



MONTHLY SBCCOG TRANSPORTATION REPORT

A summary of recent federal, state, regional and local
developments and trends in transportation

COVERING DECEMBER 2025

Edited by Aaron Ruiz, CivicSpark Fellow

Federal

U.S. Transportation Secretary Sean P. Duffy Announces \$1 Billion Investment in Making Roadways Safer

The U.S. Department of Transportation has announced nearly \$1 billion in federal funding aimed at improving roadway safety nationwide. Through the Safe Streets and Roads for All (SS4A) competitive grant program, a total of \$982.2 million will be distributed to 521 projects spanning 48 states, 18 Tribal communities, and Puerto Rico. The funding is intended to support infrastructure upgrades that reduce traffic fatalities and serious injuries while improving safety for pedestrians, bicyclists, motorists, transit users, and freight drivers.

The program focuses on safety improvements such as intersection redesigns, roundabout construction, sidewalk upgrades, and enhanced emergency response capabilities. Projects funded under this round address both urban and rural safety challenges, with an emphasis on proven strategies that reduce crash risks and improve response times. Grant awards are divided between Planning and Demonstration Grants, which help communities develop or refine roadway safety action plans, and Implementation Grants, which fund projects aligned with existing safety strategies.

According to USDOT, recent changes to the program removed prior diversity, equity, and environmental justice requirements in order to streamline the application process and accelerate project delivery. Federal officials stated that these changes were intended to allow funding to reach communities more quickly and focus resources on immediate safety outcomes rather than administrative compliance.

Collectively, these investments are intended to reflect a federal focus on reducing roadway fatalities while supporting locally driven safety solutions across diverse communities nationwide.

In the South Bay, the following cities were awarded SS4A funding:

- \$200,000 to City of Lawndale for Comprehensive Safety Action Plan
- \$200,000 to City of Rancho Palos Verdes for Comprehensive Safety Action Plan
- \$360,000 to City of Torrance for Local Roadway Safety Action Plan

Source: [Trump's Transportation Secretary Invests \\$1 Billion into Building Big, Beautiful Infrastructure to Make American Roads Safer | US Department of Transportation](#)

State

California Invests \$1.1 Billion in Zero-Emission Transit and Transportation Resilience

Governor Gavin Newsom announced that the California Transportation Commission (CTC) has approved \$1.1 billion in statewide transportation funding to support zero-emission transit,

safer roadways, and more resilient infrastructure. The investments align with the state's Build More, Faster – For All infrastructure agenda, intended to improve mobility, safety, and climate resilience across California's transportation network.

A significant portion of the funding is dedicated to advancing zero-emission transit, including the purchase of new electric buses, charging stations, and supporting infrastructure. Among the approved projects is \$53 million to acquire 12 clean-energy locomotives that will replace older diesel engines across Southern California's Metrolink commuter rail system. These upgrades are expected to reduce emissions while modernizing regional rail service for daily commuters.

The funding package also addresses the condition and reliability of critical transportation infrastructure statewide. Approximately \$57 million has been allocated to repair a damaged section of State Route 1 near Lucia impacted by landslides during last winter's storms. These repairs aim to restore a vital coastal corridor while strengthening its resilience for future climate events. Additionally, \$9.5 million will support the development of a new mobility center in Santa Maria, designed to serve as a regional hub for clean-energy bus services and multimodal connections.

State transportation leaders emphasized that these investments respond to increasing climate pressures, aging infrastructure, and growing demand on California's transportation system. By combining transit electrification with safety improvements and climate-resilient infrastructure, the funding reflects a comprehensive approach that prioritizes safety, sustainability, and accessibility for all users.

Overall, the CTC's approval is intended to reflect California's commitment to transportation innovation and climate-resilient infrastructure. These projects are expected to create jobs, improve reliability, and expand clean transportation options across urban, suburban, and rural communities throughout the state.

Source: [Governor Newsom Announces One Point One Billion Dollars for Zero-Emission Transit, Safer Roadways and Resilient Infrastructure | Caltrans](#)

Region

LA Metro Advances LA River Path to Expand Active Transportation and Community Access

LA Metro has released the Draft Environmental Impact Report (DEIR) for the proposed LA River Path, a major active transportation project that would create a continuous walking and bicycling corridor along the Los Angeles River between Elysian Valley and the City of Maywood. Once completed, the project would close the longest remaining gap in the LA River path system, delivering a 32-mile grade-separated route connecting the San Fernando Valley to Long Beach and significantly expanding safe, non-motorized travel options across central Los Angeles.

The LA River Path is designed to transform a largely inaccessible stretch of the river into a community asset while improving mobility for neighborhoods that have historically lacked safe

active transportation infrastructure. By linking residential neighborhoods with employment centers, regional destinations, and essential services, the project aims to strengthen everyday mobility while encouraging walking and biking for both recreation and commuting.

All alternatives studied are intended to improve conditions for people walking and biking by separating active transportation users from vehicle traffic and designing a path that accommodates future demand. The proposed path widths have been expanded to 16–20 feet in response to community feedback, ensuring safer shared use by pedestrians and cyclists. Metro estimates that tens of thousands of residents live within walking distance of the river, and nearly one million people live within biking distance, underscoring the project’s potential regional impact.

The LA River Path represents a significant regional investment in active transportation, public space, and equitable mobility. If completed, it would not only fill a critical gap in Southern California’s bike and pedestrian network but also redefine the LA River as a connected corridor that supports healthier travel and stronger community connections.

Source: [Draft Environmental Impact Report released for the LA River Path Project; join us in January for public hearings | The Source](#)

Trends

California Expands E-Bike Regulations for Minors and Their Guardians

California is moving toward stricter regulation of electric micromobility as new laws take effect in 2026, reflecting a broader trend of responding to the rapid growth of e-bikes. The new measures focus heavily on safety and accountability, where minors are involved signaling a shift from early adoption and encouragement of micromobility toward more structured oversight.

One of the most notable changes allows law enforcement to cite parents or guardians when minors commit violations while riding electric bicycles. Under the new framework, responsibility for certain offenses may fall either on the minor rider or the parent, depending on the situation. For helmet-related violations, minors will be able to clear fines by completing a California Highway Patrol approved electric bicycle safety course, reinforcing an education-first approach rather than punitive enforcement. This reflects growing concern over youth safety as e-bike use among minors continues to increase statewide.

The legislation also strengthens equipment requirements for electric bicycles. Assembly Bill 544 expands existing bicycle lighting laws by requiring all e-bikes, at all times of day, to be equipped with either a red rear reflector or a solid or flashing red rear light with a built-in reflector visible from 500 feet. Previously, this requirement applied only during darkness. While many newer e-bikes already meet this standard, the change addresses safety risks posed by older or poorly maintained bikes that lack rear visibility, in traffic conditions where riders may still be difficult for drivers to see.

These changes reflect a broader trend in transportation policy as e-bikes become more widespread. California's new laws aim to balance the benefits of micromobility with heightened concerns around safety, enforcement, and public space conflicts.

Source: [New California law will target the parents of child e-bike riders | Electrek](#)