



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

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Subject: SCAG Update October 2025

To: South Bay Cities Council of Governments Board Directors

From: Erik Rodriguez, SCAG Senior Government Affairs Officer
rodrigueze@scag.ca.gov

ACTION

Regional Council Adopts LA28 Games Program Framework

On Sept. 4, the SCAG [Regional Council adopted](#) the Games Mobility Program Development Framework, coalescing and confirming SCAG's planning priorities and activities in support of regional preparations for the 2028 Summer Olympic and Paralympic Games. Aligning with the [Connect SoCal 2024](#) Regional Transportation Plan/Sustainable Communities Strategy pillars of mobility, communities, environment, and economy, the framework identifies goals, objectives, guiding principles, and strategies.

As part of the staff presentation, representatives from LA28, Mission Viejo, and Culver City spoke about opportunities for non-venue cities to bring the LA28 Games to their communities. The following experts and leaders participated the discussion:

- Kome Ajise, Executive Director, SCAG
- Vic Nol, Director of Venue Cities, LA28
- Brian Goodell, City Councilmember, Mission Viejo
- Mayor Dan O'Brien, Culver City

As part of the program framework adoption, SCAG also launched a dedicated map of LA28 Games venues on the [SCAG website](#).

ACTION

SCAG Launching Last Mile Freight Program Rebate Program

On Sept. 4, the SCAG Regional Council approved the [Last Mile Freight Program](#) Rebate Program with funding from the U.S. Environmental Protection Agency to support commercial deployment of Class 4/5 battery electric vehicles. In coordination with the South Coast Air Quality Management District, SCAG received \$51.5 million in funding from the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality and National Competitiveness project. The Regional Council action clears the way for SCAG to open the call for applications for the Rebate Program.

Read more about the Rebate Program in the September [staff report](#).

ACTION

SCAG Accepts \$52.6 Million Solutions For Congested Corridors Program' Grant

On Sept. 4, the Regional Council [approved receipt](#) of a \$52.6 million 2024 Solutions for Congested Corridors Program (SCCP) Grant Award from the California Transportation Commission (CTC). The CTC awarded the funding to SCAG, as the project applicant, in partnership with implementing agency Metrolink. Metrolink will use the funding to replace existing diesel locomotives with Tier 4 locomotives, the cleanest diesel technology currently available, that have the capability to transition to hybrid operations. These replacements will improve service reliability, reduce criteria pollutant emissions, and support long-term regional mobility, air quality, and sustainability goals.

The SCCP is a competitive statewide program designed to reduce congestion through multimodal, integrated corridor investments that improve mobility, safety, access, and sustainability. The awarded project advances goals included in the [Connect SoCal 2024](#) Regional Transportation Plan/Sustainable Communities Strategy by reducing transportation-related emissions, improving passenger rail service reliability, and supporting mode shift from single-occupancy vehicles to rail transit.

INFORMATION

Economic Roundtable Releases Quarterly Economic Update

The SCAG Economic Roundtable met for its third 2025 quarterly discussion on Aug. 21. Highlights of the resulting report of the group's findings include:

- Job growth in the region continued to be modest and narrow. There appear to be no major layoffs or job losses region-wide, though only the Healthcare and Social Assistance sector is growing significantly.
- While effective tariff rates currently sit at 18.6 percent, a majority of the burden is being absorbed by corporations and has not hit consumers. Impacts of tariffs—as well as federal funding cuts to Medicaid and research—do remain major longer-term concerns.
- In the SCAG region, 28 percent of the construction labor force is made up of undocumented immigrants—this (and other) sectors are being disrupted by increased enforcement action.
- Expansive California Environmental Quality Act (CEQA) exemptions show promise for reducing some of the procedural roadblocks for urban infill projects statewide. While housing production has been sluggish in 2025 and 12,971 residential units were lost in L.A. County's January wildfires, these exemptions provide a meaningful policy lever for boosting supply.

Read the entire Economic Roundtable Update for the third quarter of 2025 on [SCAG News](#).

SCAG Releases '2025 Transportation Safety Regional Existing Conditions' Report

The September Transportation Committee and Regional Council meetings included an overview of the "2025 Transportation Safety Regional Existing Conditions Report," scheduled for [release](#)

[in October](#) to align with Walktober and support local jurisdictions in developing targeted, data-informed transportation safety policies and improvements.

The report analyzes traffic safety trends from across the region between 2014 to 2024 by identifying patterns and trends in historical roadway collision data, including pedestrian- and bicyclist-involved collisions and fatalities. To learn more about existing and upcoming transportation safety resources, visit SCAG's [Transportation Safety website](#).

NEWS FROM THE PRESIDENT

Regional Council Outlook for the Year

During the September Regional Council meeting, Regional Council President Cindy Allen shared updates from the annual Executive/Administration Committee retreat, which took place last June. Priorities for President Allen's term as Regional Council President will be housing, preparation for the 2028 Summer Olympic and Paralympic Games, and clean transportation technology. An outlook of Regional Council meeting topics and action items reviewed by the committee was also published in a [staff report](#).

SCAG Issues 2025 California Clean Air Day Proclamation

The SCAG Regional Council on Sept. 4 [issued a proclamation](#) pledging SCAG's support for the 8th Annual California Clean Air Day on Oct. 1.

SCAG has participated in the annual California Clean Air Day in the past by signing the organizational pledge, encouraging SCAG's staff to take the California Clean Air Day pledge, and encouraging 197 member jurisdictions to engage in activities to improve the region's air quality on the Clean Air Day and beyond.

SCAG's regional planning policies, programs, strategies, and initiatives, as reflected in the adopted [Connect SoCal 2024](#) Regional Transportation Plan/Sustainable Communities Strategy and the 2025 [Federal Transportation Improvement Program](#) will continue to play an important role in achieving significant air quality improvements and protect public health in the SCAG region.

NEWS FROM THE EXECUTIVE DIRECTOR

SCAG Represented on CalSTA Sustainable Communities Task Force

Toks Omishaken, secretary of the California State Transportation Agency (CalSTA), recently [announced the creation](#) of the cross-sector CalSTA Sustainable Communities Task Force to recommend policies to better support implementation of regional Sustainable Communities Strategies (SCS). SCAG Chief Planning Officer Sarah Jepson was appointed to the task force alongside 29 leaders from across the state representing state and regional agencies, local government, transit agencies, community-based organizations, housing and environmental advocates, and academic institutions. The task force will prepare a final report in November 2026 outlining recommendations for legislative, regulatory, and budgetary action to further SCS implementation toward reductions in greenhouse gases and vehicle miles traveled. Over the past year, SCAG and other metropolitan planning organizations have engaged with the California Air Resources Board around concerns related to SCS development and evaluation, and the need to revisit Senate Bill 375 to better support SCS implementation.

Region Facing New Transportation Conformity Challenges

At the September Executive/Administrative Committee and Regional Council meetings, SCAG Executive Director Kome Ajise [provided an update](#) on an emerging air quality issue. On June 12, three Clean Air Act waivers that allowed California to adopt and enforce stricter vehicle emissions standards than the federal government, subject to approval by the U.S. Environmental Protection Agency (U.S. EPA), were revoked.

Due to this change, California and the entire SCAG region are currently under a transportation conformity lockdown—meaning no new regional transportation conformity determinations can be made until the lockdown is lifted. Since then, 10 states joined California in filing a lawsuit to reinstate the waivers.

This lockdown could significantly impact transportation investments throughout the SCAG region because SCAG cannot add new projects or make certain changes to existing projects under the lockdown. If a solution is not in place by spring 2026, the lockdown will impact timing of SCAG’s 2027 FTIP and Connect SoCal 2024 Amendment 2, including projects associated with the 2028 Summer Olympic and Paralympic Games needing new conformity analyses.

At a recent Transportation Conformity Working Group meeting, attended by U.S. EPA and California Air Resources Board (CARB) staff, SCAG learned that CARB is working on a solution, but there is no clear timeline on when that solution will be complete. SCAG will continue to report any updates on the situation.

UPCOMING MEETINGS

SEPTEMBER

16th Legislative/Communications and Membership Committee

18th Technical Working Group

23rd Transportation Conformity Working Group

24th Safe and Active Streets Working Group

24th Modeling Task Force

OCTOBER

1st 2025 Southern California Demographic Workshop: Revisiting The Intergenerational Contract

21st Legislative/Communications and Membership Committee

28th Transportation Conformity Working Group

29th Regional Transit Technical Advisory Committee