations, fencing and safety features, and state-of-good-repair asset rehabilitation.
Southern California Regional Information System (SCRIS)	The Southern California Regional Information System (SCRIS) is a tool of the Regional Data Platform that orchestrates prominent SCAG geospatial data layers which local jurisdictions will be able to access.
SOW	Scope of Work
SPM	Scenario Planning Model
SRTS	Safe Routes to Schools
SS4A	The Safe Streets and Roads for All (SS4A) program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program – a four-year capital outlay plan that includes the cost and schedule estimates for all transportation projects funded with any amount of State funds. The STIP is approved and adopted by the CTC and is the combined result of the ITIP and the RTIP.
STP	Surface Transportation Program – provides flexible funding that may be used by states and localities for projects on any federal-aid highway, bridge projects on any public road, transit capital projects,

GLOSSARY

and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

TAC

Technical Advisory Committee

TAZ

Traffic Analysis Zone – zone system used in travel demand forecasting.

TC

Transportation Committee

TCA

Transportation Corridor Agencies

TCM

Transportation Control Measure – a project or program that is designed to reduce emissions or concentrations of air pollutants from transportation sources. TCMs are referenced in the State Implementation Plan (SIP) for the applicable air basin and have priority for programming and implementation ahead of non-TCMs.

TCWG

Transportation Conformity Working Group

TDA

Transportation Development Act – State law enacted in 1971 that provided a 0.25 percent sales tax on all retail sales in each county for transit, bicycle, and pedestrian purposes. In non-urban areas, funds may be used for streets and roads under certain conditions.

TDM

Transportation Demand Management – strategies that result in more efficient use of transportation resources, such as ridesharing, telecommuting, park and ride programs, pedestrian improvements, and alternative work schedules.

TIPs

Transportation Improvement Programs – a capital listing of all transportation projects proposed for a region during some period. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

GLOSSARY

TOD	Transit-Oriented Development – a land-use planning tool that promotes pedestrian-friendly environments and supports transit use and ridership. TOD focuses on high-density housing and commercial land-uses around bus and rail stations.
TPP	Transportation Partnership Programs
Transit Asset Management (TAM)	A business model that prioritizes funding based on the actual condition of transit assets to achieve or maintain transit networks in a state of good repair.
Transit-dependent	Individual(s) dependent on public transit to meet private mobility needs (e.g., unable to drive, not a car owner, not licensed to drive, etc.).
Transit Priority Area (TPA)	An area within half a mile of major transit stop that is existing or planned.
TSM	Transportation System Management



**OVERALL WORK PROGRAM
FISCAL YEAR 2025-26**

SECTION VII
Appendices

D
CTCs Planning
Activities

2024-2028 Caltrans Strategic Plan

Goals

SAFETY

STRATEGIES:

- Leverage proven practices to guide safety investments.
- Lead safety culture change.
- Maximize use of advanced (safety) technology.
- Enhance collaboration with partners and underserved communities to improve safety.
- Improve on-the-job safety and employee well-being.

EQUITY

STRATEGIES:

- Leverage investments to support, benefit, and connect underserved communities.
- Integrate intentional engagement and collaboration throughout programs and projects.
- Enhance opportunities for small and disadvantaged businesses and community-based organizations.
- Integrate equity tools into our practice.

CLIMATE ACTION

STRATEGIES:

- Decarbonizing Caltrans fleet, equipment, and facilities.
- Prioritize transportation projects that provide multimodal options encouraging fewer and shorter car trips.

CALTRANS PLANNING ACTIVITIES

Districts 7, 8, 11, 12

March | 2025

- Promote low carbon/zero emission practices in project development and construction.
- Facilitate the transition to zero emission vehicles and infrastructure across all transportation modes.
- Adapt state transportation assets and lands that are vulnerable to climate stressors.
- Proactively collaborate with external partners to lead on climate action.

PROSPERITY

STRATEGIES:

- Foster partnerships to maximize transportation investments that improve quality of life for all Californians.
- Create opportunities for, and awareness of, transportation sector careers.
- Advance equitable and reliable multi-modal transportation solutions that cultivate healthy and livable communities.
- Maintain and improve existing transportation infrastructure and operations.

EMPLOYEE EXCELLENCE

STRATEGIES:

- Improve organizational connection and workforce engagement.
- Foster a culture of continuous employee improvement.
- Improve diversity and equity in hiring, career advancement, training, and retention.
- Increase the knowledge and understanding of equity.

Caltrans Planning Activities implement these goals and strategies through continuous, comprehensive planning and coordination with local, regional, and state agencies, tribal governments, and the public.

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12
March | 2025

AIR QUALITY/CLIMATE CHANGE

Purpose: To provide guidance and coordinate Department activities in support of the goals and objectives of the Federal and State Clean Air Acts.

Responsibilities: To work with the federal, state, and local agencies, the public and private sector to reduce congestion and improve air quality. Participate in the development of air quality conformity, congestion management, and emissions reduction plans.

Activity Description	Work Performed (District)	Product	Funding Source	Completion Date
Participate in SCAG/SANDAG Technical Working Groups (TWG) and other committees with local and regional agency partners that focus on RTP/RTIP/SCS development and strategies.	7, 8, 11, 12	Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) ultimately the AirQuality Management Plan (AQMP) and the Regional Transportation Improvement Program (RTIP).	SP&R	On-going
Participate in Regional Transportation Plan (RTP) Transportation Conformity analysis.	7, 8, 11, 12	Federally approved RTP/RTIP and amendments.	SP&R	On-going
Participate in SCAG Transportation Control Measures (TCM) Subgroup.	7, 8, 11, 12	Federally approved TCM strategies and approved substitutions, ultimately the AQMP.	SP&R	On-going
Participate in the Transportation Conformity Working Group (TCWG), the Climate Change Working Group and the Energy and Environment Committee.	7, 8, 11, 12, HQ	Interagency coordination resolving regional conformity issues.	SP&R	On-going
Statewide Air quality conformity coordination.	7, 8, 11, 12, HQ	Share updated requirements, plans.	SP&R	On-going
Track and implement air quality, greenhouse gas policy, & climate change policy and legislation impacts to the State Highway System.	7, 8, 11, 12, HQ	Planning & Project delivery support for air quality conformity and greenhouse gas analysis.	SP&R	On-going
Project specific list for entire region (D8, D11, D12)	7,11, 12	RTP/SCS ultimately the AQMP and TIP and the District Adaptation Project Investment Strategies (DAPIS).	SP&R	On-going
Statewide climate change risk assessments to the State Highway System.	7, 8, 11, 12, HQ	Produce Statewide Climate Change Vulnerability Assessments and create overall Climate Change Adaptation Plan for the state in relation to the SHS.	SP&R	On-going
Identify Federal and State funds to fund regional and local climate studies and adaptation projects		Administration of Sustainable Transportation Planning Grant (STPG) and Climate Adaptation Planning Grant (CAPG) with local and regional partners.	SHA	On-going

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12
March | 2025

FREIGHT TRANSPORTATION SYSTEM

Purpose: To advocate for projects, programs and strategies that will maximize the efficiency, sustainability and resiliency of the statewide and regional multimodal freight transportation system including truck, rail, railyards, airports, and seaports and minimize environmental impacts on affected communities.

Responsibilities: To Identify Districts’ priority freight transportation projects, programs, and strategies. Represent Caltrans District on statewide and interagency freight transportation projects, forums, and studies. Manage or participate in freight studies. Build partnerships with internal and external agencies and freight transportation industry. Review and comment on freight- related capital outlay projects, other planning areas, internal and external plans, and studies.

Activity Description	Performed by (District)	Product/Outcome	Funding Source	Completion Date
Participate and/or otherwise contribute to region-based planning efforts that include a focus on freight.	7, 8, 11, 12	Identification of Caltrans interests and priorities.	Various	On-going
Communication of freight transportation-related information pertinent to agencies in the SCAG region.	7, 8, 11, 12, HQ.	Provide Caltrans expertise and guidance to agencies in the SCAG region.	various	On-going
Assist with coordination and outreach to agencies in the SCAG region with respect to the California Freight Mobility Plan (CFMP) and California Sustainable Freight Action Plan (CSFAP)	7, 8, 11, 12, HQ	District based components of Statewide mobility and sustainability plans focused on freight transportation system are supported.	various	On-going
Assess inclusion of freight elements in various district-wide and SCAG region-wide documents	7, 8, 11, 12	Up-to-date major freight elements contained in major planning documents of Caltrans and external agencies.	various	On-going
Attend freight-focused meetings/efforts, including but not limited to: CARB Freight Initiative, Joint Regional Council and Policy Committee Workshop on Cap-and-Trade Funding, support County-Wide Zero-Based Emission Truck Collaborative, technological advancements in all modes related to goods movement as well as associated infrastructure and related land use/development.	7, 8, 11, 12	Opportunities for collaboration on efforts aligned with Caltrans and State interests, goals, and objectives and utilization of information as applicable.	various	On-going
Identify and map priority freight transportation corridors, freight infrastructures, projects, and studies.	7, 8, 11, 12	District priority project list, district priority study lists for project initiation documents and district Major Freight Transportation Fact Sheets. Up-to-date displays (maps) on the district freight transportation system.	various	On-going
Development and use of big data efforts applied to goods movement.	7,8,11,12, HQ	Use of big-data outputs in various planning and other efforts.	various	On-going

CALTRANS PLANNING ACTIVITIES
 Districts 7, 8, 11, 12
 March | 2025

LOCAL DEVELOPMENT REVIEW / CALIFORNIA ENVIRONMENTAL QUALITY ACT (LDR/CEQA)

Purpose: To review federal, state, and local planning & proposed development activity which is required of California Department of Transportation as a legally mandated Local Development Review (LDR) program and pursuant to CEQA Statutes and Guidelines. The review is intended to identify potential impacts to state transportation facilities or resources, and to recommend conditions of project approval that mitigate those impacts. These recommendations include sustainable strategies such as housing near employment, a healthy "climate change sensitive" environment, and equally safe access for both motorized and non-vehicular transportation users.

Responsibilities: To review in a timely and consistent manner all local development proposals and projects. To provide early coordination of local land use and development with lead agencies which include cities, counties, school districts, redevelopment agencies, utility districts etc. To coordinate these reviews with all appropriate internal functional units such as traffic operations, design engineers, permits, etc.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Coordination meetings with external and internal partners.	7, 8, 11, 12	Early scoping comments.	SP&R	On-going
Review environmental documents of local development projects for areas of opportunity and impact nexus to State Highway System (SHS).	7, 8, 11, 12	LDR Comment letters and meetings.	SP&R	On-going
Provide Caltrans policy-driven recommendations for local development projects to integrate transportation and land use, such as incorporating multi-modal, complete street, and Active Transportation elements that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG)	7, 8, 11, 12	LDR Comment letters and meetings.	SP&R	On-going
Geo-based Tracking System.	7, 8, 11, 12	GIS based software to track development.	SP&R	On-going
Review General, Specific, and community plans, Tract Map Plans, RTP.	7, 8, 11, 12	Consistency with Caltrans Guidelines & requirements.	SP&R	On-going
Develop 'Fair Share' Traffic Mitigation Agreements for cumulative impacts to the SHS.	7, 8, 11, 12	Mitigation dollars for future SHS improvement in project area.	SP&R	On-going

CALTRANS PLANNING ACTIVITIES
 Districts 7, 8, 11, 12
 March | 2025

LOCAL DEVELOPMENT REVIEW (LDR) / HIGH SPEED RAIL (HSR)

Purpose: The California High-Speed Rail Project is a high-speed rail system in the state of California headed by California High-Speed Rail Authority (CHSRA). Initial funding for the project was approved by California voters On November 4, 2008, with the passage of Proposition 1A authorizing \$9.95 billion in general obligation bonds for the project. Additionally, federal funds for HSR were approved for California with the stipulation that the construction of the project would begin in the Central Valley. The CHSRA is currently tasked with planning, design, environmental review, construction, and operation of the project. Upon completion, high-speed trains capable of 200 mph are anticipated to link San Francisco and Los Angeles in as little as two and one-half hours. The planned system would also serve other major California cities, such as Sacramento, San Jose, Fresno, Bakersfield Orange County, the Inland Empire and San Diego.

Responsibilities: To review high-speed rail project design/engineering documents and actively engage and coordinate with CHSRA in high-speed rail planning project process. Caltrans will perform LDR on all HSR projects to ensure the identification and mitigation of HSR impacts to Caltrans facilities as required under CEQA and NEPA for locations within Caltrans Right of Way.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Participate in technical working groups, HSR coordination meetings with Districts 7, 8, and 11 and Caltrans Statewide High Speed Train Project meetings where the High-Speed Train System (HSTS) is concerned.	7, 8, 11, 12	EIR/EIS Development and Coordination. Provide oversight on all work performed by the High-Speed Rail Authority for locations within Caltrans Right of Way.	State of California Bond funds, Federal funds, and TBD.	On-going
California HSR Project (Bakersfield to Palmdale section). California HSR Project (Palmdale to Union Station section). California HSR Project (Union Station to Anaheim section). California HSR Project (Union Station to San Diego section via the Inland Empire).	6, 7 7 7, 12 7, 8, 11	Coordinate & Review Maglev System studies & documents. Participate in Technical Working Groups, public engagement and mitigation monitoring and reporting where the HSTS is concerned.	Private TBD	On-going TBD

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

MASS TRANSPORTATION

Purpose: To assist local agencies in securing state and federal capital grant funds to construct public transportation projects and administer those grants to ensure proper use of state and federal funds and successful delivery of those transit projects. Mass Transportation also works to promote improved bus service on the State Highway System, transit connectivity, traveler information/trip planning and transit-oriented infill development to reduce traffic congestion and greenhouse gas emissions.

Responsibilities: To implement State Transit Grants Programs (SB-1, STIP, Traffic Congestion Relief Program, Prop. 116, Prop. 1A High Speed Rail and Prop. 1B/State-Local Partnership bonds, federal 5311 rural transit grants; Transportation Development Act (TDA) Program; coordinate Bus Rapid Transit (BRT) and Transit Oriented Development (TOD) proposals with other Caltrans Divisions (Right of Way, Maintenance, Operations, Design); provide planning input on new transit systems under development by partner agencies; provide information on transit-related technologies such as 21st Century streetcars, congestion pricing strategies and transit mitigations for proposed developments that impact state highway facilities.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Administer state & federal grants transit capital projects such as SB-1, 5311, STIP, TCRP, Prop. 116, Prop. 1A High Speed Rail and Prop. 1B State Local Partnership bonds, General Fund allocations; TDA Unmet Transit Needs process & other TDA Program duties. Work with the MPOs and RTPAs, as well as the other transit stakeholders, to provide technical assistance and guidance during the transit project development and nomination process	7, 8, 11, 12	Review project applications, assist grantees with CTC agenda requests, attend quarterly project review meetings, prepare project progress reports, prepare MA/PS for grant administration, review & approve invoices payments, project closeout/audits.	HQ Mass Transportation EA/E-FIS PID: Grants/general Public Trans activities; TCRP; 5311; TDA.	On-going
Various Regional and Transit Agency TAC and Board/Commission Meetings. Prepare briefing notes/ minutes for management or represent Caltrans on stakeholder committees for transit opportunities within the State Highway System.	7, 8, 11, 12	CTC, VCTC, Metro, SCRRRA, LOSSAN, High Speed Rail, SCAG Transit TAC, PE/Santa Ana Branch R/W TAC, FTA, OCTA, MTS, NCTD, ICTC, SANDAG, TDA, Exposition Construction Authority, Omnitrans, briefing + actions taken notes.		On-going

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

MASS TRANSPORTATION - continued

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Transit Innovation Research & Support.	7, 11, 12	Propose/participate in new TOD, BRT, Congestion Pricing transit elements or strategies in the region.		On-going
Monitor all transit issues and activities in the district region to inform District Programs, plans, and projects.	7, 8, 11, 12	Transit strategies analysis at the local and regional level.		On-going
Review and comment on transit issues during District local development review process.	7, 8, 11, 12	LDR reviews [transit elements/projects], Transit grant program guidelines, TOD projects on State R/W, legislation analysis		On-going
Park and Ride – Coordination with District Traffic Ops Mobility and Regional Transit Agencies Rideshare Programs to provide alternate transportation strategies within the State Highway System. Operate, maintain, and plan Park and Ride lots within the County. Develop a long-range Park and Ride plan that defines strategy to efficiently utilize existing properties.	7, 8, 11, 12	Strategies to reduce congestion, enhance ridesharing and improve air quality in the regions by operating and maintaining park & ride lots.	Partially funded by Traffic Ops.	On-going
Develop District Transit Plans	1, 2, 3, 5, 6, 7, 8, 9,10, 11, 12, HQ	The District Transit Plans will identify areas of need, prioritize improvements, and identify strategies to implement needed programmatic and capital improvements on the STN to improve transit service and improve access to and integration between transit modes.	SP&R	TBD

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

MODELING

Purpose: To evaluate the impacts of plans, programs and projects using the SCAG model framework and data to support modeling, data analysis, and GIS development tasks for other units, divisions, and districts. Provide detailed local and region-wide statistics on project impacts for assorted planning documents including traffic studies, environmental reviews, and project design. Run simulation programs to assess design alternatives small scale studies.

Responsibilities: To support the planning activities and project delivery of Caltrans Districts by maintaining, evaluating, and running the SCAG Travel Demand Model and other approved State & Regional Transportation Models. Respond to requests for statistics related to the current and future performance of the regional transportation system. Participate in regional activities related to the development, maintenance, and improvement of the regional models.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Provide oversight to consultants engaged in traffic studies associated with Caltrans Projects as well as traffic studies associated with land development studies for LDR/CEQA.	7, 8, 11, 12	Evaluate, and confirm that methodologies and underlying assumptions meet standards of practice, are reasonable, and conform to FHWA guidelines for such studies.		On-going
Evaluate needs of new interchanges resulting from forecasted demand.	7, 8, 11, 12	Regional, Corridor Plan and Project level support data.		On-going
Participate in SCAG Modeling Task Force Committee.	7, 8, 11, 12	Quarterly progress report, contracts review, technical issues regarding modeling methodologies and techniques.		On-going
Conduct Model Runs to assess project impacts and changes. Model Analysis.	7, 8, 11, 12	Analysis tools for project impacts, changes in travel demand, changes in overall system performance such as in Vehicle Miles Traveled (VMT), Vehicle Hours traveled (VHT), & the generation of travel demand data needed to assess the environmental quality and impacts of the projects.		On-going
Model analysis; Model improvement; serving on model related proposal evaluation committees at SCAG, SANDAG, and County Transportation Commissions.	7, 8, 11, 12	Analysis tools, growth factors on state highways. Evaluate and confirm methodologies of regional model.		On-going
Evaluate project efficiency across all facilities (general purpose, HOV, Toll, Truck climbing, transit/rail)	7, 8, 11, 12	Performance statistics of the projects.		On-going
Participate in Regional and Local Transportation Advanced Planning Activities.	7, 8, 11, 12	Early technical analysis & review of regional & local transportation plan, and project requirements.		On-going

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

PROJECT STUDIES

Purpose: To meet the transportation needs of tomorrow by producing high quality Project Initiation Documents and by conducting Special Studies in cooperation with our Internal and External Partners to provide a safe, sustainable, integrated, and efficient transportation system to enhance California’s economy and livability.

Responsibilities: Deliver the 2-year SHOPP PID Workplan. Prepare and provide Caltrans accurate and professional PID Documents. Manage the PID Workplan and Program resources. Coordinate preparation of the PID with various functional units. Provide Independent Quality Assurance (IQA) for the development of PID by local agencies & private developer’s sponsored projects on the State Highway System. Coordinate with Asset Management to develop Workplan which will achieve District performance targets in the SHOPP Ten-Year Project Book. Coordinate with Programming to ensure PID are complete, accurate and delivered in a timely manner to facilitate programming of projects into the SHOPP. Prepare feasibility and special studies as needed.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Develop Project Initiation Documents (PID) by determining purpose and need for the project. Develop alternatives, project scope, budget, schedule, and programming for proposed projects. Provide IQA for the development of PIDs for Local & Regional Agencies and Private Developer sponsored projects on SHS.	7, 8, 11, 12	Project Initiation Documents (PID)	SHA or Local Reimbursement	On-going
Program manager for 40.50 Program for the District.	7, 11, 12	Allocation and monitoring of Department resources under the 40.50 program	SHA	On-going
Participate in Regional and Local Transportation Advanced Planning Activities.	7, 8, 11, 12	Early technical analysis & review of regional & local transportation plan, and project requirements.		On-going
Prepare Internal Feasibility Studies and provide IQA of feasibility studies developed by others.	11, 12	Feasibility Studies	SHA	On-going
County Transportation Commission Feasibility Studies coordination and analysis.	8, 11, 12	Evaluate multi-modal options and recommend strategies.		On-going
Partner with LAMTA, VCTC, OCTA, SANDAG, ICTC, RCTC & SBCTA regarding Project Development Initiation and Coordination Activities	7, 8, 11, 12	Creation of PSRs, PRs, PSSRs and others as required		On-going

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

REGIONAL PLANNING/SMART MOBILITY

Purpose: To prepare and provide for the region’s mobility in a fiscally and environmentally responsible manner that is consistent with the needs and preferences of the communities within the region and promotes community identity.

A departmental initiative that focuses on the integration of land use and transportation planning activities to encourage the incorporation of safe, sustainable, integrated, and accessible transportation system values into local and internal planning.

Responsibilities: To conduct long-range (20+ years), area-wide planning that is developed through a joint effort by the Metropolitan Planning Organization (MPO), state, federal, regional, and local agencies, public entities, private and community-based organizations, and individuals working together to identify future regional transportation needs. Administer and monitor the MPO’s Overall Work Program (OWP); manage and process Grants of both Caltrans and SCAG Compass Blueprint projects; and coordinate Planning Professional Development. To function as the Department’s resource center for subjects such as Smart Growth and Livable Communities, and Complete Streets.

Activity Description	Performed by (District)	Product/Outcome	Funding Source	Completion Date
Administer Southern California Association of Government (SCAG) and SANDAG Overall Work Programs (OWP) and their related products.	7, 11	Federally approved OWP that lists projects for the SCAG region.	SP&R, FHWA, 5303	On-going
Manage Statewide Transportation Planning Grant Program for Partnering Grants, & Grant Projects:	7, 8, 11, 12	Sustainable Communities, Strategic Partnership, and Adaptation Planning Grant Proposal Awards.	SB1, FHWA, 5304	On-going
Update District Invoice Tracker to verify fund use eligibility and oversee requests for reimbursement.	7, 11	District Invoice Trackers and verified reimbursements for transportation planning projects.	SP&R	On-going
Contribute to the development of the Regional Transportation Plan.	7, 8, 11, 12	Regional Transportation Plan and Sustainable Communities Strategic Plan. Air quality conformity and greenhouse gas analysis.	SP&R	On-going
Fiscal year end Overall Work Program (OWP) Final Products	7, 11	End-of-Year contracted project deliverables and District 7 library.	SP&R	On-going

CALTRANS PLANNING ACTIVITIES

Districts 7, 8, 11, 12

REGIONAL PLANNING/SMART MOBILITY - continued

Activity Description	Performed by (District)	Product/Outcome	Funding Source	Completion Date
Involved with development and maintenance of a Statewide Transportation Projects Inventory (STPI). A multimodal Geographical Information System (GIS) mapping tool that displays planned and programmed transportation projects in California.	7, 8, 11, 12, HQ	Partnership with external agencies for integrated regional and interregional transportation projects. Meets Senate Bill 391.		On-going
Participate in Technical Advisory Committees for Complete Streets, Active Transportation, Bicycle & Pedestrian facilities of various agencies.	7, 8, 11, 12, HQ	A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for multi modal users, pedestrians, transit riders, and motorists.	SP & R	On-going
Promote Livable Communities, Smart growth; Complete Streets, Environmental Justice, and Public Participation strategies in both external and internal Land Use/Transportation planning processes.	7, 8, 11, 12	Improve project & plan delivery; early and continuous stakeholder & partnering; advocate the integration of strategic planning and livable community concepts; participation in technical advisory committees.	SP&R	On-going
Coordinate development of California Transportation Plan 2060.	7, 8, 11, 12, HQ	California Transportation Plan 2060	SP&R	On-going
Support Smart Mobility, Complete Streets, Context Sensitive evaluation of State Highway System transportation issues, locations and opportunities identified by local jurisdiction, region, state, and others to develop solutions that improve the system.	7, 8, 11, 12,	Early coordination with regional, local and community group stakeholders. Provide solutions to issues impacting state and local jurisdictions.	SP&R	Ongoing
Early Analysis of Regional & Local Transit, Bike or Pedestrian Plans and Strategies	7, 8, 11, 12,	Strategic Long Range Planning Document & Project Management Development List. District Analysis determines impacts or opportunities within the State Highway System.		On-going
Preparation of District Caltrans Active Transportation Plan	7, 11	Phased implementation needs-based list for projects		On-going
Quarterly District 11 Bicyclist and Pedestrian (BPAC) meetings	11	Stakeholder engagement and communication for bicycle and pedestrian issues in D-11	SP&R	On-going

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

SYSTEM PLANNING

Purpose: To provide the basis for an effective transportation decision-making process; this is responsive to the public demand for mobility of people, goods, and information.

Responsibilities: To Identify, analyze, and display transportation problems on a consistent statewide basis to enable fully informed decisions on the programming of system improvements and on system operations and maintenance.

To allow department management to make short-term decisions that are consistent with long term objectives. Communicate with the public on levels of transportation service, which the State can or cannot provide.

System Planning is Caltrans long-range transportation planning process. Both multi-modal and multi-jurisdictional, the planning process includes evaluating and recommending for programming improvements to the State transportation system.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Priority determination of projects District-wide for major Caltrans documents	7, 8, 11, 12	The latest District System Management Plan (DSMP), State Highway Operations and Protection Program (SHOPP). Transportation System Development Plan (TSDP) and Interregional System Management Plans (ITSP), of planned and programmed or partially programmed transportation projects. DSMP project listing, etc.		Due every alternate year / On-going
Comprehensive Multimodal Corridor Plans (CMCP)	7, 8, 12	Preliminary Planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The goal of the Comprehensive Multimodal Corridor Plan is to develop a strategy and identify a list of transportation projects that will reduce greenhouse gas emissions, improve livability, and reduce congestion through increased multi-modal options, technological advancements, and operational improvements along a transportation corridor. The document is produced in collaboration with internal and external partners, as well as the public via engagement processes.	SP&R	On-going

CALTRANS PLANNING ACTIVITIES

Districts 7, 8, 11, 12

Identify & discuss inter-county planning issues for long-range Eastern California Transportation Corridors.	6, 8, & 9, Kern COG, Inyo & Mono RTPA's & SBCTA	Eastern California Transportation Planning Partnership.	SP&R, local	On-going
Regional Corridor Studies analysis.	11, 12, OCTA, local agencies	Analysis and recommendations for transportation strategies that complimentand/or enhance the operation of the State Highway System.		On-going
Participates in policy implementation and technical advisory committee.	7, 8, 11, 12	Southern California System Management Plan(SCSMP).	SP&R	On-going
Participate in development of County Congestion Management Plan policy.	7, 8, 12	Traffic congestion relief policy document	Prop. 1A&1B, STIP, CMIA, MAP-21	On-going
GIS support for System Planning Documents	7, 11, 12	Maps for all Planning documents		On-going
Generate TPSIS forms for SHOPP Projects	7, 8, 11, 12	Planning document that proposes holistic Asset Management-based approach to SHOPP projects, pre-PID.	SP&R	On-going
Relinquishments	7, 8, 11, 12	Relinquishment of highways that serve local circulation, not interregional or regional trips	SP&R	On-going

CALTRANS PLANNING ACTIVITIES
Districts 7, 8, 11, 12

TRANSPORTATION SYSTEM INFORMATION (TSI)

Purpose: To manage and monitor the State Highway Inventory. Act as Caltrans liaison with SCAG, LACMTA, VCTC and local agencies on the Highway Performance Monitoring System (HPMS) and Functional Classification of The California Road System for Federal funding.

Responsibilities: District 7 California Road System (CRS) Functional Classification coordinators manage the annual update, correction, and modification of the State Highway Inventory. Verify the accuracy of the database and updating the information to include new facility improvements or deletion of relinquished segments.

Monitor the Highway Performance Monitoring System (HPMS), Interregional Road System (IRRS), Strategic Highway Network (STRAHNET), Truck Routes (TASAS), Scenic Highways, California Freeway and Expressway System, Traversable Routes, and National Highway System (NHS). Review transportation studies, and proposals for compliance with Federal, State, and Local laws and regulations.

Participate in inter-district and interdisciplinary studies including, but not limited to, the development of alternative corridor plans for Highway and rapid transit systems.

Activity Description	Performed by (District)	Product	Funding Source	Completion Date
Manage the annual update of the Highway Performance Monitoring System (HPMS) and review local agencies requests for changes to the functional classification of roads.	7, 8, 11, 12	Database and Maps.	SP&R	On-going
Maintain and update data on routes on the State Highway System, including the Freeway and Expressway System, the NHS, IRRS, STRAHNET, Lifeline Routes, Scenic Highways, and Traversable Routes.	7, 8, 11, 12	Database and Maps.	SP&R	On-going
Update Urban Boundaries, coordinate, recommend and approve revisions to the urban boundaries in the SCAG and SANDAG regions.	7, 8, 11, 12,	Delineation of updated Urban boundaries in the SCAG region, database, and maps.	SP&R	On-going
Assist in the development and revision of Information Management Systems.	7, 8, 11, 12	HPMS, BMS, PMS, TMS.	SP&R	On-going
Traffic System Network (TSN): Working with TSI group at HQ to update District As- built input in TSN System.	7, 8, 11, 12	Collect "As-Built" data from various sources and input into HQ System.	HQ TSN	On-going
Assist and process local agencies functional road requests. Advise local agencies on FHWA Functional Classification criteria and procedures.	7, 8, 11, 12	FHWA map (CRS maps) are updated	SP&R	On-going
Title VI Element Updates	7, 8, 11, 12	Caltrans Title VI Annual Element is updated	SP&R	Annually

FY 25 - 26 WORK PROGRAM

For Transportation Planning Activities

FOR Los Angeles County Metropolitan Transportation Authority (LACMTA)

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
Goods Movement Strategic Plan	Freight Corridor/Zero Emission Truck study	Prop A, C, TDA Admin	\$1,000,000	2026
North San Fernando Valley Transit Corridor Improvements	Implemented new peak period bus lanes on Roscoe Bl. First two of 393 new bus shelters installed. Contract amendment to design bus bulbs and major transfer hubs. Continued development of cloud-based transit signal priority technology to roll out to seven NSFV corridors. Installation of rear door validators for 330 buses completed pending new software update. Procurements initiated for 75 battery electric buses and 15 bus chargers.	Measure M	\$1,625,000	2027
North Hollywood - Pasadena BRT	Completion of final design in coordination with City of Los Angeles, Burbank, Glendale, Pasadena and other agencies; conduct potholing and other site investigation activities, complete constructability reviews, construction staging and phasing planning, procure long lead items and begin preliminary construction activities.	Measure M/SB-1	\$77,039,563	2025/2026
East San Fernando Valley (ESFV) LRT	Initiation of Post-EIS/R Supplemental Study of the San Fernando Shared Railroad Right-of-Way in Sylmar, Pacoima, and the City of San Fernando	Measure R/M	\$1,024,360	2027
Southeast Gateway Line (formerly WSAB)	Final EIS/EIR, advanced conceptual engineering, stakeholder meetings, and community outreach; Downtown Alignment Feasibility Study	Measure R/M	\$8.9M to \$12.2M	2028
Metro C Line (Green) Extension to Torrance LRT	Preparation of Final EIR following Board selection of LPA. Includes Stakeholder engagement, field work, technical analysis, and responses to public comments on Draft EIR.	Measure R/M, TIRCP Grant	\$41.3M	2025

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
Eastside Transit Corridor Phase 2 LRT	Coordination with FTA to prepare NEPA document, Preliminary Engineering (30% design), community meetings and targeted stakeholder outreach, coordination with corridor cities on first/last mile priority project implementation, coordination with utility owners, railroad companies, and corridor cities on cooperative agreements, utility design, and pre-construction surveys	Measure R/M	\$4,547,000 for Eastside Phase LRT	2025
Sepulveda Transit Corridor	Environmental analysis and community outreach	Measure R/M	\$89.9	2026
Vermont Transit Corridor	Taking the Vermont Transit Corridor Project to the Board this March for approval of the LPA and approval that the Project is exempt from CEQA under SB922. Upon approval, we will file a Notice of Exemption (NOE) with County and State. This will complete the CEQA process. We will continue working with FTA on NEPA clearance of the Project with an anticipated completion in Summer 2025. Currently working on PE or 30% design of the Project.	Measure M (\$25M) and other local, state or federal funding sources.	\$15,500,000	2025
K Line Northern Extension	Environmental clearance under CEQA, preparation and release of Draft EIR to gather public comment and inform selection of LPA by Metro Board	Measure M	\$8,000,000	TBD
Arts District/ 6th Street Station HRT	Continue environmental clearance for EIR, release Draft EIR, conceptual design	City of Los Angeles - Prop A	\$422,388	TBD
LA River Path (central gap)	Release Draft EIR, conduct public hearing, coordinate with stakeholders to determine and clear single alternative, community outreach and stakeholder meetings	Measure M	\$4,500,000	2026
Rail-to-River Active Transportation Corridor (Segment B)	Design and Environmental Clearance and stakeholder meetings, and community outreach.	Local Prop A, C, TDA Admin	\$869,000	2025/2026

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
Rail-to-River Active Transportation Corridor (Segment A)	Design support services during construction of approximately 5.6 miles of bicycle and pedestrian pad Improvements that will include landscaping, fencing, irrigation, lighting, and bioretention planters.	FTA TIGER VII Grant, Measure R, Measure W, LA County ARP Funds, Soil Mitigation Grant, ATP Grant, COLA	\$1,900,000	2028
Active Transportation Policy, Bicycle Program, Bicycle Education Safety Training	Bike locker capital enhancements and bike locker/hub operations and maintenance	Local Prop A, C, TDA Admin	\$2,244,234	2025
Transit to Park Strategic Plan	Strategy for implementation of parks access policy directives; likely to include formation of interagency collaborative for project incubation	Measure M	\$50,000	TBD
Metro Active Transport Program	Metro Active Transport, Transit, and First/Last Mile (MAT) Cycle 1 project ongoing progress toward completion, with most projects continuing through to future years	Measure M	\$630,000	varies by projects (TBD)
First/Last Mile (FLM) planning for planned transit corridors	NoHo to Pas. BRT FLM Plan- Draft Plan completed spring 2025; anticipated Metro Board approval May, 2025; CLET (C-Line Extension to Torrance) FLM not yet started	Measure M	\$550,000	NoHo to Pas BRT FLM Plan – draft plan completed spring 2025; Board approval anticipated May 2025
Rosecrans Marquardt Grade Separation	Bid documents, design approvals, advance utility relocation and right-of-way certification	Measure M, TIGER, STIP, SB1 TCEP, CPUC Prop 190, CHSR Prop 1A	\$4,541,793	2025
Antelope Valley Line Project	100% Design	Measure M, TIRCP	\$25,000,000	2025

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
1-405 Sepulveda Pass (Phase 1) ExpressLanes Project	PA/ED, 30% design, ConOps, Investment Grade Traffic and Revenue Study, and public engagement	Measure M	\$7,324,111	2025
I-105 ExpressLanes project	Complete design; prepare construction document, begin construction early 2025	Measure M	\$19,909,000	2028
I-10 ExpressLanes Extension Project	PA/ED, 30% design, ConOps, Investment Grade Traffic and Revenue Study, and public engagement	Toll Revenue	\$10,000,000	2025
Brighton to Roxford Double Track	Design submittals for segments 1, 2 and 4; design approvals. Restart of segment 3 design.	Measure M, Measure R, TIRCP, SB1, LCTOP, FRA 5307	\$6,010,000	2027
High Desert Corridor Rail Service Plan	Final Service Development Plan	Measure M	\$11,937,350	2026
Doran Street Grade Separation	Design submittals, design approvals and advance utility relocations	Measure R, SB1	\$4,914,470	2025
Lone Hill to CP White	Design submittals and approvals	Measure R	\$6,093,547	2026
Complete Streets Policy Update (Training)	Complete streets training modules that provide learning opportunities on complete streets best practices, targeted to our public agency partners	Measure M	\$240,000	reoccurring annual activity
Transportation Demand Management (TDM) Plan Update	TDM Master Plan document implementation change - Comprehensive service map; Trip planning/payment application; Interactive Kiosk enhancement; Mode change educational program	Local	\$1,250,000	2026
Comprehensive Multimodal Corridor Plans	Multimodal Corridor advisor for development of new projects for joint partner with Caltrans for State funding in SB 1 Program.	Prop A, C, TDA Admin	\$500,000	varies by projects (2025/2026)
Street Safety Policy	Annual Report detailing progress on Street Safety Action Plan elements. Overall data/data sharing framework. New Data Analyst position at Metro to analyze bus-related data to improve street safety practices.	SS4A + Measure M	\$845,636	2026

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
Active Transportation Strategic Plan	Adoption of the Plan by the Metro Board	Prop C	\$50,000	2028
Countywide BRT Technical Study (formerly Broadway BRT)	Alternatives analysis and Initiation of environmental clearance process, conceptual design, and community outreach	Measure M	\$3,025,000	2027
North Hollywood-Burbank-Pasadena Rail Feasibility Study	Feasibility Study	CalSTA	\$550,000	2025
Long Beach to East LA Corridor Mobility Investment Plan	Support CMIP Initial Investment projects to advance towards delivery. Procure professional service team to support Metro staff manage the CMIP as a program, coordinate across various projects and project sponsors, and continue regular status updates to the corridor communities.	Measure R	\$14,000,000	2030
I-710 North Mobility Improvement Plan	Continue the development of the SR-710 North Mobility Improvement Projects (MIPs) development, following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative in 2017 in lieu of a constructing a tunnel to close the freeway gap and to bring relief to affected SR710 Corridor cities.	Measure R/Fed/State	\$12,700,000	varies by project (TBD)
I-605 Corridor Improvement Project	Improve safety, operations, person throughput. Enhance regional connectivity, multimodal and local connections, and access. Evaluate multi-modal improvement alternatives	Measure R	\$6B	2029

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
I-405 from I-110 (Main St) to Wilmington	The purpose of the I-405 from Wilmington Avenue to Main Street Improvements Project (Project) is to provide connectivity and improve multi-modal access within the Project. This will be accomplished by adding four auxiliary lanes, (two in the northbound (NB) direction and two in the southbound (SB) direction) between postmiles (PM) 9.6 and 12.6.	Measure R	\$1,700,000	2026
I-405 Auxiliary Lanes - I-105 to Artesia	Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations. Northbound and Southbound Auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way	Measure R	\$4,000,000	2025
WB SR-91 Shoemaker to Alondra Improvements	Improve operations and safety along WB-91 and at the SR-91/I-605 interchange. Include auxiliary lanes, one mixed flow lane, and associated ramp improvements	Measure R /TCEP/RIP	\$328M	2029
EB SR-91 Atlantic to Cherry Auxiliary Lane Improvements	In construction. Adding an auxiliary lane on SR-91, from I-710 connectors to Cherry Ave off-ramp.	Measure R /TCEP/STBG-R)	\$26M	2029
SR-91 Acacia Court to Central Avenue Improvements	Addresses traffic congestion/safety issues caused by closely spaced on/off ramps. Proposed Collector/Distributor Road on both directions of SR-91. Improvements on interchanges & mainline.	Measure R	\$200M	2029
SB I-605 Beverly Interchange Improvement Project	Improve southbound operations by eliminating short “weaving” length between existing loop ramps. Implement diamond interchange design and provide all movements at off-ramp intersection & signalize	Measure R	\$20,000	2029

Activity Description	Product(s)	Funding Source	Project Budget (FY26)	Estimated Completion Date (current project phase)
I-605 Valley Boulevard Interchange Improvements	Improve mobility; reduce congestion, weaving conflicts, ramp queuing, accidents. Reconfigure and modify on/off ramps at interchange to alleviate mobility constraints, congestion, and adjacent local arterials; safety improvements to railroad crossing	Measure R	\$735,000	2028
SR-14 Improvements – North County	Address traffic safety concerns (higher than state average accident rates). Improvements may include lane additions (where there are gaps), realigning ramps, widening structures, constructing retaining walls and modifying drainage	Measure R/M	\$2,160,000	2026
Doran Street Grade Separation ATP	Design submittals and approvals	Measure R	\$2,500,000	2026
Chatsworth Station ADA	Construction of modifications to Metrolink platforms, plaza and parking lot. Design support of construction, construction management, stakeholder outreach, inspections.	Measure R	\$4,599,676	2025
San Gabriel Valley Feasibility Study for SR-60 Corridor	Initiation of SGV Transit Feasibility Study (Phase 3) for SR 60 corridor	Measure R/M	\$1,250,000	2025

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR Orange County Transportation Authority

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Climate Adaptation and Sustainability Plan (Follow up activities)	Sustainability Plan	STIP PPM	\$150,000	Dec 2025
Transit Chokepoint Study	Service Analysis	STIP PPM	\$300,000	Nov 2026
2028 Olympics Service Plan	Service Plan	Local	\$250,000	Apr 2027
Harbor BRT Microsimulation	Service Analysis	Local	\$325,000	Sept 2025
Strategic Rail Plan	Strategic Plan	Local	\$350,000	Jan 2027
Regional Rail Planning Support	Technical Studies	Local	\$250,000	Aug 2026
South Coast OC LOSSAN Rail Corridor Alternatives Analysis	Feasibility Study	STBG/ Local	\$2,100,000	Apr 2026
Coastal Rail Resiliency Study	Technical Study/Plan	Local	\$5,000,000	Dec 2026
ITS Strategic Plan	Strategic Plan	Local	\$150,000	Jun 2026
Active Transportation Support	Technical Studies	Local	\$375,000	Jun 2027
OC Mobility Hubs Conceptual Operations	ConOps Plan	REAP 2.0 / STIP PPM	\$300,000	June 2027

SR-73 Complete Corridor Feasibility Study	Feasibility Study	Local	\$810,000	Dec 2026
SR-57 Truck Climbing Lane Project Initiation Document	PSR/PDS	Local	\$770,000	Mar 2025
Freeway Chokepoint Project Initiation Document	PSR/PDS	Local	\$1,075,000	Jun 2027
OC Highway System Study	System Plan	FHWA STBG	\$250,000	Dec 2027
OC Goods Movement Vision	System Plan	STIP PPM	\$200,000	Dec 2025
2026 Long-Range Transportation Plan	Long-Range Transportation Plan	Local	\$350,000	Sept 2026
Master Plan of Arterial Highways Traffic Studies	Traffic Study	STIP PPM	\$200,000	Sept 2026
On-Call Planning Support	Technical Studies	STIP PPM	\$200,000	July 2026
Transit Service Planning Support	Technical Studies	STIP PPM	\$250,000	July 2026
Next STEP	Safety and Education Campaign	REAP 2.0, ATP	\$2,100,000	June 2027
SR-91 Implementation Plan	System Plan	Local	\$200,000	Jan 2027
Bikeways Connectivity Study	System Plan	REAP 2.0	500,000	Oct 2025

Bus Stop Safety and Accessibility Plan	Service Analysis	REAP 2.0	\$300,000	April 2026
Zero-Emission Bus Transition Plan	Implementation Plan	STIP PPM	\$400,000	Jun 2027
Sustainability Program Support	Technical Support	STIPP PPM	\$125,000	June 2026
Climate adaptation and sustainability Plan (Follow Up)	Implementation Plan	STIPP PPM	\$200,000	Dec 2028

**SCAG FY 2025/26 WORK PROGRAM
for Transportation Planning Activities
Riverside County Transportation Commission (RCTC)**

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
025 – Air Quality and Conformity	Monitor progress of projects in 2024 RTP/SCS; oversee and provide continued support and development of SCS to meet SB 375 goals/targets, prepare and submit RTP amendments. Continue implementation of commuter assistance/multi-modal service programs, including Transportation Demand Management (TDM)-based outreach promoting transportation alternatives to commuter and employer markets. Actively participate in SCAG’s Transportation Conformity Working Group (TCWG). Monitor timely implementation of Transportation Control Measure (TCM) projects.	Measure A, STIP PPM, LTF, SAFE, state and federal grants	\$4.9M	July 1, 2025 – June 30, 2026 (Ongoing)
030 – Federal Transportation Improvement Program (FTIP)	Facilitate the implementation of the 2024 RTP/SCS and 2025 FTIP by assisting local agencies with project approvals and obligation of federal and state funds for regionally significant projects. Ensure consistency with federal financial constraint requirements for Riverside County projects.	Measure A, STIP PPM, LTF, state and federal grants	\$80k	July 1, 2025 – June 30, 2026 (Ongoing)
050 – Active Transportation Planning	Actively participate in the monitoring of Active Transportation Program (ATP) Cycles 1 through 7 as well as provide support and guidance to local agencies in the delivery of projects. Work with SCAG ATP Subcommittee to review/revise ATP MPO	Measure A, STIP PPM and LTF	\$50k	July 1, 2025 – June 30, 2026 (Ongoing)

	Guidelines for each cycle. Participate in SCAG’s Safety and Encouragement Campaign and other related ATP regional efforts.			
080 – Performance Assessment & Monitoring	Continue incident detection, SAFE, and 511 programs	SAFE, state grants	\$7.0M	July 1, 2025 – June 30, 2026 (Ongoing)
095 – Regional Outreach and Public Participation	Maintain outreach efforts to facilitate public input on priority projects and programs. Keep public informed of construction-related impacts, regional programs, habitat conservation, and ongoing funding challenges. Promote working relationships with committees such as the Citizens and Specialized Transit Advisory Committee and news and civic organizations. Enhance digital and community engagement delivery methods.	Measure A, STIP PPM, LTF, state and federal grants	\$1.0M	July 1, 2025 – June 30, 2026 (Ongoing)
130 – Goods Movement	Continue working with partners from the Southern California Consensus Group, SCAG, California Freight Advisory Committee, and the State regarding freight and goods movement issues. Coordinate with partner agencies to apply for funding under the IIJA and SB 1 TCEP programs to improve competitiveness for goods movement projects.	Measure A, STIP PPM, LTF, state and federal grants	\$25k	July 1, 2025 – June 30, 2026
140 – Transit and Rail Planning	Coordinate with transit operators on developing the Short-Range Transit Plans (SRTP) including updating the SRTP process policies and procedures. Integrate all mid- to long-range transit and rail projects and programs into the 2024 RTP/SCS and 2025 FTIP. Coordinate SB 125 allocations and project planning. Coordinate specialized transit programs. Continue feasibility studies for additional rail	Measure A, LTF, SB 125, state and federal grants	\$5M	July 1, 2025 – June 30, 2026 (Ongoing)

	<p>service within Riverside County, update the Grade Separation study, and advocate for additional rail funding. Continue to work with railroads for additional capacity and increase service frequency. Continue to seek opportunities for reliable operating assistance funds and funding for multimodal plans and projects.</p>			
310 – Planning Strategy Development and Implementation	<p>Continue advancing southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy that support funding and regulatory reform for transportation infrastructure project delivery.</p>	Measure A, state and federal grants	\$278k	July 1, 2025 – June 30, 2026 (Ongoing)

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR: San Bernardino County Transportation Authority (SBCTA)

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Growth Forecasting Update – Local Input for 2028 RTP/SCS	Prepare Tier 3 Level Growth Projections for 2028 RTP/SCS	Measure I and Local Transportation Funds	\$50,000	Ongoing
Congestion Monitoring Tool Maintenance	Traffic Performance Monitoring System	Measure I and Local Transportation Funds	\$75,000	Ongoing
Evacuation and Resilience Center Design (ERCD)	Conduct local-level evacuation compliance assessments	Caltrans Planning Grant	\$100,000	February 2027
Countywide Climate Adaptation Evacuation Route Planning Study	Identify communities with evacuation challenges and start modeling setup	Caltrans Planning Grant	\$400,000	February 2026
Resilient Energy Infrastructure Priority Project List	Work with member jurisdictions to develop a resilient energy project list	Local Transportation Funds	\$50,000	December 2025
Countywide Safe Routes to School (SRTS) Program	Program implementation for 57 schools identified in phase II SRTS Plan	ATP, County of San Bernardino SB County Superintendent of Schools, TDA Art 3	\$400,000	June 2026
Smart County Master Plan	Finalize the master plan and advanced technology into local transportation corridors	Funding from the County of San Bernardino	\$200,000	June 2026
Regional Early Action Program 2.0 (REAP) – Subregional Program (SRP)	Implementation of local housing policies, programs, and projects identified in the housing elements.	Funding from CA Housing and Community Development through SCAG	\$2.3 million	June 2026
Regional Early Action Program 2.0 (REAP) – HIPP	Analysis of Surplus Land Act (SLA) parcels in the County and provide replicable procedural documents for workforce housing	Funding from CA Housing and Community Development through SCAG	\$720,000	June 2026
Regional Early Action Program 2.0 (REAP) – NOFA	Establish a regional housing trust in San Bernardino County	Funding from CA Housing and Community Development through SCAG	\$5 million	June 2026

Regional Early Action Program 2.0 (REAP) – CTC Partnership	Develop a regional VMT Mitigation Bank	Funding from CA Housing and Community Development through SCAG	\$3 million	June 2026
Regional Early Action Program 2.0 (REAP) – CTC Partnership	Provide design and environmental assistance to the member jurisdictions for complete streets projects	Funding from CA Housing and Community Development through SCAG	\$6 million	June 2026
Climate Pollution Reduction Grant (CPRG) Program	Inland Empire MSA lead to develop a climate action plan	US EPA	\$1 million	June 2028
SR-247/62 Emergency Bypass Study	Coordination with Caltrans and emergency services to improve response to major incidents in Cajon Pass	State-funded appropriation.	\$1 million	December 2025
Regional Equity Framework Study	Implementation of regional equity strategies for San Bernardino County	SBCTA/SBCOG	\$250,000	December 2025
TDA Article 3 – SBCTA Bike/Ped funding program release of call for projects	Funding of local active transportation projects	State	\$3 million	July 2025

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR VENTURA COUNTY TRANSPORTATION COMMISSION

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Fare Collection, Automatic Passenger Counting, Automatic Vehicle Locator Data Management	Monthly Fare Usage Report, One-Time Performance Report, Bus Stop Performance Summary	FTA, LTF	\$456,250	June 2027
Regional Transit Planning & Project Prioritization/Evaluation	Financial Constraint Analysis, State of Good Repair Plan, Program Guidelines, SRTP	FTA, LTF	\$1,956,251	June 2027
VCTC Bus System Planning	Monthly Reports, Annual Report, Transfer Point Analysis	FTA, LTF	\$687,500	June 2027
Countywide Transit Outreach	Outreach Informational Products	FTA, LTF	\$807,000	June 2027

FY 25/26 WORK PROGRAM
For Transportation Planning Activities

FOR Imperial County Transportation Commission
(Name of Organization/Agency)

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Planning study for the Forrester Road Corridor & Westmorland Bypass	PSR Forrester Road Corridor	Local Measure D	\$617,500	September, 2025
Operator Audit	Transit	TDA	\$250,000 \$50K Annual	2021-2025
Comprehensive Operational Analysis	Transit	FTA 5307	\$375,000	March 2026
Imperial County EV Charging Station Feasibility Study	Planning	CRP	\$150,000	Nov 2026

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

Los Angeles Department of Transportation (LADOT) Bureau of Transit Programs

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Real-time Arrival Solar Bus Signs	Solar bus signs	FTA, Prop A	\$5,200,000	December 2026
Bus Stop Solar Lights	Solar Powered Lights	FTA Section 5307	\$390,000	December 2026
Mobility enhancements and traffic safety in the Los Angeles Promise Zone (ATCMTD)	Bus signal synchronization and prioritization on the DASH Hollywood route, pedestrian safety upgrades	FHWA, Toll Credits, Prop A	\$3,000,000	December 2024
Comprehensive Service Analysis (COA)	Revised service routes and schedules	Prop A	\$800,000	June 2026
Washington Bus Maintenance Yard Electrification	Build a microgrid battery storage and charging facility to charge 112 battery electric buses	CEC, Prop A, SB 1 SGR	\$20,000,000	August 2028
Commercial Bus Maintenance Yard Electrification	Install twenty-two (22) DC chargers to charge 44 DC buses	FTA Section 5339 Low No, FTA Section 5307 15%, LCTOP, SB1 SGR, Prop A	\$12,000,000	January 2025
Sylmar Bus Maintenance Yard Electrification	Install fifty (50) DC chargers to charge 100 DC buses	Prop A, SB1 SGR, FTA Section 5307	\$30,000,000	August 2028

Compton Bus Maintenance Yard Electrification	Install (10) AC vehicle chargers	Prop A	\$1,075,000	December 2025
Harbor City Yard Development and Electrification	Purchase new bus yard and install approx fifty (50) DC chargers to charge 100 DC buses	Unfunded	\$90,000,000	December 2030
Downtown L.A. Layover (AVTA) (16th/Maple) Electrification	Install and operate twenty-four (24) Signet Direct Current (DC) Electric Vehicle (EV) 150kW bus chargers	Section 5307 15% (FY 19), Prop A	\$7,800,000	July 2027
Purchase of electric vans for launch of new LA Now service	Purchase of electric vans to replace cutaway bus fleet.	STEP, Prop A	\$2,200,000	December 2025
Integrated Mobility Hubs	Design, construct, operate, and maintain up to thirteen (13) primary mobility hubs and up to eighty-five (85) satellite mobility hubs (this includes bike sharing, car sharing, secure bicycle parking, microtransit service, and interactive kiosks)	FTA Section 5316 JARC, FTA Section 5307 (former CMAQ), Measure M MSP, Bicycle Plan Trust Fund	\$13,000,000	August 2029

FY25-26 WORK PROGRAM
For Transportation Planning Activities

FOR: Riverside Transit Agency

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
A plan to evaluate RTA's service area and identify some of the oldest bus stops that need enhancements to meet ADA requirements.	Phased plan to improve bus stops	FY24-25 Caltrans Sustainable Transportation Planning Grant and local funds	\$300,000	April 2026
A long-term study that reviews RTA's network structure and route-specific performance to provide a comprehensive understanding of market conditions and service performance. Based on the findings, a set of phased recommendations will be developed for the next 10 years. The study will include a bus stop consolidation plan and fare study.	Comprehensive Operational Analysis (COA) – 10 Year Plan	To be determined	\$1,800,000	June 2027

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR Torrance Transit System
(Name of Organization/Agency)

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Conduct Public Hearing for Planned Service Expansion and/or Enhancements	Torrance Transit's – Line 1 Line 6 Trolley 1 Trolley	TBD	\$20,000	Fall 2025
Monitor and Provide Input on Metro C/K Line Extension into Torrance	Torrance is closely following the progress of this project and its potential impact on the South Bay	TBD	TBD	TBD
FIFA World Cup and 2028 Olympic Planning Committee	Torrance Transit participates in this regional effort	TBD	TBD	TBD
Service Restoration and Enhancement Planning	Study the feasibility of fully returning to pre-pandemic service levels and other enhancement	Prop A, TDA and STA	\$10,000	Fall 2025

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR: THE CITY OF COMMERCE TRANSIT

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Identify ridership needs and develop route improvement alternatives	Comprehensive Operational Analysis	FTA	\$150,000	2026

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR Culver City Transportation

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Metro Bike Share Westside Connectivity Project				
An expansion of Metro Bike Share into Culver City locations, connecting travelers with local active transportation networks and the regional transportation system.	New Metro Bike Share stations in Culver City, with appropriate amenities	Measure M Local Return, Carbon Reduction Program	\$1,150,588 CRP: \$1,018,614	June 2029
Jefferson Circulator				
A new transit service which will provide frequent all-day service between a light rail station and a transit hub along a commercial corridor, serving a community college, dense housing, and currently underserved parks.	New transit service	CMAQ (O&M) TIRCP (Capital)	\$10,936,321 (initial) CMAQ: \$9,530,321 TIRCP: \$1,406,000	2027
Comprehensive Mobility Service Plan				
A departmental effort to evaluate existing Culver City Bus and mobility services to develop recommendations for future changes. The CMSP will examine existing travel patterns, gather feedback from stakeholders, and evaluate options to improve the City's mobility landscape.	A series of interim reports and memos, culminating in a final Comprehensive Mobility Service Plan	FTA Route Planning Restoration Program Grant (\$645,750) and department funds	\$758,471 RPRP: \$645,750	Spring of 2026
MOVE Culver City				
An effort along significant travel corridors in Culver City to analyze current conditions and needs in order to design appropriate mobility solutions, including bus and bike infrastructure. Upon completion of design, the project will move into construction and implementation.	Existing Conditions Report, Public Engagement, Design, Implementation, and Performance Monitoring	Carbon Reduction Program	\$1,674,248 (secured)	September 2025 (30% concept plan) June 2026 (implementation)

Fiscal Year (FY) 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR **City of Riverside**
(Name of Organization/Agency)

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Citywide Safe Route to School (SRTS) Master Plan	50 SRTS Plans and Reports	Caltrans Sustainable Transportation Planning Grant Program	\$790,692	April 2026
Citywide Speed Limit Reduction Program	Citywide Engineering & Traffic Survey (E&TS)	FY2023 Safe Street For All (SS4A) Program	\$100,000	Jan 2026
Vision Zero Project	Vision Zero Master Plan Report	FY2023 Safe Street For All (SS4A) Program	\$300,000	Feb 2027
Marketplace State Route (SR) 91 Ped/Bike Bridge	Marketplace SR-91 Ped/Bike Bridge Planning Study Report	FY2024 Safe Street For All (SS4A) Program	\$700,000	TBD/ June 2027
Citywide Intelligent Transportation Systems (ITS) Master Plan	Citywide ITS Master Plan Report	FY2024 Safe Street For All (SS4A) Program	\$300,000	TBD/ June 2027
Riverside 2050 General Plan Update and Climate Action & Adaptation Plan	Comprehensive General Plan Update and CEQA-Qualified Climate Action & Adaptation Plan	Measure Z (local sales tax) and General Plan Surcharge	\$4,500,000	Q2 2027

FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR City of Corona
(Name of Organization/Agency)

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Expansion and service improvements of Corona Transit's fixed route service.	Service Improvements - Operating	FTA & Local (TDA Article 4)	TBD	June 2027
Pilot Microtransit Program	Service Improvements - Operating	FTA & Local (TDA Article 4)	\$590,000	June 2027
Bus stop improvement, which requires the removal and addition of bus stops for approved service improvements	Bus Stop Improvements & Amenities - Capital	FTA, STA, SGR	TBD	June 2027
Installation of technologies to include computer-aided dispatching, automatic vehicle location, automated annunciators, Automated passenger counters, and advance fare payment system	Intelligent Transportation System - Capital	FTA & STA	\$1,300,000	June 2026
Consulting services to assist with service planning and capital projects	Service Planning - Operating	Local (TDA Article 4)	\$1,000,000	December 2027
Infrastructure for Battery Electric Buses and Hydrogen Buses	Fueling Facility - Capital	SB125 TIRCP & ZERTP	\$12,400,000	December 2028



FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR: City of Gardena Department of Transportation (GTrans)

Activity Description	Product(s)	Funding Source	Estimated Cost	Estimated Completion Date
Comprehensive analysis resulting in phased transit service improvements for transit system	Comprehensive Operations Analysis	California State Road Maintenance and Rehabilitation Account (RMRA) and/or State Highway Account Funds LA County Sales Tax (Prop. C, Measure R or Measure M)	\$500,000	June 2027



FY 25-26 WORK PROGRAM
For Transportation Planning Activities

FOR: American Rescue Plan Route Planning Discretionary Grant Funding Selections

CA	City of Culver City	The City of Culver City will receive funding to analyze its current transit system (Culver CityBus) and develop a roadmap to not only induce post-pandemic ridership recovery, but to build a sustainable bus system that can achieve long term growth.	\$645,750
CA	Long Beach Public Transportation Company	The Long Beach Public Transportation Company will receive funding to study and redesign Long Beach Transit's service routes designed to increase ridership and reduce travel times and to identify opportunities to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities.	\$600,000
CA	City of Santa Clarita	The City of Santa Clarita will receive funding to analyze pre-pandemic and post-pandemic transit service and develop a plan to restore services to pre-pandemic levels. The proposed plan would identify opportunities to better serve low income and disadvantaged neighborhoods communities while reducing the negative environmental impact to these communities and the region.	\$300,000
CA	Gold Coast Transit District	The Gold Coast Transit District in Western Ventura County, CA will receive funding to identify areas in Ventura County that were affected by the decrease in service and frequency due to the COVID-19 pandemic, and to benefit disadvantaged or low-income communities and reduce greenhouse gas emissions by developing a plan to increase service frequency and ridership.	\$113,100

** Note: Some projects may not have been presented in the individual transit agency work program.*

FY 25-26 WORK PROGRAM
For Planning, Regional Partnership, and Reconnecting Communities & Neighborhoods (RCN)
Grant Program

FY 2023 RCN Grant Program Projects

CA	City of Montclair	The City of Montclair will receive funding to design crossings (over/under) for two major barriers that exist along the planned San Antonio Creek Trail: 1) Metrolink Rail line, and 2) at the San Bernardino Freeway (Interstate 10). These barriers exist along the city’s planned three-mile San Antonio Creek Multi-Use Trail. The trail will run north to south through the entire length of the city, connecting to the 20-mile regional east-west Pacific Electric (PE) Trail at its northern terminus near the Montclair Transcenter (Transcenter).	\$750,000
CA	Friends of the Hollywood Cap Park, Inc	The Friends of the Hollywood Central Park (FHCP) will receive funding to propose a cap park over US 101. The Hollywood Central Park (HCP) will rest on an engineered platform that reduces noise, filters vehicle emissions, and captures stormwater while creating a beautiful and accessible green space with amenities selected by the community. The project will build 37.6 acres of park in one of the most park-poor areas of California, bringing the opportunity for safe outdoor play.	\$3,599,760
CA	County of Los Angeles	The County of Los Angeles will receive funding to include planning efforts to create a freeway cap and green bridge to reconnect bisected Belvedere Park. The proposed project will restore this community asset and create additional open space in this park-poor community.	\$800,000
CA	City of Los Angeles	The City of Los Angeles will receive funding to permanently close Wilshire Blvd. to vehicular traffic from Alvarado St. to Carondelet St., to cede 1.7 acres of park land back to the local community, remove a high injury arterial adjacent to a high concentration of elementary schools, and create new open space in a disadvantaged community.	\$2,000,000
CA	City of Long Beach	The City of Long Beach will receive funding to reconnect a community that has long been divided by State Route 91 (SR-91). The Project is a community-driven concept that will transform the SR-91 embankment, underpasses, and nearby streets into a thriving community park space along a two-mile loop that connects both sides of the freeway. The Hamilton Loop will likely include a pedestrian path, protected bike lane, community gardens, carbon-sequestering landscaping, play and fitness equipment, a dog park, picnic areas, and more.	\$1,200,000
CA	County of Los Angeles	The County of Los Angeles will receive funding to support Metro’s Vision 2028 Plan of transforming LA County through regional collaboration. The Project will restore community connectivity by investing in high-quality multimodal transportation options to enable affordable, reliable mobility and access to opportunity.	\$139,000,000
CA	Los Angeles County Metropolitan Transportation Authority	The Los Angeles County Metropolitan Transportation Authority (Metro) in partnership with the California Department of Transportation (Caltrans) and Los Angeles County Department of Public Works, will receive funding to construct a new pedestrian and bicycle overcrossing (“Crossing”) of Interstate 710 (I-710) adjacent to the existing Humphreys Avenue vehicle bridge in East Los Angeles, California (East L.A.), in addition to complementary pedestrian safety improvements on roads leading to the Crossing.	\$9,961,500
CA	Port of Los Angeles	The Port of Los Angeles (POLA), in partnership with the California Department of Transportation (Caltrans) will receive to construct phase of the Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge. The project consists of a pedestrian bridge over two mainline freight tracks in the Port of Los Angeles. The proposed bridge can accommodate emergency vehicles and connects the Economically Disadvantaged Wilmington community with the Wilmington Waterfront.	\$5,000,000

** Note: Some projects may not have been presented in the individual transit agency work program.*

FY 25-26 WORK PROGRAM
For Reconnecting Communities Pilot (RCP) Grant Program

FY 2022 RCP Grant Program Projects

CA	City of Pasadena	The City of Pasadena will receive funding to support the study of transportation and land use needs related to the future redevelopment of Pasadena’s recently relinquished highway “stub.” The three-year planning process, which will include a feasibility analysis and vision planning, will ultimately result in a 710 Northern Stub Site-Specific Plan. The goal is to develop a collaborative plan for the 60-acre site that considers redressing historic inequities, while coordinating land use, housing, and transportation needs that are reflective of the city’s existing and future population.	\$2,000,000
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** Note: Some projects may not have been presented in the individual transit agency work program.*



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