



MONTHLY SBCCOG TRANSPORTATION REPORT

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

COVERING MARCH 2026

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Federal

U.S. Department of Transportation & Department of Justice Sue to Stop California's Electric Vehicle (EV) Mandate

The U.S. Department of Transportation announced that the U.S. Department of Justice, on behalf of the National Highway Traffic Safety Administration (NHTSA), has filed a lawsuit challenging California's vehicle emissions policies, arguing that the state's regulations effectively function as an electric vehicle mandate that conflicts with federal authority. The lawsuit, announced by Transportation Secretary Sean P. Duffy, centers on whether states can impose standards that influence vehicle fuel economy, which the federal government says is regulated at the national level.

Federal officials contend that California's requirements could force automakers to adjust production nationwide to meet stricter state-level standards, raising concerns about costs and regulatory consistency. The case is part of a broader federal effort to align vehicle standards under national policy and limit what it views as conflicting state regulations.

California has set stricter emissions standards under environmental policies, setting the stage for legal disputes between state and federal governments over transportation and climate regulation. The outcome of the case could have implications for vehicle standards across multiple states that have their own state laws and approach.

Source: [President Trump's Transportation Department & Justice Department Sue to Stop California's Illegal EV Mandate | US Department of Transportation](#)

State

Regional Transportation Initiatives Recognized for Innovation Across California

The California Association of Councils of Governments (CALCOG) recently recognized nine regional projects across the state through its Eureka! Awards, highlighting innovative approaches to transportation and sustainability. The awards, presented at the organization's Regional Leadership Forum, emphasize programs that can serve as models for other regions addressing mobility and infrastructure challenges.

Among the recognized efforts are transportation-related initiatives that focus on improving regional mobility through coordination, planning, and expanded multimodal options. Projects highlighted by CALCOG include efforts to advance micromobility and integrated transportation

systems, reflecting a broader statewide emphasis on reducing emissions while improving accessibility and connectivity.

Regional agencies such as the South Bay Cities Council of Governments (SBCCOG) with the Local Travel Network (LTN) and the Coachella Valley Association of Governments (CVAG) with CV Link were among those recognized, highlighting the role of local and subregional partnerships in delivering transportation solutions. In the South Bay, initiatives tied to active transportation networks highlight ongoing efforts to expand travel options and improve safety for micromobility users.

The recognition reflects California's continued reliance on regional collaboration to advance transportation goals, particularly as agencies work to implement new forms of mobility, enhancing first and last mile connections, and addressing climate-related challenges. These types of multijurisdictional efforts are increasingly critical to delivering effective transportation systems across diverse communities.

Source: [Eureka! Nine Regional Projects Recognized for Innovation Across California - California Association of Councils of Governments](#)

Region

LA Metro Plans Direct Bus Service for 2026 World Cup

LA Metro announced a series of transit enhancements to support travel to the 2026 FIFA World Cup 2026, including direct bus service from multiple locations across the region to matches at SoFi Stadium. With eight matches scheduled in Los Angeles and limited parking availability, Metro is positioning transit as a primary travel option for both residents and visitors.

Metro plans to operate direct bus routes from key rail stations, transit centers, and park-and-ride locations throughout Los Angeles County such as Downtown Long Beach, Harbor Gateway Transit Center, LA Union Station, and the LAX/Metro Transit Center Station. Service is expected to begin several hours before matches begin and continue after games conclude. The agency is coordinating with more than 10 regional transit providers to expand capacity and improve access to the stadium. Fares for the service will remain consistent with standard Metro pricing, helping maintain affordability during the event. Parking reservations at the stations are now available, and pricing differs by location, ranging from \$55 to \$95, plus a service fee.

In addition to direct service, Metro is rolling out a broader set of enhancements, including increased service levels, designated parking options, and improved customer experience efforts

tied to the event. These measures are intended to reduce congestion, provide reliable alternatives to driving, and support large-scale travel demand during the tournament.

The initiative is part of broader regional efforts to prepare for large-scale international events by strengthening transit options and reducing reliance on private vehicles. Officials say the service is intended to improve mobility, reduce congestion, and support a more seamless travel experience for both residents and visitors during the tournament.

Source(s): [Metro to run direct bus service to FIFA World Cup™ matches from multiple locations in the Los Angeles area | The Source](#)

[Metro Announces Hat Trick for FIFA World Cup 2026™ By Offering Enhanced Service, Affordable Parking, Celebratory Customer Experience - LA Metro](#)

Trends

Bay Area Considers New Tax Measures to Address Transit Funding Deficit

As transit agencies across the country face ridership declines following the COVID-19 pandemic, officials in the San Francisco Bay Area are exploring new funding strategies to address ongoing transit budget deficits, currently at \$376 million. San Francisco Mayor Daniel Lurie is supporting a proposed parcel tax that could generate an estimated \$150 to \$200 million annually to help stabilize operations for Bay Area Rapid Transit (BART). The tax would apply to properties based on square footage and is considered a crucial part of a broader effort to prevent significant service reductions.

At the same time, regional leaders are advancing discussions around a potential multi-county ballot measure that would provide additional funding for BART and other transit agencies across the Bay Area. The proposal reflects growing concern about funding challenges, as fare revenues for transportation agencies throughout the nation have not fully recovered, and face rising operating costs.

These efforts highlight a broader issue facing transit systems nationwide, as remote and hybrid work continue to impact ridership, agencies may increasingly turn to local tax measures and regional funding strategies to maintain service levels and avoid deeper cuts.

Source: [BART: The worst-case scenarios are actually worse than you've heard](#)