



San Gabriel Valley Council of Governments
AGENDA AND NOTICE OF THE REGULAR
MEETING OF THE TRANSPORTATION COMMITTEE
WEDNESDAY, JANUARY 7, 2026 – 4:00 PM

SGVCOG Office

1333 S. Mayflower Avenue, Suite 360, Monrovia, CA 91016

Zoom Link: <https://us06web.zoom.us/j/82440063176>

Chair
Ed Reece
Claremont

Vice Chair
Cory Moss
Industry

Members
Alhambra
Azusa
Claremont
Diamond Bar
Duarte
Glendora
Industry
La Cañada
Flintridge
Monrovia
Pasadena
Pomona
San Gabriel
South El Monte
South Pasadena
Temple City
West Covina
L.A. County
District #1
L.A. County
District #5

Thank you for participating in tonight's meeting. The SGVCOG encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Transportation Committee are held on the first Wednesday of each month at 4:00 PM at the SGVCOG Monrovia Office (1333 South Mayflower Avenue, Suite 360, Monrovia, CA 91016).* The agenda packet is available at the SGVCOG's Office, 1333 S. Mayflower Avenue, Suite 360, Monrovia, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). A copy of the agenda is also posted for public viewing at the entrance of the SGVCOG Monrovia Office Building. Any additional agenda documents that are distributed to a majority of the Committee after the posting of the agenda will be available for review in the SGVCOG office during normal business hours and on the SGVCOG website noted above.

PUBLIC PARTICIPATION: Your participation is welcomed and invited at all Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the meeting refrain from making personal, slanderous, profane, or disruptive remarks. A person who continues to disrupt the orderly conduct of the meeting, after being warned by the Committee Chair or designee to cease the disruption, may be precluded from further participation in the meeting.

TO ADDRESS THE COMMITTEE: All public comments will be taken during the public comment portion of the agenda. At a regular meeting, the public may comment on any agenda item as well as on any matter within the subject matter jurisdiction of the SGVCOG that is not listed on the agenda during the public comment period at the beginning of the agenda. At a special meeting, the public may only comment on items that are on the agenda. Members of the public are requested, but not required, to state their name prior to speaking. Comments are limited to a maximum of three minutes per person. The Chair may impose additional time limits if a large number of members of the public seek to provide public comment. Except in limited situations, the Committee may not take action on items not appearing on the agenda and/or discuss them at length.

If you would like to provide a public comment during a Committee meeting, please see "Instructions for Public Comments" below.

AGENDA ITEMS: The Agenda contains the regular order of business of the Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800 or via email to sgv@sgvcog.org. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and may be acted upon by one motion. There will be no separate discussion on these items unless a Committee member so requests. In this event, the item will be removed from the Consent Calendar and considered after the Committees takes action on the balance of the Consent Calendar.

TELECONFERENCE LOCATIONS: State law allows Committee members to teleconference from remote locations as long as certain conditions are met, including listing the teleconference locations in the agenda. The following locations are hereby noticed as teleconference locations, which are accessible to the public for the purposes of observing this meeting and/or addressing the Committee.

Industry City Hall 15625 Mayor Dave Way Industry, CA 91744	Rose Conference Rm City Hall One Civic Center Dr. La Cañada Flintridge, CA 91011	4130 Cahuenga Blvd, Suite 108 Toluca Lake, CA 91602
Chuck Bader Conference Rm. City Hall 505 S. Garey Ave. Pomona, CA 91767	City Hall 1414 Mission Street South Pasadena, CA 91030	

Instructions for Public Comments: For those wishing to make public comments on agenda and non-agenda items, but within the SGVCOG's subject matter jurisdiction, you may submit written comments via email or provide a verbal comment.

- **Written Comments (Email):** If you wish to submit written public comments to be distributed to the Committee members at the meeting, please submit these materials via email to Jon Burkart at jburkart@sgvcog.org at least 1 hour prior to the scheduled meeting time. Please indicate in the "Subject" line of the email "FOR PUBLIC COMMENT" and the agenda item number to which the public comment is addressed. Written public comments may include, but are not limited to letters, reports, and presentations.
- **Verbal Comments (In Person):** If you would like to make a public comment at the Committee meeting location, please fill out a public comment card. Comment cards will be made available to you by staff at the entrance to the meeting room. If you are attending the meeting at a noticed teleconference location and would like to make a public comment, please raise your hand when the item upon which you wish to speak comes up on the agenda.
- **Verbal Comments (Zoom):** Through Zoom, you may provide a verbal comment by using the web interface "Raise Hand" feature when the agenda item upon which you wish to speak is to be considered. You will then be called upon to provide your verbal comments.

For questions related to accessing the available teleconference locations, please contact Jon Burkart (jburkart@sgvcog.org) or (626) 373-2690.

PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)
5. Changes to the Agenda Order

CONSENT CALENDAR (*It is anticipated that the Committee may take action on the following matters*)

6. Transportation Committee Meeting Minutes – [Page 1](#)
Recommended Action: Review and approve.

PRESENTATION ITEM

7. State Transportation Policy Year-in-Review and Emerging Trends: Carly Shelby, Deputy Director, Townsend Public Affairs (TPA) – [Page 4](#)
 - Proposed Legislation Expanding Best Value Contracting*Recommended Action: Discuss and provide direction.*

UPDATE ITEM

8. Southern California Association of Governments (SCAG) Connect SoCal Implementation Update: Warren Whiteaker, Department Manager, Integrated Planning and Programming, SCAG – [Page 18](#)
Recommended Action: For information only.

LIAISON REPORTS

9. Los Angeles County Metropolitan Transportation Authority Liaison Report
10. Foothill Transit Liaison Report
11. [Gold Line Foothill Extension Construction Authority Liaison Report](#)

STAFF ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee Meeting Minutes

Date: November 5, 2025
Time: 4:00 PM
Location: 1333 S. Mayflower Ave., Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order
SGVCOG Transportation Committee Chair, Ed Reece, called the meeting to order at 4:03 PM.
2. Pledge of Allegiance
Gloria Olmos, City of South El Monte, led the pledge of allegiance.
3. Roll Call

A quorum was in attendance.

Committee Members Present

Alhambra	Adele Andrade-Stadler
Claremont	Ed Reece
Diamond Bar	David Liu
La Canada Flintridge	Kim Bowman
Monrovia	Larry Spicer
Pasadena	Luara Cornejo
Pomona	Tim Sandoval
San Gabriel	Tony Ding
South El Monte	Gloria Olmos
South Pasadena	Sheila Rossi
LA County Dist. #1	Ryan Serrano
LA County Dist. #5	David Perry

Absent

Azusa
Glendora
Industry
Pasadena
Monterey Park
Pomona
Temple City
West Covina

Guests

Covina	Daniela Andrade
FastLinkDTLA	Hilary Norton
LA Metro	JC Montenegro
Monrovia	Alex Tachiki
	Sophia Sousa
Monterey Park	Xochitl Tipan
	Judy Witrago
South El Monte	Rene Salas
West Covina	Kelly McDonald

SGVCOG Staff

M. Creter, Executive Director
R. (Ricky) Choi, Staff
R. (Roy) Choi, Staff
R. Alimoren, Staff
K. Lai, Staff
J. Burkart, Staff
S. Piedra, Staff
N. Arreaga, Staff
L. Hwang, Staff
R. Lansing, Staff
S. Pedersen, Staff
R. Coronel, Staff

Unapproved Minutes

4. Public Comment
There were no public comments.
5. Changes to the Agenda Order
There were no changes to the agenda order.

CONSENT CALENDAR

6. Review Transportation Committee Meeting Minutes

Action: Review and approve.

There was a motion to approve the consent calendar. (M/S: G. Olmos, T. Ding)

[Motion Passed]

AYES:	Alhambra, Azusa, Claremont, La Canada Flintridge, Monrovia, Pasadena, San Gabriel, South El Monte, South Pasadena
NOES:	
ABSTAIN:	Diamond Bar
NO VOTE RECORDED:	LA County Dist. #1, LA County Dist. #5
ABSENT:	Azusa, Glendora, Industry, Monterey Park, Temple City, West Covina

PRESENTATION ITEMS

7. SGVCOG Member City Microtransit, Local Transit, and Paratransit Projects
Sophia Sousa, Management Analyst, City of Monrovia; Rene Salas, City Manager, City of South El Monte; Daniela Andrade, Senior Management Analyst, City of Covina; Kelly McDonald, Assistant City Manager, City of West Covina; and Judy Witrago, Senior Management Analyst, City of Monterey Park presented on this item.

UPDATE ITEMS

8. LA Metro Access for All (AFA) Paratransit Program:
Hilary Norton, Executive Director, FASTLinkDTLA, presented on this item.

LIAISON REPORT

9. Los Angeles County Metropolitan Transportation Authority Liaison Report
JC Montenegro, provided a report on behalf of Lilly O'Brien, Deputy Executive Officer.
10. Foothill Transit Report
11. Gold Line Foothill Extension Construction Authority Report
SGVCOG Transportation Committee Chair and Gold Line Foothill Extension Construction Authority Chair, Ed Reece, provided a report.

STAFF ANNOUNCEMENTS

The next Transportation Committee meeting will be held Wednesday, January 7, 2026 at 4:00 pm.

SGVCOG Management Aide Jon Burkart announced that the Merced Ave. Greenway Tour is taking place Nov. 20th, and the GoSGV E-Bike Voucher Program is Accepting Applications from income qualified residents and residents of ExpressLanes cities. The December meeting has cancelled.

ADJOURN

SGVCOG Transportation Committee Chair, Ed Reece, adjourned the Transportation Committee meeting at 5:18 PM.

DATE: January 7, 2026

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **STATE AND FEDERAL TRANSPORTATION POLICY YEAR-IN-REVIEW AND EMERGING TRENDS**

RECOMMENDED ACTION

Discuss and provide direction.

BACKGROUND

The first year of the 119th Congress and of the California Legislature’s two-year session – influenced heavily by the Trump and Newsom administrations – both ushered in several notable developments in the realm of transportation policy, many of which will have a direct impact on the San Gabriel Valley region.

Federal policies and initiatives aimed at addressing social injustice, reducing the environmental impacts of transportation, and incentivizing the adoption of zero-emission vehicles (ZEV) saw large-scale reversals or funding cuts. In the State, the record was more mixed. Legislators failed to reallocate the Active Transportation Fund for bike and pedestrian projects and passed SB 237 (Grayson) which increases gasoline production in California to stabilize prices amid refinery closures. The legislature also reauthorized Cap And Trade (now “Cap And Invest”) through 2045 and passed several key bills to increase density around transit and streamline CEQA review for certain transit projects – SB 79 and SB 71 (both Weiner), respectively.

It is important that SGVCOG Transportation Committee Members have access to key information about recent changes in the transportation policy landscape, along with anticipated trends for the year ahead.

PROPOSED LEGISLATION EXPANDING BEST VALUE CONTRACTING

The State of California historically required local agencies to award construction contracts to the “lowest responsible bidder.” State law still mandates California cities and joint-power authorities (JPAs) to follow this approach, despite granting charter cities authority to utilize alternative procurement methods. This disparity creates problems for managing large public infrastructure projects which demand greater attention to controlling costs, managing risk, and ensuring timely delivery. At present, awarding contracts solely based on the lowest bid can increase exposure to change orders, delays, and higher project lifecycle costs. Procurement methods like best value contracting address these issues by allowing public agencies to consider a contractor’s experience, capacity, and safety performance in their bid evaluations.

REPORT

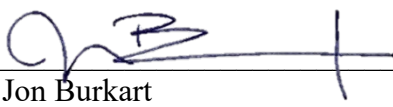
Last session, Assemblymember Lori Wilson (11th District) successfully introduced AB 1957, which extended a limited authorization for select counties in the state (including, but not limited to, Los Angeles, San Bernardino, San Diego, and Riverside counties) to pilot best-value construction contracting. AB 1957 does not mandate the use of best value contracting but merely provides eligible counties with an additional procurement tool. Counties who choose to utilize this tool are also subject to detailed procedures, labor compliance requirements, transparency provisions, and reporting obligations. The bill allows eligible counties to continue utilizing the pilot program until January 1, 2030.

SGVCOG and TPA staff have discussed the benefits of legislation that would permanently extend the provisions of AB 1957 to counties, cities, and project-delivery focused JPAs. Supporting legislation that allows SGVCOG and its member agencies to employ alternative procurement methods directly advances the SGVCOG 2025-2026 Legislative Platform. By improving project delivery methods that allow for stronger contractor oversight, this proposed legislation supports several key objectives of the Transportation Committee:

- **Project Delivery:** *“SGVCOG supports... alternative project delivery methods that would facilitate San Gabriel Valley transportation and capital projects and programs.”*
- **Infrastructure:** *“SGVCOG supports safeguarding the integrity of existing and future capital projects.”*

Draft language for the proposed extension of AB 1957 provisions to counties, cities, and certain JPAs is included as Attachment C.

Carly Shelby, Deputy Director at Townsend Public Affairs, will first present the transportation policy year in review, then present on emerging trends and the proposed contracting legislation, and end with a discussion on next steps for advancing proposed legislation this coming year. Should the Committee agree that legislation of this kind would be beneficial to SGVCOG and its member agencies, staff will then seek authorization from the Governing Board to pursue the proposed policy. This may include activities such as acting as a bill sponsor, conducting advocacy efforts, negotiating with stakeholders, and working with state legislators who may be interested in advancing this proposed legislation.

Prepared by: 
Jon Burkart
Management Aide

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

[Attachment A – Overview of 2025 Legislative Session and Looking Ahead to 2026](#)

[Attachment B – Transportation Legislation Chartered Bill Matrix](#)

[Attachment C – Draft Language for Best-Value Contracting Legislation](#)



MEMORANDUM

To: San Gabriel Valley Council of Governments
Transportation Committee

From: Townsend Public Affairs
Carly Shelby, Deputy Director

Date: December 23, 2025

Subject: Overview of 2025 Legislative Session – Looking Ahead to 2026

Overview of Transportation and Transit Related Actions from the 2025 Legislative Session

The 2025 legislative session concluded with significant transportation and transit related actions shaped by the State's fiscal constraints, climate policy negotiations, and continued emphasis on housing and transportation integration. Transportation outcomes were driven primarily through end of session budget actions, Cap and Invest reauthorization, and major land use legislation affecting transit oriented development and project delivery.

A central outcome of the session was the reauthorization and restructuring of California's Cap and Trade program, renamed Cap and Invest, through AB 1207 and SB 840. These measures extended the program through 2045 and established a new expenditure framework for Greenhouse Gas Reduction Fund revenues. Transportation related investments remain a core component of the program, reflecting the State's recognition that transportation accounts for approximately half of California's greenhouse gas emissions. SB 840 allocates substantial ongoing funding for transit and intercity rail, including \$400 million annually for the Transit and Intercity Rail Capital Program and \$200 million annually for the Low Carbon Transit Operations Program. The measure also dedicates \$125 million annually for transit passes and provides \$800 million per year for the Affordable Housing and Sustainable Communities program, which integrates transit investment with housing development near major transit corridors. These allocations preserve a stable funding pipeline for regional and local transportation agencies, though future funding levels remain sensitive to auction revenue performance and broader economic conditions.

The Legislature also advanced major land use legislation with direct implications for transit planning and capital investment. SB 79 substantially expands by right development standards near qualifying transit stations in designated urban transit counties. While implementation is delayed until the start of the seventh RHNA cycle, the bill reduces local discretion over zoning, height, and approvals near high frequency rail and light rail corridors and is expected to increase development intensity around existing and planned transit infrastructure. For regional

transportation agencies, SB 79 will likely influence ridership assumptions, station area planning, and long range transportation modeling, while also increasing pressure on local and regional infrastructure funding strategies to support higher density development near transit.

The session also included cleanup legislation related to warehouse development and truck routing requirements under AB 98, as refined by AB 735 and SB 415. These measures extend compliance timelines and clarify implementation obligations for circulation elements and truck route planning. While not transit focused, these changes affect goods movement planning, roadway investments, and regional freight considerations that intersect with broader transportation system performance.

Budget actions and trailer bills further reinforced the Legislature's reliance on transportation investments as a climate and economic strategy, while also underscoring ongoing fiscal volatility. The 2025 budget relied heavily on one time solutions and reserve withdrawals, signaling continued uncertainty for future transportation funding commitments. As a result, implementation timelines, competitive grant programs, and future augmentations will remain closely tied to broader state fiscal conditions and climate policy outcomes.

Looking Ahead: Best Value Contracting as a Transportation Project Delivery Tool

Looking forward to the 2026 legislative session, a policy concept under discussion that is relevant to regional transportation agencies involves expanding best value construction contracting authority to general law cities and certain delivery focused joint powers authorities. Under current law, counties are authorized to use best value procurement for construction projects exceeding one million dollars, allowing them to evaluate contractor qualifications in addition to price when awarding contracts. This authority is governed by detailed statutory safeguards, labor compliance requirements, reporting obligations, and a sunset provision. General law cities and most joint powers authorities, including councils of governments, do not currently have equivalent authority.

The proposed policy concept would extend optional best value contracting authority to general law cities and a narrowly defined class of joint powers authorities formed expressly for public infrastructure and affordable housing delivery. Eligible joint powers authorities would be limited to those composed solely of public agencies and would exclude entities with independent land use or general police powers. The proposal would not mandate use of best value procurement and would preserve traditional low bid contracting as an available option. Instead, it would provide an additional tool for complex or high risk projects where lowest responsible bidder procurement may increase exposure to cost overruns, delays, or change orders.

For regional transportation agencies such as councils of governments, this concept is particularly relevant given their role in delivering multijurisdictional transportation projects funded through pooled local, state, and federal resources. Large scale transit capital projects, corridor improvements, grade separations, and active transportation infrastructure often involve complex construction sequencing, coordination with multiple stakeholders, and volatile market conditions. Best value procurement allows agencies to consider demonstrated management capacity, relevant experience, safety performance, and financial stability alongside price, potentially improving project delivery outcomes and reducing lifecycle costs.

The proposal mirrors existing county authority and retains all existing safeguards, including public adoption of procurement criteria, transparent evaluation processes, labor compliance requirements, and mandatory reporting to the Legislature. . From a transportation perspective, the concept aligns procurement authority with the scale and complexity of modern regional infrastructure delivery and may provide additional flexibility as agencies navigate rising construction costs, labor shortages, and funding constraints in future years.



M E M O R A N D U M

To: San Gabriel Valley Council of Governments

From: Townsend Public Affairs
Carly Shelby, Deputy Director

Date: December 23, 2025

Subject: Transportation 2025 Chaptered Bills

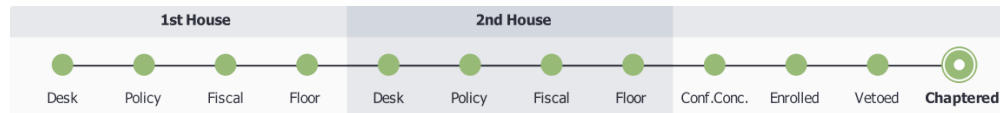
Autonomous Vehicles

SB 480 (Archuleta, D) Autonomous vehicles.

Introduced: 02/19/2025

Last Amended: 06/26/2025

Status: 10/06/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 415, Statutes of 2025.



Summary: Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. This bill would, commencing January 1, 2026, authorize an autonomous vehicle to be equipped with automated driving system (ADS) marker lamps in accordance with specified standards. For purposes of this provision, the bill would define an "ADS marker lamp" as a device that emits a light to indicate when an ADS is engaged in the operation of the vehicle. (Based on 10/06/2025 text)

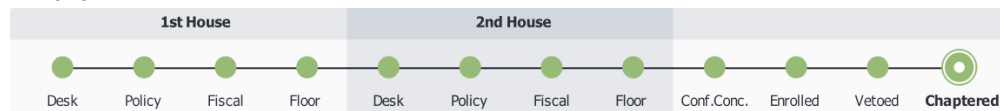
Cap and Trade

AB 1207 (Irwin, D) Climate change: market-based compliance mechanism: extension.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 09/10/2025

Status: 09/19/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 117, Statutes of 2025.

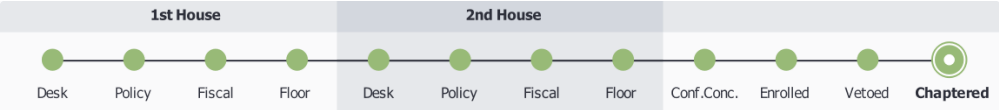


Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the

state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. (Based on 09/19/2025 text)

SB 840 (Limón, D) Greenhouse gases: Greenhouse Gas Reduction Fund: studies.

Introduced: 02/21/2025 (Spot bill)
Last Amended: 09/10/2025
Status: 09/19/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 121, Statutes of 2025.

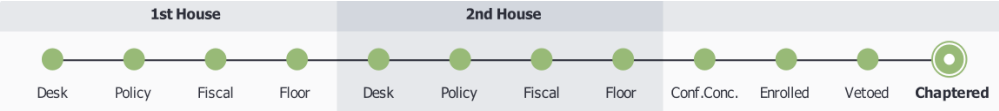


Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Current law requires the state board, in regulations implementing the market-based compliance mechanism to, among other things, establish limits on the use of offset credits as a means for a covered entity to meet its compliance obligations. Current law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes. This bill would state the intent of the Legislature to direct specific percentages of the revenues deposited into the Greenhouse Gas Reduction Fund to individual funds dedicated to funding clean transportation, housing and community investment, clean air and water, wildfire prevention and resilience, agriculture, clean energy, and climate-focused innovation. (Based on 09/19/2025 text)

E-Bikes

AB 544 (Davies, R) Electric bicycles: required equipment.

Introduced: 02/11/2025
Last Amended: 03/24/2025
Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 36, Statutes of 2025



Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines “bicycle” for these purposes to, among other things, include an electric bicycle. Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in

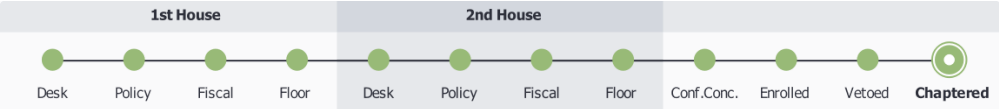
reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. (Based on 07/14/2025 text)

AB 545 (Davies, R) Vehicles: electric bicycles.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 37, Statutes of 2025



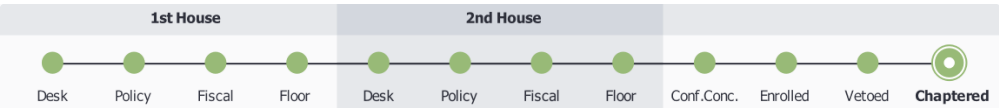
Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that, among other things, provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle so that it no longer meets the definition of an electric bicycle. This bill would also prohibit a person from selling an application that can modify the speed capability of an electric bicycle. (Based on 07/14/2025 text)

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 10/01/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 168, Statutes of 2025.



Summary: Current law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody. This bill would additionally authorize a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided. (Based on 10/01/2025 text)

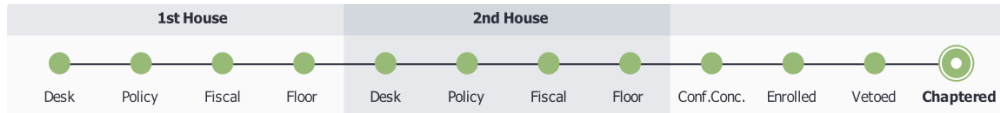
EV Charging Stations

AB 39 (Zbur, D) General plans: Local Electrification Planning Act.

Introduced: 12/02/2024

Last Amended: 09/04/2025

Status: 10/06/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 356, Statutes of 2025.



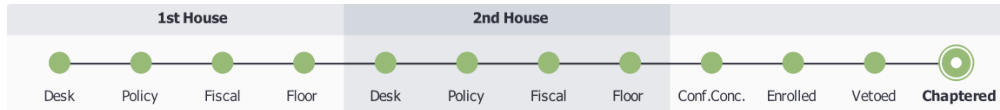
Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 10/06/2025 text)

SB 533 (Richardson, D) Electric vehicle charging stations: arenas: payments: internet-based applications.

Introduced: 02/20/2025

Last Amended: 09/03/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 770, Statutes of 2025.



Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis, if the station provides nonsubscribers or nonmembers the ability to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the electric vehicle charging customer with the option to initiate a charging session and submit payment. Current law requires a direct current fast charging station that is first installed or made publicly available on or after July 10, 2023, to also include Plug and Charge payment capabilities, as specified. Current law authorizes the State Energy Resources Conservation and Development Commission to add to or subtract from these payment methods by regulation that is effective no earlier than January 1, 2028, as provided. This bill would create an exception to the above-described provisions to authorize an electric vehicle charging station to require that payment for charging services be made through the use of an internet-based application if the charging station is on the premises of an arena that has a seating capacity of at least 15,000 seats and can only be accessed through the use of that internet-based application. (Based on 10/13/2025 text)

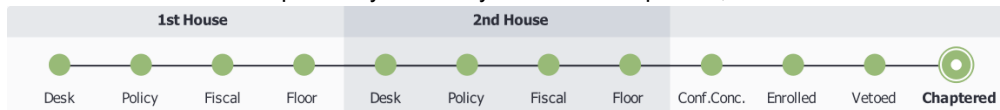
Public Transportation/Transit

AB 377 (Tangipala, R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment.

Introduced: 02/03/2025

Last Amended: 06/02/2025

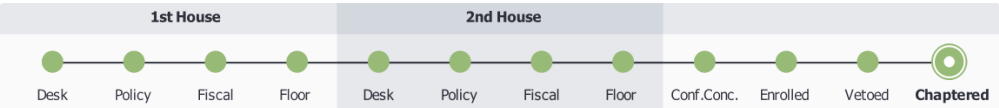
Status: 07/30/2025 - Chaptered by Secretary of State - Chapter 81, Statutes of 2025



Summary: The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap. (Based on 07/30/2025 text)

AB 1340 (Wicks, D) Transportation network company drivers: labor relations.

Introduced: 02/21/2025
Last Amended: 09/02/2025
Status: 10/03/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 335, Statutes of 2025.



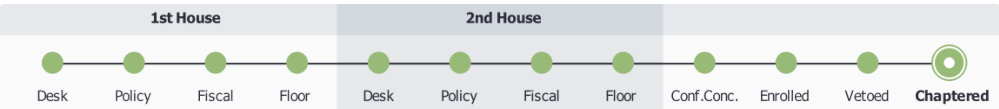
Summary: The Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election, categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Current law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Current law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. (Based on 10/03/2025 text)

cating the consumer or the ultimate end user of the mattress in the state on the recycling of used mattresses and options available to consumers for the free dropoff or collection of used mattresses. (Based on 07/28/2025 text)

Transit Operator Safety

AB 394 (Wilson, D) Public transportation providers.

Introduced: 02/03/2025
Last Amended: 07/17/2025
Status: 10/01/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 147, Statutes of 2025.



Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as

specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 10/01/2025 text)

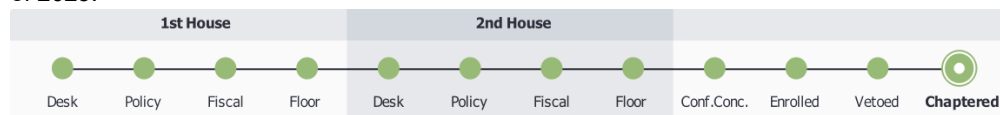
Transportation, Infrastructure, and Public Works

AB 289 (Haney, D) State highway work zone speed safety program.

Introduced: 01/22/2025

Last Amended: 09/04/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 684, Statutes of 2025.



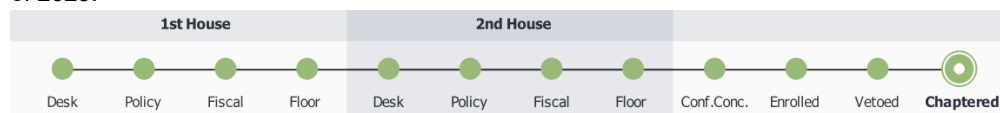
Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 35 speed safety systems on state highway construction or maintenance areas, as specified. (Based on 10/13/2025 text)

AB 417 (Carrillo, D) Local finance: enhanced infrastructure financing districts: community revitalization and investment authorities.

Introduced: 02/05/2025

Last Amended: 03/27/2025

Status: 10/03/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 260, Statutes of 2025.



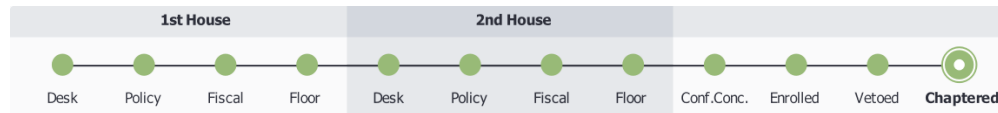
Summary: Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, including acquisition, construction, or repair of commercial structures by the small business occupant of such structures, if such acquisition, construction, or repair is for purposes of fostering economic recovery from the COVID-19 pandemic, as specified, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district. This bill would revise these provisions to instead authorize the designation of a proposed enhanced infrastructure financing district to finance capital facilities or other specified projects for the acquisition, construction, or repair of commercial structures by the small business occupant of such structures, as described above, if such acquisition, construction, or repair is for purposes of fostering economic recovery of a community, as specified. (Based on 10/03/2025 text)

AB 476 (González, Mark, D) Metal theft.

Introduced: 02/10/2025

Last Amended: 09/04/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 694, Statutes of 2025.



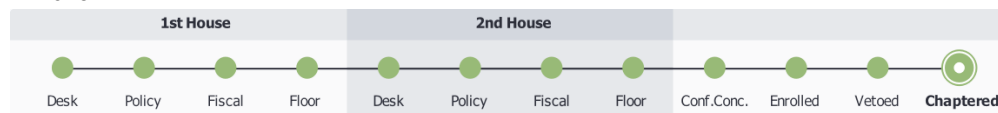
Summary: Current law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Current law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Current law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver's license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. (Based on 10/13/2025 text)

AB 978 (Hoover, R) Department of Transportation and local agencies: streets and highways: recycled materials.

Introduced: 02/20/2025

Last Amended: 07/01/2025

Status: 10/07/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 443, Statutes of 2025.



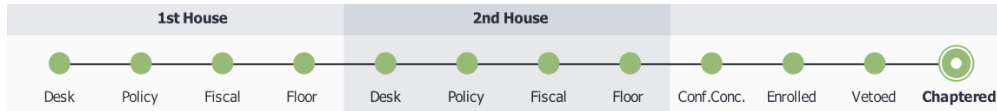
Summary: The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Current law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials. Current law requires a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, except as provided. Current law requires, until January 1, 2027, those standard specifications to allow recycled materials at or above the level allowed in the department's standard specifications that went into effect on October 22, 2018, for specified materials. This bill would indefinitely require a local agency's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would authorize a person bidding on a contract to supply materials subject to those specifications to request the local agency to provide the reason for that determination upon request and would require the local agency to respond to that request, as specified. (Based on 10/07/2025 text)

AB 1114 (Ávila Farías, D) Emergency vehicles: fee and toll exemptions.

Introduced: 02/20/2025

Last Amended: 06/12/2025

Status: 07/30/2025 - Chaptered by Secretary of State - Chapter 87, Statutes of 2025



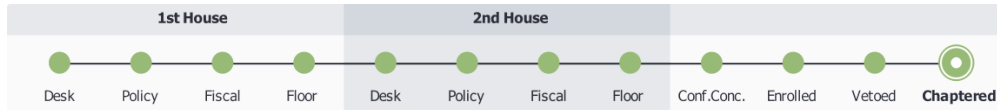
Summary: Current law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance." (Based on 07/30/2025 text)

AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods.

Introduced: 02/21/2025

Last Amended: 09/03/2025

Status: 10/01/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 192, Statutes of 2025.



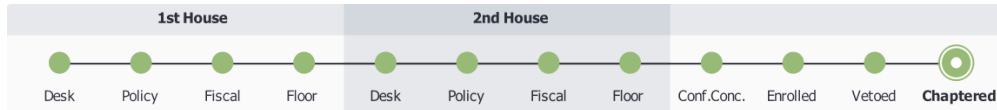
Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis if the station allows nonsubscribers or nonmembers to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the customer with the option to initiate a charging session and submit payment. Current law authorizes the State Energy Resources Conservation and Development Commission, by regulation that is effective no earlier than January 1, 2028, to add to or subtract from those required payment methods, as specified. This bill would instead authorize the commission to modify, add to, or subtract from those required payment methods, as appropriate in light of changing technologies or cost impacts. (Based on 10/01/2025 text)

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: public transit funding.

Introduced: 01/09/2025 (Spot bill)

Last Amended: 09/09/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 740, Statutes of 2025.



Summary: Would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the

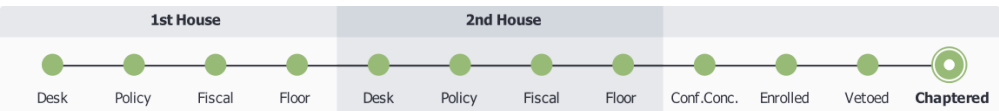
district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. (Based on 10/13/2025 text)

SB 71 (Wiener, D) California Environmental Quality Act: exemptions: transit projects.

Introduced: 01/14/2025

Last Amended: 09/02/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 742, Statutes of 2025.



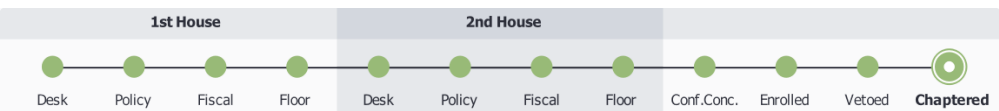
Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 10/13/2025 text)

SB 598 (Durazo, D) Public contracts: local water infrastructure projects: Construction Manager/General Contractor project delivery method.

Introduced: 02/20/2025

Last Amended: 07/07/2025

Status: 10/11/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 655, Statutes of 2025.

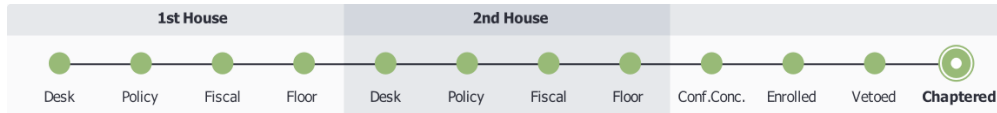


Summary: Current law defines the Construction Manager/General Contractor project delivery method (CM/GC method) as a project delivery method in which a construction manager is procured to provide preconstruction services during the design phase of a project and construction services during the construction phase of the project. Under current law, the method allows the contract for construction services to be entered into at the same time as the contract for preconstruction services or at a later time. Current law authorizes the Metropolitan Water District of Southern California to utilize the CM/GC method for regional recycled water projects or other water infrastructure projects under specified conditions. Pursuant to existing law, certain information required to be submitted as part of the CM/GC method is required to be verified under oath. Current law makes the provisions described above pertaining to the CM/GC method effective only until January 1, 2028, and inoperative as of that date. This bill would, until January 1, 2031, authorize a local agency, as defined, upon approval of its governing body, to similarly use the CM/GC method for a regional recycled water project or other water infrastructure project undertaken by the district to alleviate water supply shortages attributable to drought or climate change. The bill would require that authorization to apply to no more than 15 capital outlay projects for each local agency and would require a local agency to award a contract pursuant to the bill on a best value basis or to the lowest responsible bidder. (Based on 10/11/2025 text)

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

Status: 10/03/2025 - Chaptered by Secretary of State - Chapter 326, Statutes of 2025



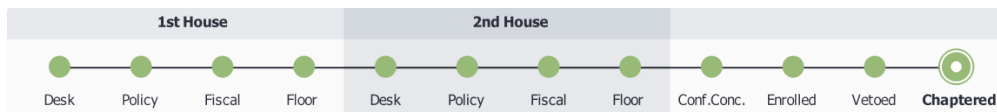
Summary: Under current law, a pedestrian control signal showing a “WALK” or approved “Walking Person” symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol with a “countdown” signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol, as specified. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires that traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. For these purposes, current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a state-owned or -operated traffic-actuated signal, current law requires that the traffic-actuated signal to be installed and maintained to have a leading pedestrian interval (LPI) and include the installation, activation, and maintenance of an accessible pedestrian signal (APS) and detector that complies with certain sections of the California Manual on Uniform Traffic Control Devices (CA MUTCD). At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates “WALK” or “DON’T WALK” intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews. (Based on 10/03/2025 text)

SB 720 (Ashby, D) Automated traffic enforcement system programs.

Introduced: 02/21/2025

Last Amended: 09/04/2025

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 782, Statutes of 2025.



Summary: Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the governmental agency utilizing the system meets certain requirements, including identifying the system with signs and ensuring that the system meets specified criteria on minimum yellow light change intervals. Current law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program for speed enforcement that utilizes a speed safety system in specified areas, if the system meets specified requirements. Current law prescribes specified requirements for a notice of violation issued pursuant to these provisions, and requires a violation of a speed law that is recorded by a speed safety system to be subject only to a specified civil penalty. This bill would additionally authorize a city, county, or city and county to establish an automated traffic enforcement system program to use those systems to detect a violation of a traffic control signal, if the system meets specified requirements. The bill would require a violation of a traffic control signal that is recorded by an automated traffic enforcement system to be subject to escalating civil penalties, as specified. The bill would, among other things, provide for the issuance of a notice of violation, an initial review, an administrative hearing, and an appeals process, as specified, for a violation under this program. (Based on 10/13/2025 text)

REPORT

DATE: January 7, 2026

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
CONNECT SOCIAL IMPLEMENTATION UPDATE**

RECOMMENDED ACTION

For information only.

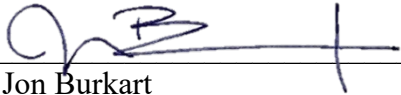
BACKGROUND

The Southern California Association of Governments (SCAG) publishes Connect SoCal, their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), every four years in accordance with state and federal law. The Plan outlines how the agency will invest in the development, management, and operation of an intermodal transportation network across the six-county SCAG planning region.

Connect SoCal includes four “top-line goals:” Mobility, Communities, Environment, and Economy. All four advance SCAG’s vision for Southern California in 2025: a “healthy, prosperous, accessible and connected region.” In total, implementation of Connect SoCal will invest roughly \$750 billion in the region’s transportation system with an emphasis on multimodal transportation and technologies like Intelligent Transportation Systems (ITS) and Transportation Demand Management (TDM) that allow for more efficient use of existing facilities and capacity.

The SCAG Regional Council approved the most recent RTP/SCS in April 2024, the culmination of a four-year planning process that included extensive engagement with technical analysis, stakeholders, state and federal governments, and local elected officials. Implementation by public agencies across the region is already ongoing, with SCAG serving to facilitate and coordinate.

Warren Whiteaker, Department Manager of Integrated Planning and Programming at SCAG, will present on this item.

Prepared by: 
Jon Burkart
Management Aide

Approved by: 
Marisa Creter
Executive Director