



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

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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

***Thursday, September 3, 2026
9:30 a.m. – 11:15 a.m.***

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/82227737082>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 822 2773 7082**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1895. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/82227737082>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 822 2773 7082**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, September 2, 2026**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, September 2, 2026, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Phil Bacerra City of Santa Ana - City Hall 20 Civic Center Plaza Santa Ana, CA 92701	Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509	Jonathan Dumitru 1 Mac Arthur Pl #600 Santa Ana, CA 92707
Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232	Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355	Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534
Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832	Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805	Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard City Assembly Room Torrance, CA 90503
Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	Ray Marquez 15922 Old Carbon Canyon Road Chino Hills, CA 91709	Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637
Zizette Mullins City of Burbank - City Hall 275 E. Olive Avenue, 2nd Floor Burbank, CA 91502	Juan Muñoz-Guevara City of Lynwood - City Hall Annex Building 11330 Bullis Road Lynwood CA 90262	Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324
Ed Reece 987 W. Foothill Boulevard, Suite #206 Claremont, CA 91711	Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582	Zak Schwank City of Temecula - City Hall Third Floor – Canyons Conference RM 41000 Main Street Temecula, CA 92590
Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882	Karen Spiegel 1800 S. Man Street Corona, CA 92882	Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780
William "Bill" Uphoff City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717	Michael M. Vargas City of Perris - City Hall 101 N. D Street Perris, CA 92570	Donald P. Wagner County Administration North 6th Floor Conference Room 601 B 400 West Civic Center Drive Santa Ana, CA 92701
Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302		

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.

TC - Transportation Committee
Members – September 2026

- 1. Hon. Mike T. Judge**
TC Chair, VCTC
- 2. Hon. Zeel Ahir**
Artesia, GCCOG
- 3. Hon. Javier Amezcua**
Calipatria, ICTC
- 4. Hon. Adele Andrade-Stadler**
Alhambra, SGVCOG
- 5. Hon. Phil Bacerra**
Santa Ana, Pres. Appt. (Member at Large)
- 6. Hon. Ryan Balias**
Anaheim, RC District 19
- 7. Sup. Kathryn Barger**
Los Angeles County
- 8. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 9. Hon. Austin Bishop**
Palmdale, RC District 43
- 10. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 11. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 12. Hon. Jonathan Dumitru**
Orange, RC District 17
- 13. Hon. J. John Dutrey**
Montclair, RC District 9
- 14. Hon. Bryan Fish**
Culver City, WCCOG
- 15. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 16. Hon. Paul Granillo**
Business Representative, Non-Voting Member
- 17. Hon. William Go**
Irvine, RC District 14

-
- 18. Sup. Curt Hagman**
San Bernardino County
 - 19. Hon. Jan C. Harnik**
RCTC Representative
 - 20. Hon. Laura Hernandez**
Port Hueneme, RC District 45
 - 21. Hon. Lauren Hughes-Leslie**
Lancaster, NCTC JPA
 - 22. Hon. Heather Hutt**
Los Angeles, RC District 57
 - 23. Hon. Fred Jung**
Fullerton, RC District 21
 - 24. Hon. Ardy Kassakhian**
Glendale, RC District 42
 - 25. Hon. Trish Kelley**
TCA Representative
 - 26. Hon. Megan Kerr**
Long Beach, Pres. Appt. (Member at Large)
 - 27. Hon. Lauren Kleiman**
Newport Beach, RC District 15
 - 28. Hon. Linda Krupa**
Hemet, RC District 3
 - 29. Hon. Andrew Lara**
Pico Rivera, RC District 31
 - 30. Hon. Kaylee Law**
Walnut, Pres. Appt. (Member at Large)
 - 31. Hon. Carlos Leon**
OCTA Representative
 - 32. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
 - 33. Hon. Clint Lorimore**
Eastvale, RC District 4
 - 34. Hon. Steven Ly**
Rosemead, RC District 32

-
35. **Hon. Ken Mann**
Lancaster, NCTC
 36. **Hon. Steve Manos**
Lake Elsinore, RC District 63
 37. **Hon. Ray Marquez**
Chino Hills, RC District 10
 38. **Hon. Larry McCallon**
Air District Representative
 39. **Hon. Marsha McLean**
Santa Clarita, RC District 67
 40. **Hon. Tim McOsker**
Los Angeles, RC District 62
 41. **Hon. L. Dennis Michael**
Rancho Cucamonga, SBCTA
 42. **Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
 43. **Hon. Carol Moore**
Laguna Woods, OCCOG
 44. **Hon. Zizette Mullins**
Burbank, AVCJPA
 45. **Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
 46. **Hon. Ara Najarian**
Glendale, SFVCOG
 47. **Hon. Frank Navarro**
Colton, RC District 6
 48. **Hon. David Ready**
Palm Springs, CVAG
 49. **Hon. Gil Rebollar**
Brawley, RC District 1
 50. **Hon. Ed Reece**
Claremont, SGVCOG
 51. **Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member

-
- 52. Hon. Gabriel Reyes**
Adelanto, Pres. Appt. (Member at Large)
- 53. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 54. Hon. Ali Saleh**
Bell, RC District 27
- 55. Hon. Steve Sanchez**
La Quinta, RC District 66
- 56. Hon. Tim Sandoval**
Pomona, RC District 38
- 57. Hon. Zak Schwank**
Temecula, RC District 5
- 58. Hon. Emma Sharif**
Compton, RC District 26
- 59. Hon. Asam Sheikh**
Torrance, SBCCOG
- 60. Hon. Marty Simonoff**
Brea, RC District 22
- 61. Hon. Ward Smith**
Placentia, OCCOG
- 62. Sup. Hilda Solis**
Los Angeles County
- 63. Hon. Wes Speake**
Corona, WRCOG
- 64. Sup. Karen Spiegel**
Riverside County
- 65. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 66. Hon. Butch Twining**
Huntington Beach, RC District 64
- 67. Hon. Steve Tye**
Diamond Bar, RC District 37
- 68. Hon. William Uphoff**
Lomita, SBCCOG

-
- 69. Hon. Michael Vargas**
Perris, Pres. Appt. (Member at Large)
- 70. Hon. Scott Voigts**
Lake Forest, OCCOG
- 71. Sup. Donald Wagner**
Orange County
- 72. Hon. Colleen Wallace**
Banning, WRCOG
- 73. Hon. Alicia Weintraub**
Calabasas, LVMCOG
- 74. Hon. Thomas Wong**
Monterey Park, RC District 34
- 75. Hon. Zhen Wu**
San Clemente, OCCOG



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, September 3, 2026
9:30 AM

The Transportation Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Mike T. Judge, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

- | | |
|--|--------|
| 1. Minutes of the Meeting – July 2, 2026 | PG. 11 |
|--|--------|

Receive and File

- | | |
|--|--------|
| 2. Transportation Committee Outlook and Future Agenda Items | PG. 20 |
| 3. Connect SoCal 2050: CEQA Documentation Initiation | PG. 24 |
| 4. Transportation Conformity Determinations of Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 2 | PG. 27 |
| 5. SCAG's Last Mile Services Project (LATA Grant) | PG. 31 |
| 6. Innovative Clean Transit Regional Assessment Study | PG. 35 |
| 7. Trade Corridor Enhancement Program Update | PG. 40 |
| 8. The Road to LA28: Transportation Demand Management (TDM) Strategic Plan | PG. 44 |



TRANSPORTATION COMMITTEE AGENDA

ACTION ITEMS

9. Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Amendment 2 to Connect SoCal 2024 PG.78
10 Mins.
(Warren Whiteaker, Department Manager, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council (RC) adopt:

1. Resolution No. 26-XXX-X approving Amendment 2 to Connect SoCal 2024 (2024-2050 Regional Transportation Plan and/Sustainable Communities Strategy) and its corresponding conformity determinations; and
2. Resolution No. 26-XXX-X approving the 2026-27 through 2031-32 Federal Transportation Improvement Program (2027 FTIP).

10. Connect SoCal 2050: Policy Development Framework 15 Mins. PG. 187
(Camille Guiriba, Senior Regional Planner, SCAG and Sarah Dominguez, Department Manager, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council adopt the Connect SoCal 2050 Policy Development Framework.

INFORMATION ITEMS

11. Quick-Build Transportation Safety Projects 10 Mins. PG. 203
(Andres Carrasquillo, Principal Regional Planner, SCAG)
12. Planning for Main Streets Update 15 Mins. PG. 210
(Rachel Om, Senior Regional Planner, SCAG)

CHAIR'S REPORT

(The Honorable Mike T. Judge, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

MINUTES

Southern California Association of Governments
September 3, 2026

MINUTES OF THE REGULAR MEETING TRANSPORTATION COMMITTEE (TC) THURSDAY, JULY 2, 2026

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its special meeting in person and virtually (telephonically and electronically). A quorum was present.

Members Present:

Hon. Mike T. Judge (Chair)

Hon. Steven Ly (Vice Chair)

Hon. Zeel Ahir

Hon. Phil Bacerra

Hon. Ryan Balius

Hon. Kathryn Barger

Hon. Jeanette Burns

Hon. Jonathan Dumitru

Hon. John Dutrey

Hon. Bryan Fish

Hon. Jason Gibbs

Hon. William Go

Mr. Paul Granillo

Hon. Curt Hagman

Hon. Jan Harnik

Hon. Laura Hernandez

Hon. Lauren Hughes-Leslie

Hon. Fred Jung

Hon. Ardy Kassakhian

Hon. Trish Kelley

Hon. Linda Krupa

Hon. Kaylee Law

Hon. Carlos Leon

Hon. Clint Lorimore

Hon. Ken Mann

Hon. Steve Manos

Hon. Ray Marquez

Rosemead

Artesia

Santa Ana, Pres. Appt.

Anaheim

Orange

Montclair

Culver City

Santa Clarita

Irvine

Port Hueneme

Lancaster

Fullerton

Glendale

Hemet

Walnut

Eastvale

Lancaster

Lake Elsinore

Chino Hills

VCTC

District 32

GCCOG

Member at Large

District 19

Los Angeles County

Morongo Band of Mission Indians

District 17

District 9

WSCCOG

NCTC

District 14

Business Representative

San Bernardino County

RCTC

District 45

NCTC JPA

District 21

District 42

TCA

District 3

Member at Large

OCTA

District 4

NCTC

District 63

District 10

Hon. Larry McCallon		Air District Representative
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Zizette Mullins	<i>Burbank</i>	AVCJPA
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. David Ready	<i>Palm Springs</i>	CVAG
Hon. Gil Rebollar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member
Hon. Gabriel Reyes	<i>Adelanto, Pres. Appt.</i>	Member at Large
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. William Uphoff	<i>Lomita</i>	SBCCOG
Hon. Michael Vargas	<i>Perris, Pres. Appt.</i>	Member at Large
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG

Members Not Present:

Hon. Javier Amezcua	<i>Calipatria</i>	ICTC
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Megan Kerr	<i>Long Beach</i>	Member at Large
Hon. Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Dennis Michael	<i>Rancho Cucamonga</i>	SBCTA
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5



Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Asam Sheikh	<i>Torrance</i>	SBCCOG
Hon. Hilda Solis		Los Angeles County
Hon. Edward Twining	<i>Huntington Beach</i>	District 64
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Alan Wapner		SBCTA

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:30 a.m. Hon. Zeel Ahir, Artesia, GCCOG, led the pledge of allegiance.

PUBLIC COMMENT

Chair Judge opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for comments on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov.

No members of the public requested to comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – June 4, 2026

Receive and File

2. 2026-2027 Presidential Priorities
3. Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2

ACTION ITEMS

4. Draft 2027 FTIP and Draft Connect SoCal 2024 Amendment 2 – Release for Public Review and Comment

There were no public comments on Item No. 4.

Stephanie Chin, SCAG staff, provided an update on the 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2. Ms. Chin stated the FTIP is a list of transportation projects that are federally funded, subject to federal action or are regionally significant from an air quality standpoint. She noted the FTIP covers 6 years of programming, includes multiple modes of transportation and meets the requirement of aligning with Connect SoCal. Further, a majority of funding is from local and state sources. The 2027 FTIP outlines \$48.5 billion in funding for 1,800 projects. A total of total \$25 billion is outlined for highway and road projects and \$23 billion for transit projects. Ms. Chin noted the 2027 FTIP meets the five tests for transportation conformity including consistency with the 2024 RTP/SCS and it contains a regional emissions analysis and timely implementation of Transportation Control Measures (TCMs). She reviewed Connect SoCal Amendment 2 noting there are regular project additions or deletions, changes in project scope, cost and schedule and there is a need to amend Connect SoCal. Amendment 2 includes 722 project modifications. She noted with the committee's approval the FTIP and Connect SoCal Amendment 2 will be released for public review and comment.

Hon. Trish Kelley, Mission Viejo, Transportation Corridor Agencies, commented that there will be additional projects submitted by the TCA during the public comment period and TCA has been working with staff for their inclusion in the 2027 FTIP.

5. SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy

There were no public comments on Item No. 5.

Mariana Pulido, SCAG staff, reported on SCAG's Toll Credit/Transportation Development Credit (TC/TDC) Policy. She noted Toll Credits, also referred to as Transportation Development Credits (TDC) is a federal financing tool that may be used to satisfy the non-federal match requirements on eligible federally funded transportation projects. The use of TC/TDC allows eligible projects to receive up to 100 percent federal share which reduces the need for local matching funds, increasing the region's ability to deliver transportation investments. Toll revenues are invested in eligible transportation investments. While this does not provide new funding, it allows agencies to maximize their funding activities. She noted today's action is consistent with Caltrans requirements and methodology, and the policy supports a transparent regional framework.

Hon. Steve Manos, Lake Elsinore, commented that a greater financial burden will be placed on counties and asked what can be done. Warren Whiteaker, SCAG staff, agreed that counties need stronger financial support.

6. Last Mile Freight Program Rebate Program Reopening and Application Selection Process

There were no public comments on Item No. 6.

Ryan Laws, SCAG staff, reported on the Last Mile Freight Program Reopening and process. Mr. Laws noted the program is part of USEPAs Climate Pollution Reduction Grant with South Coast Air Quality Management District. He stated SCAG is implementing measure 2.2 which is a rebate program for freight fleets that want to use zero emission last mile vehicles. The initial opening focused on Class 4 and 5 vehicles as a replacement for diesel trucks. At that time 13 applications were received that satisfied the requirements. He noted that after further collaboration with AQMD, eligibility has been expanded to include Class 4 to 8 vehicles. Additionally, rebate amounts can be increased based on the size of the vehicle. It is anticipated the program will open this month though a date has not been determined. Today's approval would recommend that the Regional Council approve the release of the updated LMPF and reopen the program.

Hon. Larry McCallon, Air District Representative, commented that it would be a challenge to find Class 4, 5 and 6 electric trucks. Mr. Laws agreed noting eligibility for Class 7 and 8 trucks was included to widen options.

A MOTION was made (Hagman) to approve Consent Calendar Item 1; and Receive and File items 2 and 3; and, recommend that the Regional Council (RC) authorize the release of the Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 (2024-2050 Regional Transportation Plan and/Sustainable Communities Strategy) Amendment 2 for public review and comment, and; recommend that the Regional Council approve the SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy, and; recommend that the Regional Council approve the release of the updated Last Mile Freight Program (LMFP) Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to reopen the program, subject to South Coast Air Quality Management District (SCAQMD) review and incorporation of any non-substantive or required revisions. The motion was SECONDED (Dutrey) and passed by the following roll call votes.

AYES: Ahir, Bacerra, Balius, Dumitru, Dutrey, Fish, Gibbs, Go, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Jung, Kassakhian, Kelley, Krupa, Law, Lorimore, Ly, Mann, Manos, Marquez, McCallon, McLean, Mullins, Navarro, Ready, Rebollar, Reece, Reyes, Ruiz, Sanchez, Simonoff, Smith, Spiegel, Sternquist, Tye, Uphoff, Vargas, Wagner, Wallace, Weintraub, Wong (43)

NOES: None (0)

ABSTAIN: Burns (1)

INFORMATION ITEMS

7. Transportation Committee Outlook and Future Agenda Items

There were no public comments on Item No. 7.

Annie Nam, SCAG staff, reviewed the committee outlook and agenda items.

8. The Road to LA28: Transportation Demand Management (TDM) Strategic Plan

There were no public comments on Item No. 8.

Courtney Aguirre, SCAG staff, provided an update on LA 28 Traffic Demand Management (TDM) Strategic Plan. Ms. Aguirre stated that SCAG serves as lead agency for the Transportation Demand Management (TDM) Subcommittee and co-leads the GME Communications and Outreach Subcommittee alongside LA 28. In partnership with other agencies, a 2028 Games Regional TDM Approach was crafted. She stated SCAG will have different levels of activity in the process, leading in some activities, partnering or supporting in other roles. Some of the central activities include regional communications and outreach, regional wayfinding, mobility and access programs. Overall goals include supporting travel with purpose, safe and reliable regional mobility and regional collaboration. Tasha Higgins, Caltrans, continued the presentation. Ms. Higgins stated a Games Route Network (GRN) has been developed serving athletes and officials, credential vehicles, spectators, employees and volunteers. She reviewed the GRN noting HOV and toll lanes would be used to facilitate regional mobility. Next, she reviewed special areas needing particular consideration around security and planning. Ms. Higgins emphasized the need for TDM so the games can proceed smoothly.

Hon. Zeel Ahir, Artesia, GCCOG, reflected on her experience riding Metro for today's meeting. She also introduced a group of two dozen high school students visiting to learn more about regional planning. She also asked about highway maintenance and appearance.

Hon. Zhen Wu, San Clemente, OCCOG, asked about rail use for the games and if any of his city streets would be affected. Ms. Higgins responded that rail is an important part of the mobility strategy. And that no streets in his city would be utilized.

CHAIR'S REPORT

Hon Mike Judge, Simi Valley, VCTC, reported that last month SCAG published its Greenprint Mapping Tool. He noted the Greenprint tool supports local jurisdictions, transportation agencies, stakeholders and local communities to make strategic land use and infrastructure decisions, support conservation investments and offset the impacts of transportation and development projects. He also welcomed visiting students from the City of Artesia. He announced the committee will meet again in September.



METROLINK REPORT

Hon. Marty Simonoff, Brea, reported that on August 26, Metrolink will conduct a public hearing on its current simplified fare structure following pilot project efforts. The pilots included fewer ticket types and lower monthly pass prices. Public support has been encouraging.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 11:00 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report															
2026- 27															Total Mtgs Attended To Date
MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Ahir, Zeel	Artesia, GCCOG	1	1											2	
Amezcuca, Javier	Calipatria, ICTC													0	
Bacerra, Phil	Santa Ana, Pres. Appt. (Member at Large)		1											1	
Balius, Ryan	Anaheim, District 19	1	1											2	
Barger, Kathryn	Los Angeles County		1											1	
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1												1	
Bishop, Austin	Palmdale, District 43													0	
Burns, Jeanette	Morongo Band of Mission Indians		1											1	
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1												1	
Dumitru, Jonathan	Orange, RC District 17	1	1											2	
Dutrey, J. John	Montclair, District 9	1	1											2	
Brian, Fish	Culver City, WCCOG	1	1											2	
Gibbs, Jason	Santa Clarita, NCTC	1	1											2	
Go, William	Irvine, District 14	1	1											2	
Granillo, Paul	Business Representative		1											1	
Hagman, Curt	San Bernardino County		1											1	
Harnik, Jan	RCTC	1	1											2	
Hernandez, Laura	Port Hueneme, RC District 45		1											1	
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1	1											2	
Hutt, Heather	Los Angeles, RC District 57													0	
Judge, Mike	VCTC	1	1											2	
Jung, Fred	Fullerton, RC District 21	1	1											2	
Kassakhian, Ardy	Glendale, District 42	1	1											2	
Kelley, Trish	TCA Representative	1	1											2	
Megan, Kerr	Long Beach, Pres. Appt. (Member at Large)	1												1	
Kleiman, Lauren	Newport Beach, District 15													0	
Krupa, Linda	Hemet, RC District 3	1	1											2	
Lara, Andrew	Pico Rivera, Dist 31													0	
Law, Kaylee	Walnut, Pres. Appt. (Member at Large)	1	1											2	
Leon, Carlos	OCTA		1											1	
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1												1	
Lorimore, Clint	Eastvale, RC District 4	1	1											2	
Ly, Steven	Rosemead, District 32	1	1											2	
Mann, Ken	Lancaster, NCTC	1	1											2	
Manos, Steve	Lake Elsinore, RC District 63	1	1											2	
Marquez, Ray	Chino Hills, RC District 10	1	1											2	
McCallon, Larry	Air District Representative	1	1											2	
McLean, Marsha	Santa Clarita, RC District 67	1	1											2	
McOsker, Tim	Los Angeles, RC District 62													0	
Michael, Dennis	Rancho Cucamonga, SBCTA	1												1	
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1												1	
Moore, Carol	Laguna Woods, OCCOG		1											1	
Mullins, Zizette	Burbank, AVCJPA		1											1	
Munoz-Guevara, Juan	Lynwood, GCCOG	1												1	
Navarro, Frank	Colton, RC District 6	1	1											2	
Ready, David	Palm Springs, CVAG	1	1											2	
Rebollar, Gil	Brawley, RC District 1		1											1	

Reece, Ed	Claremont, SGVCOG	1	1															2
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member		1															1
Reyes, Gabriel	Adelanto, Pres. Appt. (Member at Large)		1															1
Ruiz, Crystal	Sna Jacinto, WRCOG	1	1															2
Saleh, Ali	Bell, RC District 27																	0
Sanchez, Steve	La Quinta, District 66		1															1
Sandoval, Tim	Pomona, RC District 38	1																1
Schwank, Zak	Temecula, RC District 5	1																1
Sharif, Emma	Compton, District 26	1																1
Sheikh, Asam	Torrance, SBCCOG	1																1
Simonoff, Marty	Brea, RC District 22	1	1															2
Smith, Ward	Placentia, OCCOG	1	1															2
Solis, Hilda	Los Angeles County																	0
Speake, Wes	Corona, WRCOG	1	1															2
Spiegel, Karen	Riverside County		1															1
Sternquist, Cynthia	Temple City, SGVCOG	1	1															2
Twining, Butch	Huntington Beach, District 64																	0
Tye, Steve	Diamond Bar, RC District 37	1	1															2
Uphoff, William	Lomita, SBCCOG	1	1															2
Vargas, Michael	Perris, Pres. Appt. (Member at Large)		1															1
Voigts, Scott	Lake Forest, OCCOG																	0
Wagner, Don	Orange County	1	1															2
Wallace, Colleen	Banning, WRCOG	1	1															2
Wapner, Alan	SBCTA	1																1
Weintraub, Alicia	Calabasas, LVMCOG		1															1
Wong, Thomas	Monterey Park, RC District 34	1	1															2
Wu, Zhen	San Clemente, OCCOG	1	1															2



AGENDA ITEM 2

REPORT

Southern California Association of Governments

September 3, 2026

To: TC - Transportation Committee

From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov

Subject: Transportation Committee Outlook and Future Agenda Items

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, which is the guiding document for SCAG's regional planning, programming, and local assistance activities. Each year during the Executive Administration Committee (EAC) Retreat, the President leads a conversation with the Chairs and Vice Chairs of all policy committees and the full EAC membership to discuss priorities for implementing and updating Connect SoCal alongside meeting other federal and state requirements. For FY2027, the TC Outlook reflects outcomes of the 2026 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item and can be pulled by the Chair for discussion at the request of members for input and modifications.

BACKGROUND:

The work of the Southern California Association of Governments (SCAG) and the leadership from the agency's Policy Committees and Regional Council is driven by SCAG's legally mandated duties as a Metropolitan Planning Organization (MPO) for Southern California, the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 as well as, the agency Strategic Plan approved by the Executive Administrative Committee on May 1, 2024¹.

Transportation Committee (TC) Outlook and Framework

The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed.

In addition, as appropriate within the scope of each Policy Committee, the FY2027 Presidential Priorities are incorporated in the Outlook.

- Clean Transportation Technology
- Housing Production
- Regional planning in support of the 2028 Olympic & Paralympic Games
- Infrastructure as Driver of Housing & Economic Development

The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that this agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the Transportation Policy Committee and the considerations noted above.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. TC Committee Agenda Outlook for FY27

Transportation Committee Agenda Outlook for FY2027

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items		
July	- Draft 2027 FTIP and Connect SoCal 2024 Amendment 2 for public review - Toll Credit / Transportation Development Credit Policy	Games TDM Strategic Plan *	Last Mile Freight Program INVEST CLEAN Rebate Program *
Aug	No Meetings		
Sept	- Connect SoCal 2050: Policy Development Framework - Connect SoCal 2050: Project List Solicitation Process	- Approval of 2027 FTIP and Amendment 2 to Connect SoCal 2024 Program Guidelines Update for FFY29 & FFY30 STBG/CMAQ Call for Projects (moved to Oct.) - Planning for Main Streets Update	Smart Cities Strategic Plan Update* (moved to Oct) SS4A Program Update* (individual programs to be presented in FY27) - Trade Corridor Enhancement Program Update (R&F)
Oct	- Connect SoCal 2050: Regional Planning Policies & Implementation Strategies Updates - Connect SoCal 2050: Core Revenue Forecast	- FFY27 OTS Acceptance of Funds - Smart Cities Strategic Plan Update*	- RPI Program Update - Go Human New Creative - Program Guidelines Update for FFY29 & FFY30 STBG/CMAQ Call for Projects

*Presidential Priorities :

•Clean Transportation

•Regional planning in support of the 2028 Olympic & Paralympic Games

Transportation Committee Agenda Outlook for FY2027

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items		
Nov	- Connect SoCal 2050: Operations & Maintenance Policy - Games TDM Strategy Update *	- Regional Transit Target Setting - Goods Movement Resiliency/Readiness Planning Study	Trade Corridor Enhancement Program Approval
Dec	Joint Policy Committee Meeting: Economic Update		
Jan	- Connect SoCal 2050: Draft Performance Measures - Sustainable Communities Program - Civic Engagement, Equity & Environmental Justice Program Outcomes	- Draft Regional Transportation Safety Targets for 2027 - Regional Safety Action Plan Update	Alternative Technology Assessment for Freight *
Feb	- Connect SoCal 2050: Draft Core Revenues and Costs - Connect SoCal 2050: Mobility Framework	- Connect SoCal 2050: Goods Movement & Aviation Framework - Connect SoCal 2050: Travel & Tourism Framework	- Transportation Conformity Challenges in the SCAG Region - Connect SoCal 2050: LDX Results - A First Look

*Presidential Priorities :

•Clean Transportation

•Regional planning in support of the 2028 Olympic & Paralympic Games

Transportation Committee Agenda Outlook for FY2027

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items		
Mar	Joint Policy Committee		
April	• Games TDM Strategy Update * • Connect SoCal 2050: Draft New Funding Strategies • Connect SoCal Futures: Update • 2027 Regional Active Transportation Program	• Smart Cities Strategic Plan Final * • Smart Cities Call for Projects Guidelines * • Connect SoCal 2050: Region and County Forecast, post-LDX Evaluation	• CTC Partnership Program Closeout • Clean Cities Coalition Strategic Plan • SS4A Community Streets Grants Guidelines
May	General Assembly		
June	• Connect SoCal 2050: Policies for Draft Plan • Connect SoCal 2050: Final Performance Measures	• SoCal Airport Access and Mobility Study *	• Planning for Main Streets: Draft Final Report • Regional Safety Action Plan Update

*Presidential Priorities :

•Clean Transportation

•Regional planning in support of the 2028 Olympic & Paralympic Games



AGENDA ITEM 3

REPORT

Southern California Association of Governments

September 3, 2026

To: CEHD - Community, Economic, and Human Development Committee
EEC - Energy and Environment Committee
TC - Transportation Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

From: Karen Calderon, Principal Regional Planner (PS)
213-236-1983, calderon@scag.ca.gov

Subject: Connect SoCal 2050: CEQA Documentation Initiation

RECOMMENDED ACTION FOR CEHD, EEC, TC, AND RC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

Pursuant to the California Environmental Quality Act (CEQA), SCAG is the Lead Agency responsible for preparing a Program Environmental Impact Report (PEIR) for the upcoming 2028-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), titled Connect SoCal 2050 (Plan). The PEIR will serve as a programmatic CEQA document that will provide a cumulative and regional-scale assessment of potential environmental effects of the transportation improvements and land use developments discussed in Connect SoCal 2050. The purpose of this staff report is to inform the Energy & Environment Committee (EEC) that staff will be initiating the CEQA process and environmental documentation for Connect SoCal 2050. SCAG staff will provide periodic updates on the development of the PEIR at future EEC meetings.

BACKGROUND:

Connect SoCal 2050 is a long-term plan which outlines the development and preservation of the region's transportation system. For a transportation project to become eligible for federal funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates compliance with California Air Resources Board targets for greenhouse gas (GHG) emission reduction from cars and light duty trucks. CEQA, codified at California Public Resources Code Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at 14 California Code of Regulations Section 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report (EIR) for the

Plan because approving or adopting the Plan is a discretionary governmental action (CEQA Guidelines Section 15002(b)).

Connect SoCal 2050 is a regional planning document and necessitates preparation of a programmatic EIR (PEIR) as the appropriate CEQA document. A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” and may serve as a foundation for subsequent, site-specific environmental review documents for individual transportation and development projects in the region (CEQA Guidelines Sections 15168 and 15385). The PEIR will serve as a programmatic document that provides a region-wide assessment of potential significant environmental effects of Connect SoCal 2050. The PEIR will provide an opportunity to inform decision-makers and the public about these effects. The PEIR will evaluate and disclose region-wide, potential significant environmental effects, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts of the Plan at a programmatic level. The PEIR will propose and evaluate feasible mitigation measures capable of avoiding or reducing the significant effects of the Plan. The PEIR will also consider a range of reasonable alternatives to the Plan, including the no-project alternative and alternatives that could feasibly accomplish most of the basic objectives of the Plan and could avoid or substantially lessen any of the significant adverse environmental effects of the Plan.

CURRENT STATUS OF THE PEIR:

On July 2, 2026, SCAG’s Regional Council (RC) approved the PEIR Legal Services contract (27-004-C01) to assist SCAG staff with the preparation of a legally defensible document. On September 3, 2026, SCAG staff is presenting to SCAG’s Executive Administration Committee (EAC), followed by the RC, a contract for CEQA consulting services to assist with preparation of the PEIR and associated technical studies. The consultants will assist SCAG staff in completing the PEIR and provide needed technical and legal knowledge, expertise, and services to ensure compliance with all applicable federal and state planning and environmental laws for the PEIR.

NEXT STEPS:

SCAG staff will be preparing a Notice of Preparation (NOP) of a PEIR for Connect SoCal 2050 and come back to the EEC to seek authorization for the release of the NOP, which will formally initiate the PEIR process. The NOP will undergo a required 30-day public review and comment period to notify public agencies, organizations, and interested parties that SCAG plans to prepare a PEIR for Connect SoCal 2050 and seek their comments and input with respect to the scope and content of the environmental information to be considered and evaluated in the Draft PEIR. Pursuant to CEQA Guidelines section 15082(c), SCAG will conduct at least one public scoping meeting during the NOP review period. The public scoping meeting(s) will provide a presentation on Connect SoCal 2050’s development process and allow for further comments on the environmental information to be included in the PEIR. Comments and input received will be evaluated for incorporation into the Draft PEIR and will help



inform the scope and content of the Draft PEIR's environmental analysis, mitigation measures, and alternatives analysis.

FISCAL IMPACT:

No fiscal impact.



AGENDA ITEM 4

REPORT

Southern California Association of Governments

September 3, 2026

To: CEHD - Community, Economic, and Human Development Committee
EEC - Energy and Environment Committee
TC - Transportation Committee
RC - Regional Council

From: Ryan Banuelos, Senior Regional Planner
213-630-1532, banuelos@scag.ca.gov

Subject: Transportation Conformity Determinations of Proposed Final 2027
Federal Transportation Improvement Program (FTIP) and Proposed Final
Connect SoCal 2024 Amendment 2

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the transportation conformity determinations of the proposed final 2027 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 2; and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration and Federal Transit Administration for final approval.

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Approve the transportation conformity determinations of the proposed final 2027 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 2; and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration and Federal Transit Administration for final approval.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

Over the past several months, SCAG staff has developed the transportation conformity analyses for the proposed final 2027 Federal Transportation Improvement Program (FTIP) and proposed final Connect SoCal 2024 Amendment 2. On July 2, 2026, the Regional Council (RC) authorized the release of the draft transportation conformity analyses of the draft 2027 FTIP and the draft Connect SoCal 2024 Amendment 2 for a 30-day public review and comment period spanning July 6, 2026 through August 4, 2026. SCAG received 24 comments on the draft 2027 FTIP and 15 comments on the draft

Connect SoCal 2024 Amendment 2. The comments were technical in nature and did not affect transportation conformity analyses or findings. As such, staff has determined that the proposed final 2027 FTIP and proposed final Connect SoCal 2024 Amendment 2 meet all applicable federal transportation conformity requirements and demonstrate positive transportation conformity. Staff is seeking the EEC's recommendation and then on the same day the RC's approval of the transportation conformity determinations and authorization to submit the documents to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final federal approval.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) under state law. In this role, SCAG develops and maintains the Federal Transportation Improvement Program (FTIP) every two years and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years in cooperation with the State (Caltrans), county transportation commissions (CTCs), and public transit operators.

As the MPO for Southern California, SCAG must comply with federal and state transportation and air quality planning regulations. SCAG's RTP/SCS, FTIP, and their amendments are required to demonstrate regional transportation conformity and receive federal approval of transportation conformity determination in accordance with the U.S. Environmental Protection Agency (EPA) Transportation Conformity Regulations and the federal Clean Air Act (CAA). Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs, while the federal CAA establishes air quality standards and planning requirements for criteria air pollutants.

Federal transportation conformity regulations require the FTIP, RTP/SCS, and applicable amendments to satisfy five transportation conformity tests: (1) consistency with the adopted Connect SoCal 2024, as amended; (2) regional emissions analysis; (3) timely implementation of transportation control measures (TCMs); (4) financial constraint; and (5) interagency consultation and public involvement. Staff completed all required analyses and determined that the proposed final 2027 FTIP and proposed final Connect SoCal 2024 Amendment 2 satisfy each and all of these requirements.

Pursuant to applicable federal transportation conformity regulations, staff developed the federally required transportation conformity analyses for the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2. The draft analyses relied on and updated the transportation conformity analyses for Connect SoCal 2024, which received final federal approval on May 10, 2024, as well as those for the 2025 FTIP and Connect SoCal 2024 Amendment 1, which received final federal approval on December 16, 2024.

Following the recommendation by the EEC and then the authorization by the RC on July 2, 2026, the draft transportation conformity analyses were released as part of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 for a 30-day public review and comment period from July 6, 2026 through August 4, 2026. Staff held two public hearings on July 21 and July 28, 2026. The hearings were publicly noticed in newspapers throughout the region and provided opportunities for stakeholder and public input.

SCAG received 24 comments on the draft 2027 FTIP and 15 comments on the draft Connect SoCal 2024 Amendment 2. The comments were primarily technical in nature and did not raise issues affecting transportation conformity. Based on a review of the public comments, staff has finalized the federally required transportation conformity analyses and determined that the proposed final 2027 FTIP and the proposed final Connect SoCal 2024 Amendment 2 continue to meet all five required transportation conformity tests. Therefore, they demonstrate positive transportation conformity.

In addition to the public review and consistent with federal transportation conformity requirements, SCAG conducted and completed the federally required interagency consultation through Transportation Conformity Working Group meetings held between April and August 2026. Participating agencies included FHWA, FTA, U.S. EPA, Caltrans, the California Air Resources Board (CARB), and local air quality agencies. No issues were identified during consultation that would affect the proposed final transportation conformity determinations.

As previously discussed with the EEC, the anticipated transportation conformity lockdown associated with the Coachella Valley ozone motor vehicle emissions budget does not affect the transportation conformity determinations for the proposed final 2027 FTIP and proposed final Connect SoCal 2024 Amendment 2. For more information, please visit: [Energy and Environment Committee June 4, 2026 Full Agenda Packet](#) (Agenda Item 4).

At its meeting today on September 3, 2026, the Transportation Committee (TC) is considering recommending approval of the proposed final 2027 FTIP and Connect SoCal 2024 Amendment 2. On a separate but parallel track through this report, the EEC is considering recommending approval of the associated transportation conformity determinations. The recommendations from the TC and EEC will then proceed on the same day (September 3, 2026) to the RC, to approve the proposed final transportation conformity determinations, final 2027 FTIP, and final Connect SoCal 2024 Amendment 2, and direct staff to carry out administrative tasks for submittal of the RC-approved documents to FHWA and FTA for final federal approval.

Upon approval by the RC, the transportation conformity determinations for the 2027 FTIP and Connect SoCal 2024 Amendment 2 will be submitted to FHWA and FTA for final federal approval. Federal approval is anticipated in December 2026. Once approved, the 2027 FTIP and Connect SoCal

2024 Amendment 2 will provide the federal planning and programming approvals necessary for transportation projects throughout the SCAG region to proceed toward implementation.

The proposed final 2027 FTIP is accessible at:

<https://scag.ca.gov/2027-ftip>

The proposed final Connect SoCal 2024 Amendment 2 is available at:

<https://scag.ca.gov/connect-socal>

FISCAL IMPACT:

No fiscal impact.



AGENDA ITEM 5

REPORT

Southern California Association of Governments

September 3, 2026

To: TC - Transportation Committee

From: Javier Silva, Associate Planner (PT and I)
213-630-1508, silva@scag.ca.gov

Subject: SCAG's Last Mile Services Project (LATA Grant)

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The California Public Utilities Commission approved SCAG's application for Local Agency Technical Assistance (LATA) grant funding on June 29, 2023, to conduct a Last Mile Project Assessment for the SCAG region. Completed in May 2026, the project provided technical assistance, planning analysis, public outreach, market assessment, and high-level infrastructure design to evaluate last mile broadband opportunities in three areas within the cities of Avalon, Ontario, and Port Hueneme. The assessment found that broadband deployment needs and implementation considerations vary across communities based on factors such as existing infrastructure, affordability, public safety needs, and local capacity. The complete LATA report is available at: <https://scag.ca.gov/sites/default/files/2026-08/2024-LATA-Key-Deliverables.pdf>.

BACKGROUND:

The Local Agency Technical Assistance (LATA) Program was a California Public Utilities Commission grant initiative established pursuant to Senate Bill 156 to support tribes and local agencies in expanding broadband access to unserved and underserved areas. The program provided funding for technical assistance, planning, and related pre-development activities intended to advance high-speed broadband infrastructure projects toward implementation.

On June 29, 2023, the CPUC approved SCAG's application to conduct a Last Mile Project Assessment for the SCAG region. The Regional Council authorized acceptance of the grant through adoption of Resolution No. 23-657-1 on July 6, 2023. The purpose of the project was to assist local jurisdictions with limited technical, staff, and financial capacity in identifying and analyzing opportunity areas and

developing high-level designs for last mile broadband infrastructure. The project focused on communities experiencing unserved, underserved, or unaffordable internet access, including areas with high concentrations of low-income households, students facing connectivity challenges, senior citizens, and residents with limited access to public safety services and other essential resources.

Project Selection

SCAG utilized GIS analysis and one-on-one interviews with local jurisdictions to identify potential opportunity areas. The assessment considered several data sets, including CPUC broadband scores, Federal Communications Commission broadband data, and CalEnviroScreen. In accordance with CPUC guidelines, SCAG did not engage in technical assistance activities with local jurisdictions that had already received LATA funding, except as necessary for coordination, and did not pursue work that would duplicate or supersede existing local efforts or result in unnecessary or redundant network infrastructure.

Based on the technical analysis and interviews with local jurisdictions, SCAG identified three opportunity areas for additional technical work within the cities of Avalon, Ontario, and Port Hueneme.

In Avalon, city staff identified broadband connectivity as an issue affecting public safety and access to essential services. For example, staff reported that residents in rural areas may experience difficulty connecting to 9-1-1 and other emergency services. The community also faces affordability challenges, slow internet speeds, student connectivity issues, and impacts to tourism associated with inadequate Wi-Fi service.

In Ontario, the city had previously applied for LATA funding but was not awarded a grant by the CPUC. Unlike the other opportunity areas, Ontario had dedicated IT and broadband staff available to support the project, demonstrating local capacity and commitment to advancing broadband improvements. The assessment also identified lower-income communities and schools that could benefit from faster and more affordable broadband service.

In Port Hueneme, the opportunity area included Hueneme Bay, a public area that faces public safety concerns during public events (i.e., festivals, open markets, etc). Similar to Avalon, portions of that area face difficulties connecting to 9-1-1 and other emergency services.

Technical Tasks

Following identification of the three opportunity areas, SCAG and its consultant team completed a range of planning and technical tasks to further evaluate broadband needs and potential implementation approaches. The work included grant administration; broadband infrastructure existing conditions analysis; needs assessment; public outreach; gap analysis; public asset inventory; market assessment; route determination; Internet Service Provider outreach; development of a 10-

year last mile technology roadmap; financing and implementation assessments; last mile conceptual maps; and technology deployment strategies.

Existing Conditions Analysis

The broadband infrastructure existing conditions analysis evaluated broadband usage and the technologies currently used to deliver internet service across the six-county SCAG region, subject to available data. Technologies evaluated include fiber optic, wireless, DSL, cable, and satellite services. The analysis considered factors such as technology type, location, transmission radius, capacity and availability, access points, ownership, exchange points, number of providers, advertised rates, subsidy program participation, and overall digital adoption. The project also developed an ArcGIS file geodatabase containing GIS datasets gathered or generated through the regional infrastructure assessment.

Needs Assessment

The needs assessment built upon findings from the infrastructure analysis and publicly available data to further evaluate conditions within the three opportunity areas. The assessment considered factors including disadvantaged community designations, internet adoption rates, internet accessibility, existing broadband infrastructure, and proximity to middle mile infrastructure. Public outreach was also conducted to better understand community connectivity needs and barriers related to internet adoption, service affordability, access to infrastructure and devices, and workforce, educational, and social service needs.

Market Assessment

The market assessment evaluated the telecommunications environment within each opportunity area, including existing facilities, available services, pricing, and broadband availability. Route determination evaluated potential broadband alignments and identified implementation considerations such as permitting and construction challenges, right-of-way requirements, access controls, temporary construction easements, fiber egress points, and opportunities to connect with existing or planned middle mile infrastructure. Assessment also included reaching out to ISPs operating within each selected region.

Route determination

The last mile conceptual maps illustrated potential broadband routes and access points within each opportunity area. The concepts considered factors such as estimated unit counts, utility pole locations, coverage areas, proposed technologies, and installation types, including new or existing aerial infrastructure, new or existing underground infrastructure, and dark fiber.

Technology Roadmap

The technology deployment strategies translated these findings into planning-level network concepts tailored to the conditions and needs of each community. The strategies evaluated network

technology, premise and user locations, physical network architecture, capacity, redundancy, backhaul requirements, construction assumptions, potential use of existing broadband infrastructure or planned middle mile segments, and planning-level costs. In Ontario, the strategy emphasized expansion of OntarioNet through a scalable fiber architecture incorporating distributed optical access equipment, passive splitters, network connection points, and long-term capacity for residential and business broadband service. In Avalon, the strategy emphasized tower-based fixed wireless service supported by microwave redundancy and the flexibility to accommodate future subsea fiber connectivity, recognizing backhaul capacity as an important long-term scaling consideration. In Port Hueneme, the strategy emphasized pole-mounted public Wi-Fi and fixed wireless distribution supported by approximately 6 Gbps of planned fiber backhaul capacity to provide shared public access within a high-traffic coastal environment.

Overall, the project demonstrated that broadband expansion within the SCAG region requires a combination of technical planning, local coordination, provider participation, and funding. The work also illustrated that each opportunity area presents distinct demographic, geographic, infrastructure, and implementation considerations. Moving from conceptual planning to deployment will therefore depend on local priorities, Internet Service Provider participation, available funding, and the ability to advance the recommended infrastructure concepts through subsequent design and implementation phases.

Financing and Implementation

The LATA financing and implementation reports identify approximate costs, potential funding sources, and implementation scenarios to support future planning for each of the 3 areas selected. For example, Avalon's effort identifies that long-term reliability may depend on major backhaul investments such as subsea fiber, making funding strategy and environmental review especially important. Ontario's report addresses a larger-scale municipal fiber opportunity, emphasizing the need to refine engineering and evaluate whether City ownership, third-party operation, or partnership models can make the investment financially sustainable. Port Hueneme's report advances a more targeted public Wi-Fi strategy for the beach area but notes that this type of community access project may be less competitive for traditional broadband infrastructure funding unless tied to eligible last-mile service outcomes.

The findings indicate that broadband implementation will depend on additional engineering costs, funding eligibility, environmental and permitting review, and selection of an appropriate ownership and operations model. Overall, the reports provide an initial high-level framework for advancing local broadband projects from planning towards funding and implementation.

FISCAL IMPACT:

Work associated with this item was included in the FY 25-26 Overall Work Program (OWP) in Task 100-4901.02 CPUC LATA Last Mile Services.



AGENDA ITEM 6

REPORT

Southern California Association of Governments
September 3, 2026

To: EEC - Energy and Environment Committee
TC - Transportation Committee

From: Priscilla Freduah-Agyemang, Senior Regional Planner (MP and GM)
213-236-1073, agyemang@scag.ca.gov

Subject: Innovative Clean Transit Regional Assessment Study Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) (Cal. Code Regs. Tit. 13 § 2023.1) regulation, which requires all public transit agencies to gradually transition to 100-percent zero-emission bus (ZEB) fleets by 2040. The regulation requires transit agencies to publish ZEB Rollout Plans and has purchase requirements for transit agencies of different sizes by year. To support the region in meeting the transition deadline, SCAG kicked off the Innovative Clean Transit Regional Assessment Study in summer 2025. The Study is intended to ensure transit agencies in the region are supported in their efforts to transition to ZEBs by the 2040 deadline. The Study assessed the efforts of the region's transit operators to develop and implement the ZEB Rollout Plans and evaluate the readiness of the region to transition to zero emission transit fleets. This staff report provides an update on the Study's progress to date, including the publication of the Study's final report and the associated toolkit.

BACKGROUND:

The six-county SCAG region boasts an extensive transit network spanning 33,485 miles of local, express, and bus rapid transit (BRT) routes. As outlined in SCAG's long-range plan, Connect SoCal 2024, this network is a cornerstone of the region's mobility ecosystem, providing essential access and connectivity for residents and visitors. Transit also plays a critical role in improving air quality and addressing climate change. According to the California Air Resources Board (CARB), transportation is responsible for approximately 37 percent of the state's greenhouse gas (GHG) emissions, with passenger vehicles contributing 26 percent. Expanding frequent, reliable, accessible, and affordable

transit service is key to increasing ridership and reducing emissions. Recognizing the need to achieve reduced emissions, the SCAG Regional Council adopted Resolution No. 23-654-5 in April 2023, establishing the Clean Transportation Technology Policy. This policy supports the development, commercialization, and deployment of a zero-emission transportation system while maintaining technology neutrality, allowing operators to invest in the technologies best suited to their operational needs. SCAG's commitment aligns with the State's efforts to motivate additional emissions reductions via the Innovative Clean Transit regulation, which the California Air Resources Board (CARB) adopted in December 2018. The regulation requires all public transit agencies to gradually transition to 100-percent zero-emission bus (ZEB) fleets by 2040. It also requires transit agencies to publish ZEB Rollout Plans and includes purchase requirements for transit agencies of different sizes by year.

INNOVATIVE CLEAN TRANSIT REGIONAL ASSESSMENT STUDY

The Innovative Clean Transit Regional Assessment Study examines how transit agencies across Southern California are preparing for this transition by evaluating existing fleet and infrastructure conditions, regional readiness, best practices, and key implementation challenges and opportunities. The Study was informed by document review, data analysis, case study research, targeted surveys, and interviews. Input was gathered from transit agencies, bus manufacturers, infrastructure providers, and utilities. As part of the stakeholder engagement process, the Study team provided updates and held discussions with and solicited feedback from SCAG's Regional Transit Technical Advisory Committee, Transportation Committee, and Energy and Environment Committee.

This staff report provides a final update on the Study's conclusion, including an overview of the final report, which builds on the key findings from the existing conditions, best practices, stakeholder engagement, and assessment of readiness, opportunities and challenges, the implementation action plan and the final report. Since the last update to the SCAG policy committees, the draft final report received feedback from transit agencies and stakeholders from across the region and the state. The project team resolved the feedback before finalizing the report.

OVERVIEW OF THE FINAL REPORT

The report organizes the Study's key findings into a series of clearly structured sections, and moves from context to action. Section 1 introduces the study purpose and regulatory background. Section 2 reviews best practices for ZEB regulation and planning, technology, infrastructure, operations, workforce, and funding. Section 3 summarizes existing conditions in the SCAG region, including rollout plans, deployment trends, infrastructure, policies, and workforce resources. Section 4 assesses regional readiness based on research, surveys, and interviews. Section 5 identifies key challenges and opportunities. Section 6 presents the implementation plan, including goals, actions, and supporting resources.

Section 1 – Introduction

The introduction establishes the regulatory framework and the importance of transitioning public transit fleets to zero-emission buses (ZEBs) as part of California’s broader climate and air quality goals and highlights the purpose of the Study. The section highlights the ICT regulation requirements for transit agencies to gradually increase ZEB purchases, prepare ZEB Rollout Plans, and report progress annually to the California Air Resources Board (CARB), while providing flexibility through compliance options and exemptions where necessary.

Section 2 – Best practices

The report finds that successful ZEB deployment requires a comprehensive approach that extends beyond vehicle procurement. Effective programs integrate regulatory compliance with agency planning documents, align technology choices with operational needs, coordinate infrastructure development early, and invest in workforce readiness. Battery-electric buses are generally better suited for shorter and more predictable routes, while fuel-cell buses can be advantageous for longer or higher-mileage service. Agencies that plan holistically, coordinate closely with utilities, phase infrastructure investments, and leverage multiple funding sources are better positioned to deploy ZEBs efficiently and cost-effectively

Section 3 – Existing conditions

The SCAG region is a statewide leader in ZEB deployment, accounting for more than half of California’s deployed zero-emission buses. Most agencies are pursuing battery-electric technologies, although several larger operators are advancing mixed battery-electric and fuel-cell strategies. Charging infrastructure is expanding rapidly, with hundreds of chargers planned or operational, while hydrogen fueling infrastructure continues to develop at key transit facilities. Agencies benefit from a diverse mix of federal, state, regional, and utility funding programs, and workforce training resources are growing, though many agencies still require additional technical and financial support to scale implementation.

Section 4 – Regional Readiness

The Study finds that the SCAG region demonstrates strong overall readiness for the ZEB transition, supported by state policy mandates, regional planning alignment, and significant early deployment activity. However, readiness varies considerably among agencies. Larger operators are advancing complex, multi-depot deployments and actively implementing fleet transitions, while many smaller agencies remain in the planning or early deployment stages. Infrastructure readiness, particularly utility capacity, interconnection timelines, permitting, and facility upgrades, remains the most significant factor affecting deployment schedules. Funding uncertainty, workforce capacity limitations, and the evolving maturity of the ZEB market also affect readiness levels. The report categorizes agencies into operational leaders, agencies currently delivering fleets and infrastructure, and agencies still building foundational readiness, demonstrating that while the region has

established strong momentum, targeted support is needed to ensure all operators can successfully transition.

Section 5 – Key Challenges and Opportunities

This section identifies several major challenges that continue to slow ZEB implementation. These include gaps in rollout planning, technology and operational uncertainties, lengthy permitting and utility coordination processes, limited staffing capacity, and significant vehicle and infrastructure costs. At the same time, substantial opportunities exist to accelerate deployment through stronger integration of ZEB plans into agency planning processes, enhanced peer learning and regional coordination, standardized tools and procurement strategies, improved utility engagement, better access to funding information, workforce development partnerships, and selective use of shared charging and fueling infrastructure.

Section 6 – Implementation Action Plan

The implementation plan provides a structured roadmap built around five goals: strengthening regulatory readiness and technology advancement, improving infrastructure planning, creating sustainable funding pathways, building long-term workforce capacity, and promoting integrated planning with related zero-emission transportation initiatives. The plan includes short-, medium-, and long-term actions designed to help agencies move from planning to implementation. Recommended actions include expanding technical assistance, strengthening utility coordination, supporting workforce training, developing funding tools, promoting joint procurement opportunities, facilitating peer exchange, and creating regional monitoring and readiness tracking systems. These actions are intended to help agencies overcome deployment barriers and achieve a reliable and financially sustainable transition to zero-emission fleets by 2040.

Appendices

The appendices serve as the report's technical reference library and implementation resource. They provide detailed information on agency-specific rollout plans, ZEB deployment statistics, charging and hydrogen infrastructure inventories, federal regulations, planning frameworks, technology evaluation case studies, technology selection criteria, innovative charging and energy-management solutions, cost benchmarks, and a deployment toolkit. Together, these materials offer practical guidance that transit agencies can use to support planning, procurement, infrastructure development, workforce training, funding applications, and long-term fleet transition decision-making, reinforcing the report's recommendations with detailed data and implementation tools

ZERO-EMISSION BUS DEPLOYMENT TOOLKIT

The Toolkit provides practical guidance to transit agencies on planning, procuring, deploying, and operating ZEBs and supporting infrastructure. It translates complex technical, operational, and organizational considerations into accessible resources, including step-by-step guidance, templates, decision-support tools, and focused fact sheets. These resources are designed to help agencies

navigate key decisions throughout the project lifecycle while considering cost, scalability, and operational needs.

More information on the Study along with the Final Report and Study Toolkit are available on the SCAG [website](#).

NEXT STEPS

SCAG staff hosted a Toolbox Tuesday Session on “Advancing Clean Transit Through Innovative Tools and Strategies” on August 18. A recording will be posted online: <https://scag.ca.gov/toolbox-tuesday>. Staff are currently identifying additional options for furthering the work of the Study and sharing the Toolkit across the region and beyond.

FISCAL IMPACT:

None



AGENDA ITEM 7

REPORT

Southern California Association of Governments

September 3, 2026

To: TC - Transportation Committee

From: Prithvi Deore, Senior Regional Planner (MP and GM)
213-236-1950, deore@scag.ca.gov

Subject: Trade Corridor Enhancement Program Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Trade Corridor Enhancement Program (TCEP) is a statewide competitive freight infrastructure program established by Senate Bill 1 and administered by the California Transportation Commission (CTC). The program provides approximately \$400 million annually in state and federal funding to improve freight mobility and support statewide and national freight objectives. The Draft 2026 TCEP Guidelines establish the framework for the next funding cycle and include updates to better align with state climate goals, expand evaluation criteria for zero-emission freight projects, strengthen community engagement and equity requirements, revise workforce development criteria, and improve project readiness and transparency. Major milestones for the 2026 cycle include guideline adoption and release of the call for projects in August 2026, project nominations due in November 2026, and staff recommendations and program adoption in June 2027. As the region's Metropolitan Planning Organization, SCAG coordinates with regional partners to support project development, verify eligibility, and confirm consistency with Connect SoCal 2024. To support the 2026 cycle, SCAG will conduct a regional nomination process, provide technical assistance, and submit project consistency documentation to the CTC to help position eligible regional projects for funding consideration.

BACKGROUND:

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017), which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National

Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

The objective of the [Trade Corridor Enhancement Program \(TCEP\)](#) is to fund public infrastructure projects on corridors and facilities that carry a high volume of freight movement while advancing statewide and national freight goals. These include supporting the priorities of the National Highway Freight Program, the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and the Senate Bill 671 Clean Freight Corridor Efficiency Assessment. The program provides approximately \$400 million annually in combined state and federal funding to eligible public agencies, including cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), port authorities, public construction authorities, and the California Department of Transportation.

To be eligible, projects must be included in an adopted Regional Transportation Plan (RTP) and, within MPO boundaries, must be consistent with approved Sustainable Communities Strategies (SCS). Eligible projects must demonstrate clear freight benefits, such as enhancing economic vitality, reducing congestion, improving safety and system resilience, upgrading freight infrastructure, expanding zero-emission charging or refueling infrastructure for medium- and heavy-duty vehicles, deploying innovative technologies to improve freight efficiency or reduce impacts, and minimizing adverse community and environmental effects associated with freight movement.

The [Draft 2026 TCEP Guidelines](#) describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Trade Corridor Enhancement Program. The draft guidelines address statutory requirements, incorporate partner feedback, and include Commission procedures for programming and project delivery. The draft guidelines strengthen alignment with state climate goals, improve evaluation of zero-emission freight infrastructure projects, enhance community engagement and equity considerations, clarify workforce development expectations, refine advance programming provisions for federal fund leveraging, and require ADA-compliant application materials. These changes are intended to improve project readiness, increase transparency in the evaluation process, support equitable freight investments, and advance California's transition to a safer and more sustainable freight transportation system.

The following California Transportation Commission's TCEP schedule lists the major milestones for the development and adoption of the 2026 TCEP:

MILESTONES	DATE
Draft Guidelines Presented to the Commission	June 25, 2026
Guidelines Adoption and Call for Projects	August 20, 2026
Project Nominations Due	November 20, 2026
Staff Recommendations Released	June 2027
Program Adoption	June 2027

SCAG serves as a central regional partner in the TCEP. SCAG works directly with county transportation commissions, cities, the Ports of Los Angeles, Long Beach, and Hueneme, and public-private partners to support project development and regional coordination. This includes convening partners, representing the region in the development of program guidelines, and supporting all phases of the application process. Across all TCEP cycles, SCAG provides ongoing collaboration, coordination, and technical assistance, including document review, eligibility verification, and final compilation of regional submissions. SCAG also tracks nominated projects for Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan/Sustainable Communities Strategy consistency to ensure successful applications.

NEXT STEPS

To align with the California Transportation Commission's TCEP schedule, SCAG will establish corresponding regional deadlines. Preliminary deadlines include:

- Summer 2026: Technical assistance – Completed.
- September 07, 2026: SCAG shares an application information intake form to County Transportation Commissions.
- September 25, 2026: Project applicants submit TCEP Project Summary to SCAG.
- September 30, 2026: SCAG creates project-specific cloud-based folders and shares links with project sponsors.
- October 30, 2026: Project applicants upload near-final applications to project-specific cloud-based folders.
- November 2026:
 - November 05, 2026: SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve.
 - November 20, 2026: Project applicants upload final applications to project-specific cloud-based folders.
 - November 20, 2026:
 - Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification.
- June 2027: Program adoption.

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Regional Freight Plan. The aforementioned identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to recommend and approve the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely, to provide the cover letter, listing of project



nominations, and confirmation of consistency with the Regional Transportation Plan/Sustainable Communities Strategy.

FISCAL IMPACT:

None.



AGENDA ITEM 8

REPORT

Southern California Association of Governments
September 3, 2026

To: TC - Transportation Committee
RC - Regional Council

From: Courtney Aguirre, Department Manager
213-236-1990, aguirre@scag.ca.gov

Subject: The Road to LA28: Transportation Demand Management (TDM)
Strategic Plan

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

SCAG serves as the lead agency for the Games Mobility Executives (GME) Transportation Demand Management (TDM) Subcommittee and co-leads the GME Communications and Outreach Subcommittee alongside LA28 in support of the 2028 Olympic and Paralympic Games (2028 Games or Games). To support a coordinated regional approach for Games mobility, SCAG, in partnership with GME agencies and other stakeholders, developed the 2028 Games Regional TDM Approach (Regional Approach), which established the framework for regional passenger and freight TDM planning and was approved by the Regional Council in May 2026. Building on this foundation, SCAG, alongside GME partners and other stakeholders, has finalized the 2028 Games Regional TDM Strategic Plan (Strategic Plan), which advances the Regional Approach by identifying priority passenger and freight TDM strategies, partner roles and responsibilities, performance measures, and implementation roadmaps. With completion of the Strategic Plan, the next phase of work will focus on implementation, including identifying specific projects, programs, and implementation partners needed to advance regional TDM strategies and achieve the goals of the Strategic Plan. At the Regional Council meeting, staff will present on critical components of the Strategic Plan and outline next steps for implementation.

BACKGROUND:

As the lead agency for the GME TDM Subcommittee, SCAG is responsible for coordinating development of a regional strategic approach to TDM in support of Games mobility planning efforts. In this role, SCAG is working with regional partners to identify and advance passenger and freight TDM strategies, implementation actions, and coordination mechanisms that can support efficient movement of people and goods throughout the region. SCAG also serves as co-lead of the GME Communications and Outreach Subcommittee alongside LA28, helping coordinate regional communications and outreach efforts related to Games mobility planning and implementation.

To support regional mobility planning efforts for the 2028 Games, SCAG and its partners developed the [Regional Approach](#), which serves as the overarching framework to guide TDM strategy development and was recommended for approval by the Transportation Committee in April 2026 and approved by the Regional Council in May 2026. Since that action, SCAG has continued working with GME agencies and other stakeholders to develop the Strategic Plan, which provides a regional framework for implementation by identifying priority passenger and freight TDM strategies, implementation roadmaps, partner roles and responsibilities, performance measures, and critical next steps to support implementation. The final Strategic Plan is posted online here: <https://scag.ca.gov/LA28>. The Executive Summary is attached to this staff report.

GAMES TDM CATEGORIES AND HIGH-IMPACT STRATEGIES

The Strategic Plan organizes regional passenger and freight TDM activities into four programmatic categories designed to support a successful transit-first Games while minimizing impacts to residents, businesses, visitors, and goods movement throughout Southern California:

- **Regional Communications and Outreach** – A comprehensive regional communications and outreach program that provides consistent, timely, and actionable information to help residents, commuters, spectators, businesses, freight stakeholders, and partner agencies prepare for and respond to Games-related transportation impacts.
- **Regional Wayfinding** – A coordinated wayfinding program that supports intuitive navigation, improves traveler confidence, and provides a consistent traveler experience throughout the region.
- **Mobility and Access Programs** – Programs that are intended to reduce drive-alone travel, support access to venues and major activity centers, and maintain reliable movement of people and goods during the Games.
- **Regulatory and Operational Policies** – Regulatory and operational policies help manage transportation demand and improve mobility during the Games. Alignment across jurisdictions, agencies, employers, businesses, and other stakeholders will be critical to achieving these outcomes.

Depending on the strategy and implementation context, SCAG will play several roles in advancing Games-related TDM initiatives. These roles include:

-
- **Lead** – SCAG leads project development and implementation of select regionwide initiatives.
 - **Partner** – SCAG works jointly with public or private partners to advance TDM strategies that require shared leadership.
 - **Support** – SCAG provides funding and/or technical assistance to advance partner-led TDM initiatives.
 - **Amplify** – SCAG leverages, promotes, and aligns existing partner initiatives to maximize regional impact.

Successful implementation will also rely on leveraging the capabilities of multiple partners. While SCAG will lead select regionwide initiatives, many strategies will be advanced by partners in alignment with their roles, authorities, and expertise, with support from SCAG through coordination, technical assistance, and, where feasible, funding. The strategies are also designed to build on and complement existing partner efforts, helping to amplify their impact and address gaps in implementation.

Communications and Outreach Implementation

As a new co-lead for the GME Communications and Outreach Subcommittee alongside LA28, SCAG is working with GME agencies and regional partners to advance a coordinated regional communications and outreach strategy that supports Games mobility objectives and implementation of the TDM Strategic Plan. The strategy includes four core elements:

- **Regional Communications Campaign** – provides coordinated, audience-specific messaging that helps travelers, businesses, and freight stakeholders understand transportation options, anticipated impacts, and actions they can take to support regional mobility before and during the Games.
- **Partner Information Hub** – provides communications materials, messaging guidance, implementation resources, and toolkits that partners can adapt and use to support Games-related communications and outreach efforts.
- **Regional Travel Information Web Presence** – supports a public-facing digital platform(s) and tools that provide travelers, businesses, freight stakeholders, and visitors with transportation information, trip-planning resources, venue access guidance, and traveler updates before and during the Games.
- **Direct Outreach and Engagement** – supports targeted engagement with key audiences, including residents, employers, businesses, freight stakeholders, educational institutions, and community organizations to prepare for Games-time travel and implementation of TDM strategies.

To support delivery of the strategy, SCAG is developing a communications and outreach plan that will serve as the framework for implementation and is anticipated to be completed by the end of 2026.

As part of this effort, SCAG is conducting a regionwide communications needs assessment to better understand partner communications channels, existing approaches to special event and transportation-related communications, organizational capabilities, and support needs related to Games mobility communications. To inform the assessment, SCAG has engaged GME partners, venue cities, transit agencies, airports, Transportation Management Associations and Organizations (TMAs/TMOs), Business Improvement Districts (BIDs), chambers of commerce, and tourism bureaus across the region. Findings from this effort will help identify opportunities for regional coordination, leverage existing communications assets, and support development of audience-specific messaging and resources. The communications and outreach plan will also include market research and audience analysis, regional messaging and branding guidance, performance measures, and a phased roadmap for deployment leading up to and during the 2028 Games.

In parallel, SCAG is developing communications resources and implementation tools that can be adapted and used by partner agencies and stakeholders. As resources are developed, they will be incorporated into the partner information hub to support implementation readiness, information sharing, and coordinated communications across the region.

CURRENT PRIORITIES

With completion of the Strategic Plan, SCAG and its partners are transitioning from strategy development to implementation. In addition to advancing the communications and outreach strategy, current priorities focus on developing implementation resources, advancing venue-level planning and coordination, and identifying high-impact TDM projects and implementation partners.

A key priority is the development of a mega-events focused TDM Toolbox for both passenger and freight TDM. Building upon SCAG's existing [TDM toolbox](#), the mega-events focused TDM Toolbox will provide guidance, best practices, implementation resources, and lessons learned tailored to the unique transportation and operational challenges associated with the Games. The toolbox is intended to support local jurisdictions and other stakeholders in identifying and implementing passenger and freight TDM strategies that align with regional Games mobility objectives.

SCAG is also supporting integration of TDM into the venue-level Traffic Management Plan (TMP) process being led by LA28 and venue cities. Building on the Strategic Plan's framework, SCAG is conducting venue zone analyses to better understand local travel patterns, business activity, freight activity, transportation conditions, and potential Games-related impacts. These analyses will help identify high-impact passenger and freight TDM strategies, support locally tailored implementation approaches, and clarify implementation roles and responsibilities. Coordination with venue cities and TMP partners will also play an important role in development of the regional communications and outreach strategy. Information generated through the TMP process will help identify localized travel impacts, access changes, circulation considerations, and audience-specific information needs. These insights will inform communications and outreach activities and support development of clear,

actionable, and locally relevant transportation information for residents, businesses, freight stakeholders, workers, and visitors.

NEXT STEPS

Staff will continue coordinating with GME agencies, local jurisdictions, transportation providers, employers, businesses, freight stakeholders, and other partners to advance implementation of the Strategic Plan. Key next steps include:

- **September-December 2026:** SCAG will focus on implementation readiness by completing the communications and outreach plan, developing the mega-event focused TDM Toolbox and other implementation resources, advancing venue zone analyses to identify high-impact passenger and freight TDM strategies, and continuing coordination with LA28, venue cities, GME partners, businesses, freight stakeholders, and other partners to support implementation of the Strategic Plan. SCAG will also complete a World Cup economic and community impact assessment and present key findings at the Regional Council meeting in December as part of the annual [Southern California Economic Update](#).
- **2027:** SCAG and partners will move from planning into initial implementation, including launching the regional communications and outreach campaign and supporting the development and implementation of priority passenger and freight TDM projects. Communications and outreach activities will include the initial launch of the partner information hub and targeted engagement with key audiences and partners. SCAG will also expand technical assistance, tools, and resources to support partner-led TDM implementation. As projects advance, SCAG will strengthen data collection and reporting processes, refine performance measures and evaluation methodologies, and use early findings to inform continued implementation and preparations for Games-time operations.
- **2028:** SCAG and its partners will scale and deploy passenger and freight TDM strategies to support Games-time operations. Communications and outreach efforts will expand significantly, with increasingly targeted messaging and direct engagement with residents, businesses, freight stakeholders, workers, visitors, and other key audiences, particularly in areas expected to experience heightened transportation and access impacts. Following the Games, SCAG will evaluate program effectiveness, document lessons learned, and identify opportunities to support successful TDM strategies, partnerships, tools, and regional mobility improvements as part of the Games legacy.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. 2028 Games Regional TDM Strategic Plan Executive Summary
 2. PowerPoint Presentation – The Road to LA28: TDM Strategic Plan
-

2028 Games Regional

AUGUST 26, 2026

TDM Strategic Plan

Executive Summary





| EXECUTIVE SUMMARY

Summer 2028. The world arrives in Southern California, and every corner of the region comes alive. Athletes chase history in iconic venues, while millions of residents and visitors gather in vibrant fan zones, neighborhood celebrations, and public spaces transformed by the energy of the Games. From the beaches to the mountains, from bustling downtowns to community main streets, people move effortlessly across a connected region—by train, bus, bicycle, shared mobility, and on foot—discovering new places and experiencing Southern California together. Families cheer

alongside visitors from around the globe, local businesses welcome unprecedented opportunity, and communities proudly showcase their culture, creativity, and spirit. Transportation is not just moving people; it is connecting moments, places, and people to something larger than themselves. As the Olympic and Paralympic flame shines over Southern California, the region demonstrates what is possible when mobility, partnership, and community come together, delivering an unforgettable Games experience and a legacy that will endure long after the final celebration.



HOSTING THE WORLD. KEEPING SOUTHERN CALIFORNIA MOVING.

In summer 2028, Southern California will host the world across one of the largest, most complex urban regions ever to stage the Olympic and Paralympic Games. For a few incredible weeks, millions of spectators, athletes, workers, volunteers, residents, visitors, businesses, and freight operators will share the same transportation system. With this extraordinary opportunity comes a defining regional challenge: not simply moving people to venues but keeping Southern California moving.

The 2028 Olympic and Paralympic Games (“Games” or “2028 Games”) will be the largest in Olympic history, both in terms of number of sports and scale of the event. This will bring unprecedented travel demand to Southern California. Home to over 19 million residents, the region is expected to host up to 10 to 15 million Olympic spectators, approximately 2.5 million Paralympic spectators, thousands of athletes, tens of thousands of volunteers, a large Games

workforce, media, officials, visitors, and support personnel. Travel will occur to dozens of venues, with activity spread across multiple weeks, jurisdictions, transportation systems, and economic centers. At the same time, Southern California will need to keep daily life moving: residents commuting to work and running errands, visitors enjoying the region, businesses serving customers, hospitals and hotels receiving deliveries, freight operators moving goods, and emergency services maintaining reliable access.

Transportation demand from the 2028 Games will extend well beyond venue areas, potentially affecting regional travel patterns and supply chain activity throughout the region. Successfully managing this demand will require more than just accommodating Games travel. It will also require maintaining mobility for residents, workers, businesses, emergency services, freight operators, and visitors across Southern California.



Significant investments are already underway to improve the performance and reliability of the highway system, including the Games Route Network (GRN), the Games Enhanced Transit Service (GETS), and permanent transportation improvements. However, infrastructure alone cannot accommodate the additional demand of the 2028 Games.

A transit-first approach, supported by comprehensive transportation demand management (TDM) strategies, will be essential to reduce unnecessary travel, encourage alternative modes of transportation, retime or reroute trips, and make the most efficient use of the transportation system.

This **2028 Games Regional TDM Strategic Plan** provides the framework for achieving these objectives. It outlines a coordinated regional approach to not only execute a successful 2028 Games while minimizing disruptions to everyday life, but also to create lasting improvements in regional mobility that extend beyond the 2028 Games. By working together, regional partners can establish a durable legacy of collaboration, innovation, and sustainable mobility.

Games Route Network

The network of roads and dedicated lanes that are designated for the use of Games vehicles traveling between official accommodation venues, competition venues, and other key noncompetition venues.

Games Enhanced Transit Service

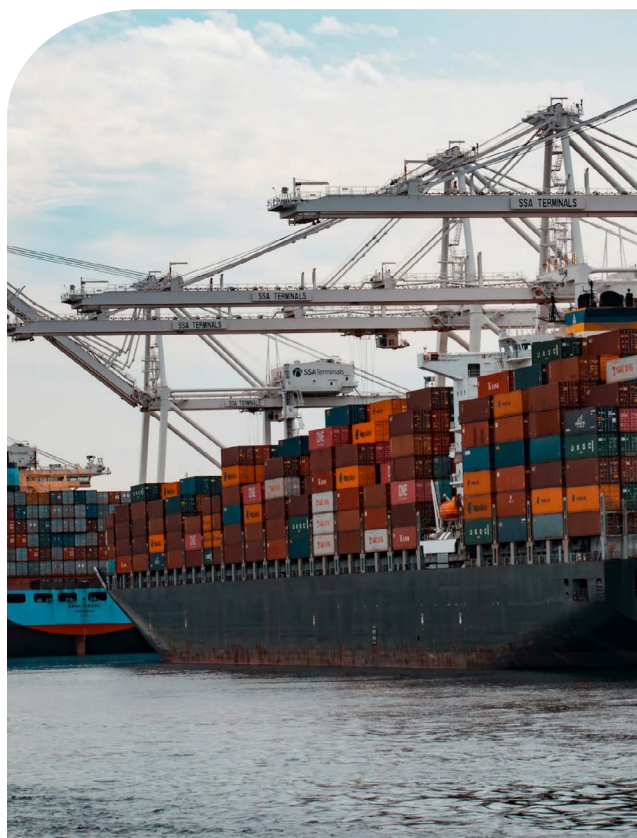
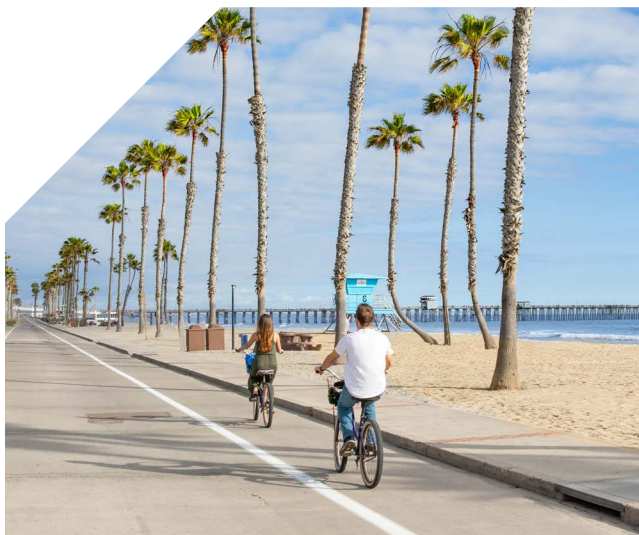
The temporary supplementary transit service created to augment the existing public transit system to ensure spectators and the workforce have efficient and reliable transit for travel to and from venues during the 2028 Olympic and Paralympic Games.

WHY TDM IS ESSENTIAL

TDM is the coordinated use of communications, incentives, travel options, operational policies, employer programs, freight strategies, wayfinding, and real-time information to influence how, when, where, and whether people and goods move. For the 2028 Games, TDM is not a side program. It is the backbone that helps the region use its transportation system more efficiently.

TDM will help residents, workers, spectators, visitors, businesses, institutions, freight operators, and public agencies make practical choices before and during the Games. Those choices may include working remotely, shifting work hours, taking transit, walking or biking, carpooling, retiming errands, consolidating deliveries, adjusting freight routes, using park-and-ride, avoiding constrained corridors, or planning travel around venue conditions.

Every day, Southern California's transportation system carries millions of background travel or routine trips, including commuting to school or work, shopping, deliveries, appointments, recreation, service trips, and other daily travel. During the Games, these trips will occur at the same time as Games-related travel. Encouraging travelers, where feasible, to reduce trips, travel at different times, choose different routes, or use alternative modes will create the capacity needed to support Games travel while protecting mobility for residents, workers, businesses, visitors, emergency services, and freight operators.





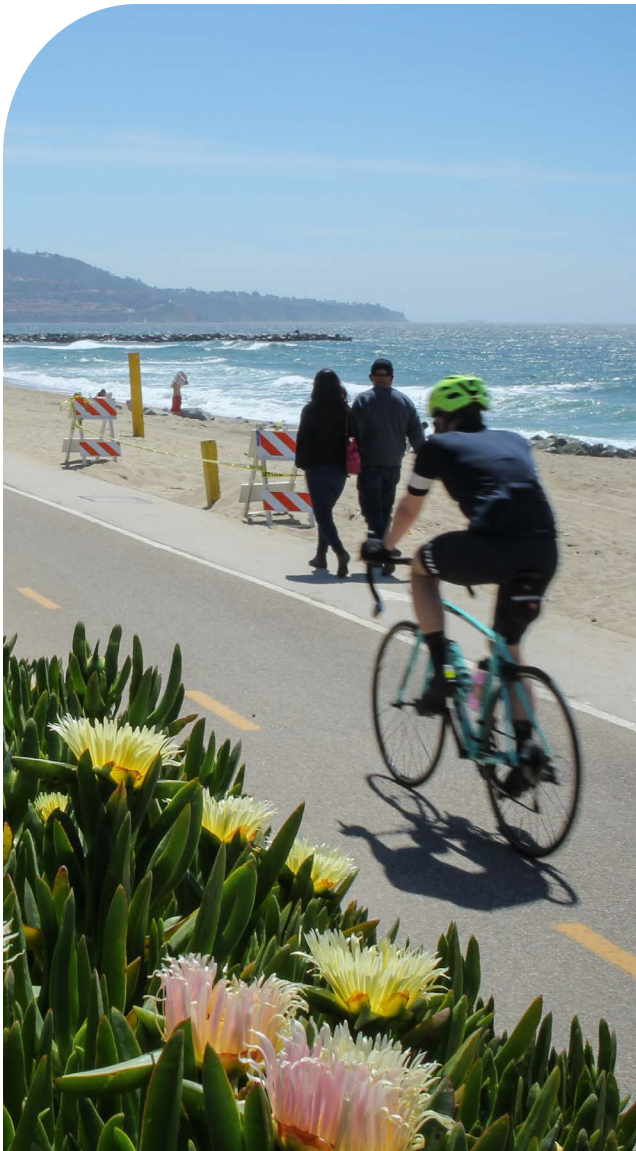
A REGIONAL PLAN FOR A REGIONAL CHALLENGE

The Games will not affect one city, one corridor, or one transit system. They will affect a vast, interconnected region. The same freeway, rail line, bus corridor, curb space, loading zone, or local street may serve spectators in the morning, workers at midday, deliveries in the afternoon, residents in the evening, and event traffic at night. The scale and interconnected nature of the Games call for a plan that is regional by design.

The Games Mobility Executives, or GME, provide a multi-agency governance structure that coordinates transportation planning and implementation for the 2028 Olympic and Paralympic Games. Core GME members

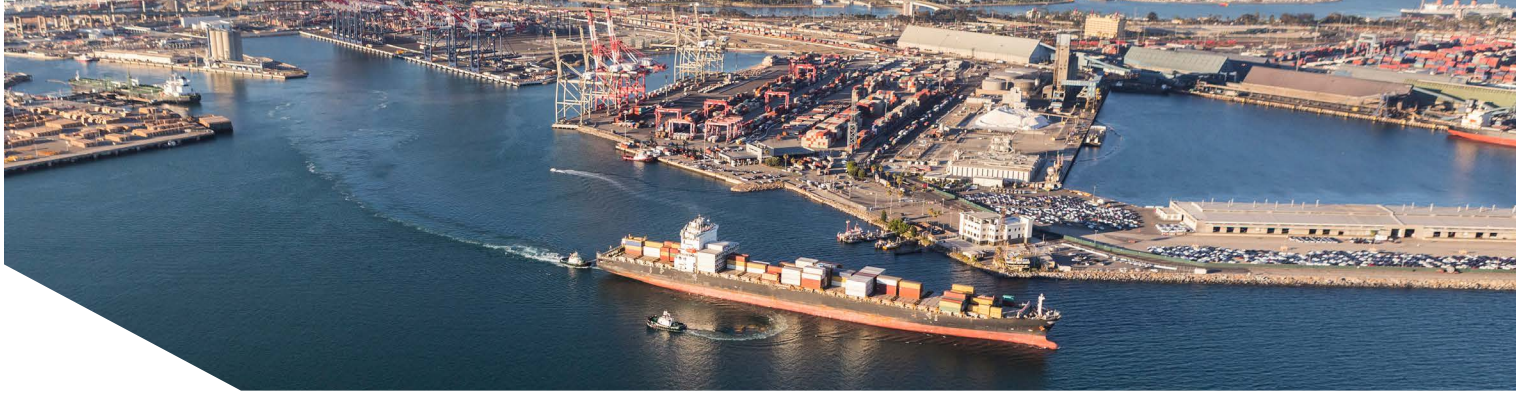
include LA28 (the Organizing Committee for the 2028 Olympic and Paralympic Games), Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (LA Metro), California Department of Transportation (Caltrans), Southern California Regional Rail Authority (Metrolink), the City of Los Angeles, the Los Angeles Department of Transportation (LADOT), and the Orange County Transportation Authority (OCTA). The GME works closely with regional transportation providers, local jurisdictions, and other public agency partners to align mobility planning across the Southern California region.

Within this coordinated regional framework, passenger and freight TDM are key elements of the broader Games mobility strategy that aims to ensure that the region's transportation system continues to function during the Games. TDM will support other elements, such as the GRN, GETS, traffic management, and first/last mile connections by promoting their use, reducing background travel demand, and helping maximize the performance of the Games transportation system.



Within this structure, SCAG plays a critical regional role. As the Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG leads the GME TDM Subcommittee and co-leads the Communications and Outreach Subcommittee with LA28. These subcommittees serve as forums to shape the development and coordination of this regional passenger and freight TDM Strategic Plan and will be critical to its implementation. SCAG's role is to serve as a regional convener, bringing together local jurisdictions, transit agencies, venue cities, and operating partners to support a coordinated regional approach. SCAG is positioned to convene partners, lead select regionwide initiatives, support partner-led projects, provide technical assistance, advance shared tools and messaging, identify funding pathways where available, and amplify existing programs so the region is working from a common mobility playbook.

This is especially important because the Games will require action by many different implementers: public agencies, County Transportation Commissions, transit providers, venue cities, employers, Transportation Management Associations (TMAs) and Transportation Management Organizations (TMOs), seaports, airports, freight and logistics stakeholders, chambers of commerce, business improvement districts, universities, hotels, tourism partners, community-based organizations, and private mobility providers. No single agency can deliver Games-time mobility alone. Success depends on a coordinated regional effort that is clear, practical, and ready before 2028.



FREIGHT, BUSINESS CONTINUITY, AND THE REGIONAL ECONOMY

The 2028 Games will unfold within one of the nation's largest and most dynamic regional economies, where people, goods, services, and businesses must continue moving every day. Southern California is also one of the nation's most important goods movement gateways, home to the largest container port complex in the United States, a major warehousing and distribution base, and goods movement-dependent industries that support millions of jobs.

Throughout the Games, containers will still move through the San Pedro Bay Ports Complex. Warehouses and distribution centers will still operate. Hospitals, hotels, restaurants, retailers, venues, offices, campuses, residents, and small businesses will still need deliveries. Service vehicles, waste collection, construction-related restrictions, loading zones, curb access, port drayage, last mile delivery, and local circulation will all need to function even as Games operations affect roadway conditions and access patterns.

The 2028 Games will be hosted within one of the world's most recognizable tourism and global business regions. As the Games unfold,

Southern California's diverse economy, from hospitality and entertainment to education, transportation, and local businesses, will need to continue to support residents, visitors, workers, and global partners. The Games may create new activity and visibility for many sectors, but it will also require businesses to plan for changing travel patterns, workforce access, deliveries, curb activity, and customer movement. TDM can help complement the predictability businesses need: clear information, coordinated access planning, reliable goods movement, and practical travel options that support both the Games experience and the region's day-to-day economic life. For these reasons, TDM is a business continuity strategy.

This plan integrates passenger and freight TDM because the two systems will overlap during the Games. A transit-first spectator strategy will not succeed if delivery access fails in the same constrained corridors. Freight reliability will not be protected if traveler information, curb management, venue access, traffic controls, and local business needs are planned separately. The region must manage the mobility of people and goods together.

VISION AND GOALS

The vision for the 2028 Games Regional TDM Strategic Plan is to deliver a connected, safe, and reliable travel experience for everyone during the Games, while laying the foundation for a lasting mobility legacy. To achieve this vision, the Strategic Plan is organized around a clear regional objective: **reduce everyday background vehicular passenger travel demand by 15% during the Games* while maintaining business continuity and reliable goods movement.** For context, this equates to an average reduction of approximately **three**

to four passenger vehicle miles traveled per day for someone in Los Angeles County. This benchmark gives SCAG and its partners a practical way to focus investments, prioritize strategies, and measure whether TDM is creating the capacity needed for a successful transit-first Games.

The Strategic Plan is further organized around three overarching goals that provide the framework for advancing the plan's vision:

Core Goals



TRAVEL WITH PURPOSE

Encourage travelers and businesses to make informed mobility and logistics decisions that reduce congestion and support efficient movement across the regional transportation network.

REGION MOVES SAFELY AND RELIABLY

Maintain safe, predictable, and efficient movement of people and goods during the Games while minimizing disruption to everyday travel.

COLLABORATE, COORDINATE, AND CARRY IT FORWARD

Strengthen the partnerships, data systems, communications tools, and implementation capacity needed for the Games and for future regional mobility challenges.

The TDM Strategic Plan translates these goals into Games-time and legacy objectives that guide project development, partner coordination, implementation, performance monitoring, and post-Games evaluation.

* The 15% background travel reduction target is derived from the LA Olympic bid, which identified this level of reduction as sufficient to accommodate traffic displaced by the GRN while improving countywide travel conditions; this preliminary target may need to be refined or increased as Games planning and operational analyses advance.



I TDM IN ACTION

During the 2028 Games, TDM strategies will encourage travelers and businesses to make informed travel and logistics decisions by shifting travel modes and time; reducing everyday commutes, errands, and discretionary trips; improving access to timely and reliable traveler information; and supporting the efficient movement of both people and goods. These strategies, implemented together, will create sufficient capacity within the transportation network to accommodate Games travel while maintaining reliable access for residents, workers, businesses, visitors, emergency services, and freight operators.

The 2028 Games TDM strategies were informed by an assessment of Southern California’s passenger and freight TDM landscape and background travel patterns, a review of international mega event best practices, extensive stakeholder engagement, and a strategy evaluation and prioritization process. The strategies build on the [2028 Games Regional TDM Approach](#) approved by SCAG’s Regional Council in May 2026 and focus on planning, implementing, and evaluating passenger and freight TDM strategies before, during, and after the Games.



Southern California has done this before. During the 1984 Los Angeles Olympic Games, agencies, employers, media partners, and the freight industry used transportation demand management strategies to reduce background travel, adjust work schedules, shift deliveries, communicate with the public, and make better use of the existing transportation system.

The plan focuses on **five practical TDM actions**:



Reduce

avoidable trips through telework, compressed schedules, trip chaining, delivery consolidation, and other strategies.



Remode

trips to transit, walking, biking, carpooling, vanpooling, shared mobility, shuttles, microtransit, and other alternatives to drive-alone trips.



Retime

passenger trips and freight deliveries away from peak event periods and constrained windows.



Reroute

travelers and goods around high-impact corridors, venue areas and security perimeters, and access-controlled locations.



Relocate

work, meetings, errands, staging, deliveries, or activities so that they are local or avoid constrained areas where feasible.

These actions will be applied differently by audience. A local resident may need information about when to run errands or how to avoid a venue area. A major employer may need guidance on telework and staggered shifts. A hotel may need delivery planning support. A spectator may need a clear transit or park-and-ride

itinerary. A freight operator may need routing, access, delivery window, and curb information. A venue city may need support aligning parking, Transportation Network Companies (TNCs), curb, micromobility, and freight policies.

The plan organizes strategies across **four programmatic categories**.



REGIONAL COMMUNICATIONS AND OUTREACH

will help people, businesses, and freight stakeholders understand what to expect and how to travel during the Games. This includes a regionwide communications campaign, a partner information hub, a regional travel information webpage(s), direct outreach, workshops, webinars, technical assistance, and tailored messaging for residents, workers, businesses, spectators, visitors, employers, and freight stakeholders.



REGIONAL WAYFINDING

will help people and goods navigate the transportation system safely, efficiently, and confidently. Physical and digital wayfinding will support travelers, visitors, freight operators, and carriers with clear, consistent, accessible, and real-time information across venues, transit stations, park-and-ride locations, mobility hubs, airports, corridors, loading areas, and local access points.



MOBILITY AND ACCESS PROGRAMS

will expand travel options and make non-drive-alone travel more convenient and attractive. These strategies include expanded mobility services (such as shuttles and microtransit), travel incentives and support programs (such as transit incentives, carpooling, vanpooling, TMA/TMO support, and first/last mile connections), and freight mobility initiatives (such as delivery consolidation, parcel lockers, microhubs, cargo bikes), while accounting for schedule adjustments and considering advance notice required for truck rerouting needs.



REGULATORY AND OPERATIONAL POLICIES

will support more efficient and reliable travel choices and logistics decisions through coordinated regulatory and operational policies. This includes coordination on parking and curb management, shared mobility services (such as TNCs and micromobility), employer commute policies, freight and delivery operations (such as delivery windows and freight access), and transportation system operations (such as construction coordination, traffic management, and venue access).

The success of TDM depends on a collaborative, multi-agency/stakeholder approach. The Strategic Plan intends to coordinate and align implementation across partner agencies and regional stakeholders. It includes both SCAG and partner-led initiatives and supports coordinated planning and deployment of TDM strategies to manage travel demand for residents, businesses, commuters, freight operators, visitors, and spectators during the Games period.



Depending on the strategy and implementation context, SCAG will play several complementary roles in advancing Games-related TDM initiatives. **These roles include:**



Lead

SCAG leads project development and implementation of select regionwide initiatives.



Support

SCAG provides funding and/or technical assistance to advance partner-led TDM initiatives.



Partner

SCAG works jointly with public or private partners to advance TDM strategies that require shared leadership.



Amplify

SCAG leverages, promotes, and aligns existing partner initiatives to maximize regional impact.

The following table provides additional details on each programmatic category and its key strategies. While categories are presented separately for organizational purposes, many strategies are interconnected and cross-cutting. For example, mobility access initiatives such as off-peak goods delivery are advanced through policy approaches, and communications efforts are intended to support and amplify outcomes across all programmatic categories.

Programmatic Category	Key Strategies and Primary Function	
 Regional Communications and Outreach	Regionwide Communications Campaign Coordinated public-facing platform for providing consistent, audience-specific messaging and traveler information that partners can adapt and amplify. Primary function: Increase awareness of travel options and traveler resources SCAG Role: ★	Partner Information Hub Central resource hub for partner agencies containing communications materials, implementation guidance, coordination tools, and best practices. Primary function: Build partner capacity through shared resources SCAG Role: ★ 🔊
	Regional Travel Information Web Presence Public-facing website and digital tools that provide centralized Games-related transportation and traveler information. Primary function: Provide a trusted source of travel options and traveler resources SCAG Role: ★	Direct Outreach and Engagement Workshops, webinars, technical assistance, and partner engagement to prepare key audiences for Games-time travel and TDM implementation. Primary function: Support audience-specific behavior and operational changes through direct engagement, education, and technical assistance SCAG Role: 🤝 🔊

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify



Programmatic Category	Key Strategies and Primary Function	
 Regional Wayfinding	Physical Wayfinding Temporary and permanent signage, maps, kiosks, and loading zone information that guide travelers and goods movement. Primary function: Support seamless navigation, access, and circulation SCAG Role: ★ ⚙️ 🤝 🔊	Digital Wayfinding Integrated digital wayfinding that provides real-time routing, service updates, and accessibility information. Primary function: Enable informed travel and goods movement by integrating trip planning, navigation, and transportation information into a unified digital experience SCAG Role: ⚙️ 🤝 🔊

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify

Programmatic Category	Key Strategies and Primary Function	
 Mobility and Access Programs	Shuttle/Microtransit Program Local circulators or flexible service connecting neighborhoods, park-and-ride areas, mobility hubs, and key destinations. Primary function: Enhance first/last mile connections and local circulation SCAG Role: ★ ⚙️ 🤝	Incentives and Rewards Programs Rewards, promotions, and benefits that encourage telework, transit, shared mobility, active transportation, and trip retiming. Primary function: Encourage mode shift to non-auto options and trip reduction and retiming SCAG Role: ★ ⚙️
	Freight Programs Strategies that improve goods movement through delivery consolidation, staging, off-peak operations where feasible, truck re-routing, innovative last mile delivery solutions, and other support for business stakeholders (e.g., tools, templates, coordination support, and implementation assistance where feasible). Primary function: Support goods movement, especially in constrained areas SCAG Role: ★ ⚙️ 🤝	TMA/TMO Support Tools, templates, coordination support, and implementation assistance for TMAs/TMOs. Primary function: Expand local TDM capacity and support commute trip reduction SCAG Role: ★ ⚙️ 🤝

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify

Programmatic Category	Key Strategies and Primary Function
 Regulatory and Operational Policy Alignment	Regional Coordination and Policy Alignment on Core Policies Regional coordination and guidance on parking including truck parking, loading/unloading designations, curb management, shared mobility, employer commute, freight, and other transportation policies that influence travel behavior. Primary function: Strengthen regional coordination and policy alignment SCAG Role: ★ ⚙️ 🤝 🔊

Together, these strategies create a coordinated framework for managing both Games-related travel and everyday background travel.

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify

REGIONAL AND VENUE AREA IMPLEMENTATION

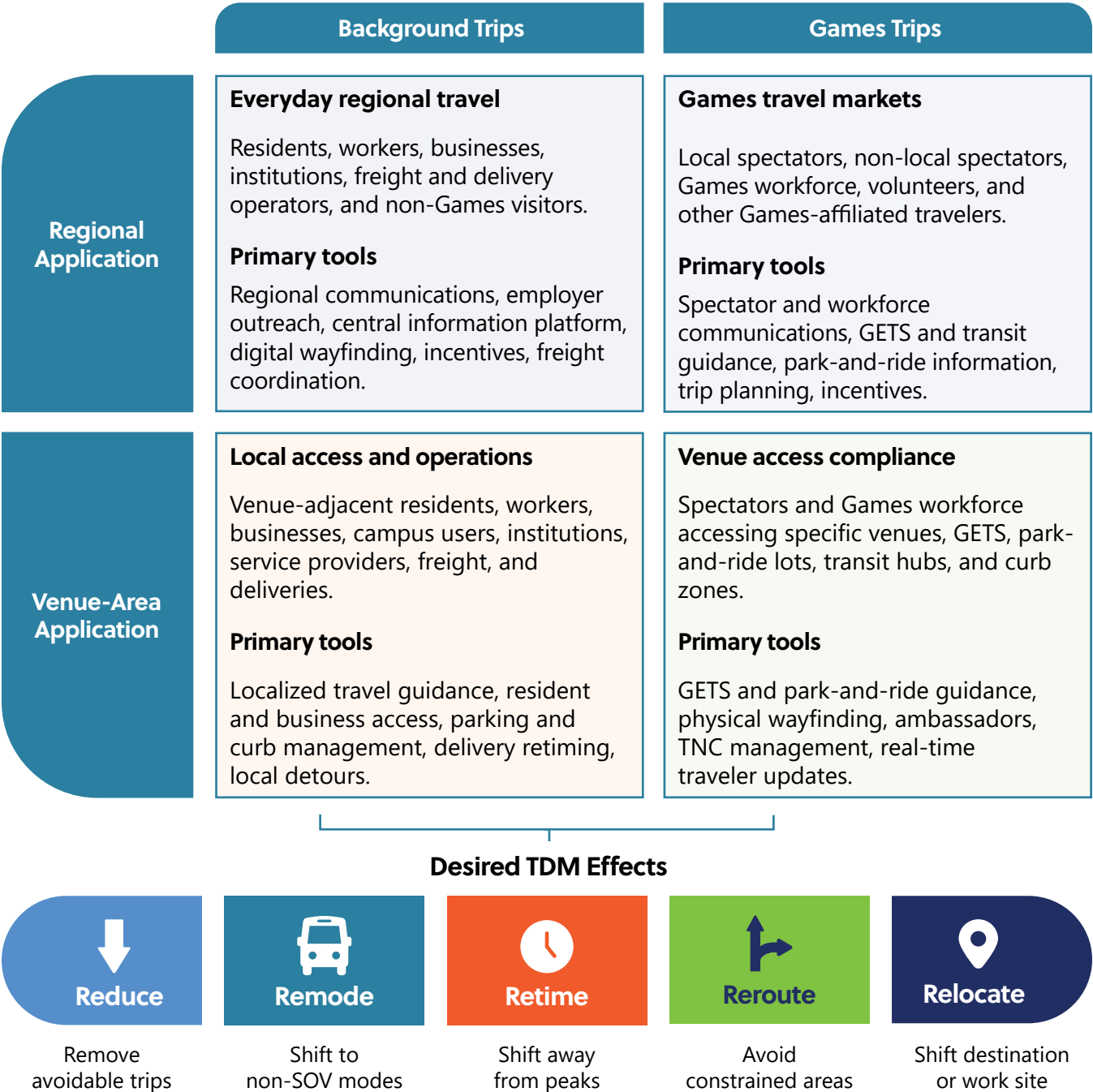
The plan will be implemented on two connected scales: regional and venue area.

Regional strategies provide a common foundation for the Games. They include regionwide communications, employer outreach, traveler information, freight coordination, shared tools, policy guidance, funding support, technical assistance, data standards, and implementation resources. They are designed to reach broad travel markets across Southern California, including people and businesses that may never enter a venue area but will still be affected by Games travel.

Venue area strategies translate the regional framework into local action. Each venue zone has different land uses, travel markets, transit access, parking conditions, delivery needs, security considerations, curb constraints, and local circulation patterns. Venue area strategies will help address varying conditions through venue zone-specific Traffic Management Plans (TMPs) currently being developed by venue cities, localized communications, wayfinding, first/last mile strategies, parking and curb management, delivery planning, local business outreach, and real-time guidance.

TDM Strategy Framework: Trip Types, Audiences, and Level of Application

How regional and venue-area TDM strategies apply to Games trips and background trips



I DELIVERY AND ACCOUNTABILITY

The plan is designed to support the transition from planning to readiness to operations to legacy. Implementation will evolve over these four phases, with each year building on the progress of the last.

2026 lays the foundation for SCAG and partners by identifying priority strategies. In 2027, emphasis will shift from planning to readiness, focusing on implementation at scale. By 2028, the focus will shift into full Games-time operations, adjusting rapidly as needed. Following the Games, successful strategies will be integrated into long-term regional TDM.

Strategic Plan and Implementation Timeline

2026: Planning

- Refine messaging, develop resources, align partners, and identify priority strategies.

2027: Readiness

- Develop and pilot strategies, deploy early communications, prepare implementation tools, expand outreach, and strengthen coordination.

2028: Operations

- Deploy strategies at scale, supported by real-time performance monitoring and rapid adjustment.

2029+: Legacy

- Evaluate outcomes, capture lessons learned, and integrate successful strategies into long-term regional TDM.

KEY OUTCOMES

Successful implementation of the TDM Strategic Plan will support:

- Reduced background travel demand during the Games, along with co-benefits of reduced transportation-related emissions and improved public health.
- Increased use of transit, walking, biking, carpooling, vanpooling, shuttles, microtransit, shared mobility, and other non-drive-alone options.
- More reliable transportation system performance during peak Games activity.
- Better traveler awareness and decision-making through coordinated communications.
- Reduced impacts to residents, businesses, freight operators, local communities, and venue-adjacent areas.
- Reliable movement of goods and services that support the regional economy.
- Stronger coordination among SCAG, GME partners, local jurisdictions, transportation agencies, employers, businesses, freight stakeholders, and community partners.
- A lasting regional mobility legacy through improved TDM practices, shared tools, performance monitoring, traveler information, and transportation system resilience.





I A LASTING MOBILITY LEGACY

The 2028 Games are a once-in-a-generation opportunity to demonstrate what Southern California can accomplish when it plans and acts as one region.

Delivering a successful Games will require more than expanded transit service, temporary operations, and venue access plans. It will require millions of everyday decisions by residents, workers, visitors, spectators, businesses, employers, freight industry stakeholders, and public agencies. TDM is the strategy that helps align those decisions, enabling people and goods to move more efficiently and reliably across the region to support everyday mobility and economic activity.

This Strategic Plan provides a roadmap for achieving that vision through coordinated regional leadership, local implementation, and strong partnerships. By helping deliver a successful transit-first Games, it also establishes a foundation for long-term improvements in how Southern California manages travel demand, communicates with the public, coordinates across jurisdictions, supports business continuity, and responds to future transportation challenges.

Long after the final medal is awarded and the last visitors have returned home, the legacy of the Games can continue through stronger regional partnerships, more effective mobility programs, increased use of public transit and micromobility options, lasting shifts in travel behavior, improved traveler information, enhanced freight coordination, and a transportation system that is more resilient, connected, and responsive to the needs of residents, businesses, and visitors alike.

The 1984 Olympic Games demonstrated that TDM could help the region rise to an unprecedented transportation challenge. The 2028 Games provide an opportunity to build on that legacy, showing how coordinated planning, regional collaboration, and TDM can move one of the world's largest metropolitan regions through an event of unprecedented scale while creating lasting benefits for the communities it serves.





The Road to LA28: TDM Strategic Plan

September 3, 2026

WWW.SCAG.CA.GOV

From Strategic Planning to Implementation

The Strategic Plan creates a shared path from regional direction to project delivery.



Strategic Direction

Set the vision, goals, and objectives for Games TDM.



Data & Analysis

Use best practices and analytical tools to prioritize action.



Regional Coordination

Align SCAG and partner roles, outreach, and delivery.



Implementation Roadmap

Define priorities, responsibilities, and the path to launch.

PLANNING

ALIGN • PRIORITIZE • DELIVER

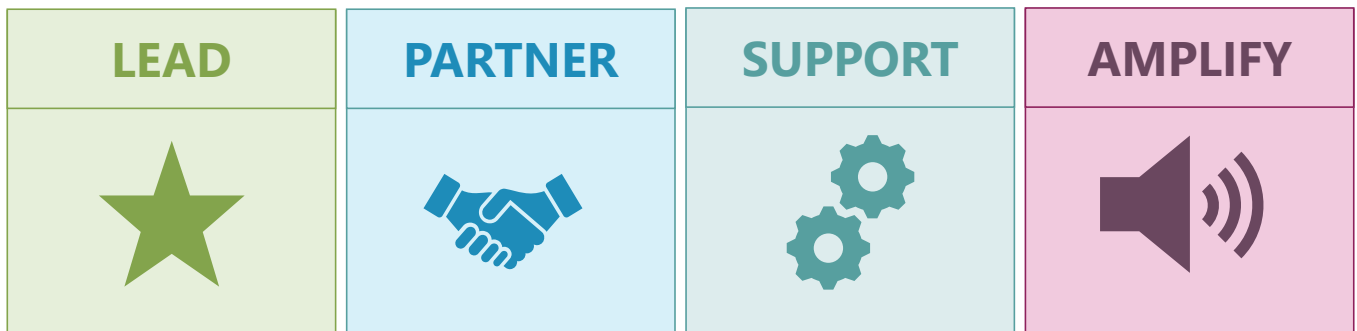
IMPLEMENTATION

LEGACY



Coordinated Games TDM Strategic Plan

- Coordinated, comprehensive regional plan - includes projects both SCAG and partners will lead
- Identifies four categories with key strategies identified as "must haves"
- SCAG's role is defined as:



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

Vision and Goals

*Deliver a **connected, safe, and reliable** travel experience for everyone during the Games, while laying the foundation for a lasting mobility legacy*



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4



Target Audiences



Residents



**Local, regional,
and non-local
spectators**



**Games
workforce and
volunteers**



**Freight industry
stakeholders**



**Venue cities, local
jurisdictions, and
regional agencies**



**Venue-adjacent
businesses and
institutions; business
associations and
neighborhood
organizations**



**Tourism and
hospitality
stakeholders**

5

Four Programmatic Categories Guide Implementation



REGIONAL COMMUNICATIONS & OUTREACH

Help people, businesses, and freight stakeholders understand what to expect and how to travel.



REGIONAL WAYFINDING

Make navigation safe, efficient, and confident through consistent physical and digital guidance.



MOBILITY & ACCESS PROGRAMS

Expand travel options and make non-drive-alone choices more convenient and attractive.



REGULATORY & OPERATIONAL POLICIES

Coordinate policies for parking, curb access, shared mobility, employer commute, freight, and operations.

6

Communications Priorities: Reach the Region

REGIONAL CAMPAIGN



A unified, multilingual campaign will give residents, workers, businesses, freight industry, and visitors clear guidance they can recognize across channels.

"KNOW BEFORE YOU GO" WEBPAGE



A centralized public webpage will provide trusted travel options, access guidance, and timely Games transportation information.

7

Regional Campaigns from Prior Games



LONDON 2012 Parking and local travel messaging



LONDON 2012 Plan ahead and avoid disruption

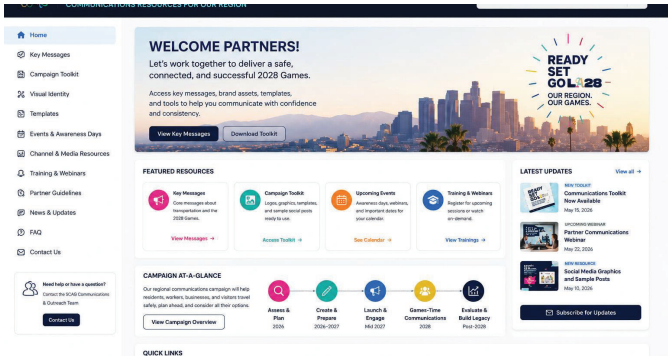


PARIS 2024 Telework campaign poster

8

Communications Priorities: Equip Partners for Action

PARTNER INFORMATION HUB



A shared hub will equip agencies and organizations with adaptable materials, implementation guidance, coordination tools, and best practices.

DIRECT OUTREACH SUPPORT



Workshops, webinars, technical assistance, and tailored engagement will help employers, businesses, freight stakeholders, and communities prepare.

9

Games TDM Toolbox

TDM TOOLBOX

Strategy → action

FROM STRATEGY TO DELIVERY

- 01 STRATEGIES**
Communications • mobility • policies
- 02 PLAYBOOKS**
Action steps • templates • best practices
- 03 MATERIALS**
Ready to adapt by audience
- 04 DELIVERY**
Consistent regional implementation

Education & Marketing	
Marketing Campaigns	
Marketing campaigns can promote other TDM programs, as well as non-SOV travel itself. They often include the dispersion of printed material and web promotion through email and social media.	
Implementors	Benefits →
Employers / Property Managers / TMA's - Large employers - TMA's/TMO's - Educational institutions - Property managers – office, retail, residential	- Increases visibility of TDM programs and non-SOV modes - Campaigns can be produced at a variety of price points - Can support the return to transit ridership by highlighting new services and public health actions
Public Agencies / Transportation Providers - Municipalities - Transit agencies - Regional government/APRCs - County transportation authorities	Challenges →
Other stakeholders	- Can be difficult to measure impacts on congestion or air quality - Requires ability to reach target audiences
Employees	Measurement
Students	Outcomes
Residents	Impacts
Visitors to TMA areas	Methods
Transit riders	- Participation in TDM programs - Transit ridership data
ETCs	Concession impacts
	Successful campaigns that result in behavior change will decrease congestion.

10

75

Regional and Venue-level Analysis



REGIONAL ANALYSIS + TDM DASHBOARD

REGIONAL VIEW

- PRIORITIZE** corridors & areas
- ALIGN** projects & partners
- INTEGRATE** venue-level findings



VENUE-LEVEL ANALYSIS THROUGH THE LATMP PROCESS*

VENUE VIEW

- REFLECT** local conditions
- TAILOR** TDM strategies
- FEED BACK** insights to the regional view

*LATMP = Local Area Traffic Management Plan



CONTINUOUS FEEDBACK • REGIONAL INSIGHT ↔ VENUE INPUT

From Planning to Implementation: 2026–2028



2026

Plan & Build

- TDM Strategic Plan
- TDM Toolbox + Dashboard
- Communications & Outreach Plan
- LATMP Integration Plan



2027

Deploy & Support

- Regional Campaign Launch
- Direct Outreach Support
- Partner Hub + Traveler Webpage
- Initial Launch of Projects



2028

Expand & Evaluate

- Campaign + Resource Expansion
- Performance Monitoring
- Ongoing Partner / Freight Support
- Games TDM Legacy





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/LA28>





AGENDA ITEM 9

REPORT

Southern California Association of Governments

September 3, 2026

To: TC - Transportation Committee
RC - Regional Council

From: Pablo Gutierrez, Planning Supervisor (IP and P)
213-236-1929, gutierre@scag.ca.gov

Subject: Proposed Final 2027 Federal Transportation Improvement Program (FTIP)
and Proposed Final Amendment 2 to Connect SoCal 2024

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) adopt:

1. Resolution No. 26-684-2 approving Amendment 2 to Connect SoCal 2024 (2024-2050 Regional Transportation Plan and/Sustainable Communities Strategy) and its corresponding conformity determinations; and
2. Resolution No. 26-684-3 approving the 2026-27 through 2031-32 Federal Transportation Improvement Program (2027 FTIP).

RECOMMENDED ACTION FOR RC:

That the Regional Council adopt:

1. Resolution No. 26-684-2 approving Amendment 2 to Connect SoCal 2024 (2024-2050 Regional Transportation Plan and/Sustainable Communities Strategy) and its corresponding conformity determinations; and
2. Resolution No. 26-684-3 approving the 2026-27 through 2031-32 Federal Transportation Improvement Program (2027 FTIP).

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

SCAG is responsible for developing and maintaining the FTIP and the RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions, and public transit operators. SCAG, in cooperation with its stakeholders, developed the proposed final 2027 FTIP. SCAG staff also developed the proposed final Amendment 2 to Connect SoCal 2024, which serves as a concurrent amendment with the 2027 FTIP. On July 6, 2026, SCAG released the draft 2027 FTIP and draft Amendment 2 to Connect SoCal 2024, including the associated transportation conformity analyses, for a 30-day public review and comment period spanning July 6, 2026, through August 4, 2026. The draft 2027 FTIP received 24 comments: 18 general, three (3) project specific and three (3) related to

funding/financial plan. The draft Amendment 2 to Connect SoCal 2024 received 15 comments: 13 general and three (3) project specific (with one of the comments considered as both general and project specific in nature). Due to the substance of several comments received, those comments appear in both the 2027 FTIP and Amendment 2 to Connect SoCal 2024. No comments affect transportation conformity. Minor and technical changes to FTIP projects will be addressed in Amendment 1 of the 2027 FTIP. Input from several comments will be considered in the development of Connect SoCal 2050.

In order to meet a statewide deadline, SCAG staff seeks the TC's recommendation for RC to approve the 2027 FTIP and Amendment 2 to Connect SoCal 2024, including the associated transportation conformity determinations (through the Energy and Environment Committee) and then subsequently for RC to approve the 2027 FTIP and Amendment 2 to Connect SoCal 2024, including the associated transportation conformity determinations.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions, and public transit operators. Both the FTIP and RTP/SCS are generally developed through a "bottom-up" approach.

Over the past several months, SCAG staff has worked in consultation and continuous communication with the county transportation commissions throughout the region to develop the Draft 2027 FTIP. The Draft 2027 FTIP document includes investments totaling \$48.5 billion in programming and containing over 1,800 projects covering a six (6) year period. The Draft 2027 FTIP includes 82 projects for Imperial County programmed at \$143.4 million; 967 projects for Los Angeles County programmed at \$32.5 billion; 155 projects for Orange County programmed at \$2.1 billion; 234 projects for Riverside County programmed at \$7.1 billion; 214 projects for San Bernardino County programmed at \$4.7 billion; 160 projects for Ventura County programmed at \$1.8 billion and 24 projects for Various Counties programmed at \$92.3 million.

The 2012 federal transportation authorization legislation, "Moving Ahead for Progress in the 21st Century" (MAP-21) established requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America's Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into

the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

In July 2020, SCAG’s Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. As a precursor to addressing equity in FTIP programming, some fund sources, such as Senate Bill 1 (SB 1) funded programs, have included equity-related requirements, and continue to integrate more substantive equity criteria to award funding. The 2027 FTIP, includes more advanced database analytics combined with spatial analysis that evaluate investments across the region and are focused in under resourced or underserved areas. SCAG has an FTIP mapping tool through the eFTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will continue to be done in collaboration with the county transportation commissions.

Concurrent with the proposed final 2027 FTIP, SCAG staff also developed the proposed final Amendment 2 to Connect SoCal 2024, which serves as a consistency amendment to the 2027 FTIP and allows for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the FTIP that will be carried forward as part of the 2027 FTIP. In total, Amendment 2 consists of 723 project modifications with 69 of those being new projects, including one unconstrained project added via public comment. Despite project modification and additions, Connect SoCal 2024 as amended remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

The projects contained within the final 2027 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of performance measure targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2027 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Of the roughly 1,800 projects in the final 2027 FTIP, 61 projects are new projects. All projects in the final 2027 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint.

Connect SoCal 2024 as amended and the 2027 FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted RTP/SCS (For FTIP only) (23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations).
2. Regional Emissions Analysis (40 CFR, Sections 93.109, 93.110, 93.118, and 93.119).
3. Timely Implementation of Transportation Control Measures (TCMs) (40 CFR, Section 93.113).

4. Financial Constraint (40 CFR, Section 93.108 and 23 CFR, Section 450.324).
5. Interagency Consultation and Public Involvement (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324).

On July 2, 2026, SCAG approved the released the draft 2027 FTIP and draft Amendment 2 to Connect SoCal 2024, including the associated transportation conformity analyses, for a 30-day public review and comment period spanning July 6, 2026, through August 4, 2026. SCAG held two public hearings on July 21, 2026, and on July 28, 2026.

The draft 2027 FTIP and draft Amendment 2 to Connect SoCal 2024 were posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. A link to the documents was also shared with libraries in the region. In summary, the draft 2027 FTIP received 24 comments: 18 general, three (3) project specific and three (3) related to funding/financial plan. The draft Amendment 2 to Connect SoCal 2024 received 15 comments: 13 general and three (3) project specific (with one of the comments considered as both general and project specific in nature). Due to the substance of several comments received, those comments appear in both Amendment 2 to Connect SoCal 2024 and the 2027 FTIP. No comments affect transportation conformity. Minor and technical changes to FTIP projects will be addressed in Amendment 1 of the 2027 FTIP. Input from several comments will be considered in the development of Connect SoCal 2050.

As required by California State Statute Assembly Bill 1246 (Statutes of 1976, Chapter 1333), a formal consultation meeting between SCAG, the county transportation commissions, and Caltrans was held on August 21, 2026.

The proposed final 2027 FTIP programs projects contained in Connect SoCal 2024, as amended, which has been reviewed pursuant to the California Environmental Quality Act (CEQA) in the certified Program Environmental Impact Report, and its addendums, including Addendum 2 for Connect SoCal 2024 Amendment 2 that is through the Energy and Environment Committee. No further CEQA review is necessary for the 2027 FTIP (excluding project level review). Therefore, the proposed final 2027 FTIP and the proposed final Amendment 2 to Connect SoCal 2024 comply with CEQA.

In order to meet a statewide schedule, SCAG staff seeks the TC's recommendation for RC to approve the 2027 FTIP and Amendment 2 to Connect SoCal 2024, including the associated transportation conformity determinations (through the Energy and Environment Committee) and then subsequently for RC to approve the 2027 FTIP and Amendment 2 to Connect SoCal 2024, including the associated transportation conformity determinations. After RC approvals, federal approval of the 2027 FTIP and Amendment 2 to Connect SoCal 2024, including the associated transportation conformity determinations is expected to occur by December 2026. Once approved by the federal agencies, the

2027 FTIP and Connect SoCal 2024 Amendment 2 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

The proposed final 2027 FTIP is accessible at: www.scag.ca.gov/2027-ftip.

The proposed final Amendment 2 to the 2024 Connect SoCal is available at:
www.scag.ca.gov/connect-socal-2024.

FISCAL IMPACT:

Work associated with this item is included in the FY 2026-27 Overall Work Program (030.0146.02: Federal Transportation Improvement Program (FTIP), 010.0170.01 RTP Amendments, Management, and Coordination, and 015.0159.01 RTP Financial Planning).

ATTACHMENT(S):

1. Resolution No. 26-684-2 Connect SoCal 2024 Amendment 2
2. Resolution No. 26-684-3 2027 FTIP
3. 2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

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RESOLUTION NO. 26-684-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 TO CONNECT SOCAL 2024 AND ITS CORRESPONDING CONFORMITY DETERMINATIONS

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) section 6502 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code (U.S.C.) section 134;

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, U.S.C. section 134 et seq., Title 49, U.S.C. section 5303 et seq., and Title 23, Code of Federal Regulations (C.F.R.) section 450 et seq.;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting, and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code section 65080 et seq.;

WHEREAS, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) et seq., SCAG prepared an SCS as a component of the RTP document that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (CARB);

WHEREAS, CARB set the per capita GHG emission reduction targets from automobiles and light trucks for the SCAG region at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035;

WHEREAS, Connect SoCal 2024 must be consistent with all other applicable provisions of federal and state law including but not limited to:

- (1) The Infrastructure Investment and Jobs Act (IIJA), The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141);
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) Government Code section 65080 et seq.; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5;

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- (4) 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. sections 7504 and 7506(c) and (d))] and the United States Environmental Protection Agency (US EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324;
- (6) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. section 12101 et seq.) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38;
- (7) Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) et seq.; and

WHEREAS, in nonattainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on the RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP); and

WHEREAS, transportation conformity of the RTP is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures (TCMs), (3) interagency consultation and public involvement, and (4) financial constraint; and

WHEREAS, SCAG prepared a Program Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act (CEQA) for the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), and on April 4, 2024, the SCAG Regional Council certified the PEIR and adopted the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs for air quality; and

WHEREAS, on September 5, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS Amendment 1, including the associated transportation conformity determination, along with Addendum 1 to the PEIR, and on December 16, 2024 FHWA and FTA, in coordination with US EPA Region 9, determined that the Amendment 1 to the 2024-2050 RTP/SCS conforms to the applicable SIPs for air quality; and

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the Connect SoCal 2024 and 2027 FTIP; and

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2027 FTIP to be consistent with Connect SoCal 2024, as amended; and

WHEREAS, the regional emissions analyses for the 2027 FTIP are identical to the regional emissions analyses for the 2024-2050 RTP/SCS, as amended. The regional emissions analyses used the latest US EPA-approved EMFAC2021 model with the adjustment factors developed by CARB and approved by US EPA for regional transportation conformity analysis in California on November 21, 2025, and then the EMFAC2021 Heavy-Duty Inspection and Maintenance (HD I/M) off-model adjustment factors that were developed by CARB and approved by US EPA on May 6, 2026 for MPOs to use for regional emissions

analyses in transportation plan and Transportation Improvement Program conformity determinations. The interim EMFAC2021 HD I/M off-model adjustment factors previously approved by US EPA on May 26, 2023 are not used. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. section 450.332(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, on July 2, 2026 SCAG's Regional Council authorized the release of the draft Amendment 2 to Connect SoCal 2024 (herein referred to as "Amendment 2" or "Amendment") for a 30-day public review and comment period; and

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 6, 2026 public notices were emailed to regional stakeholders; the draft Amendment 2 was made available on SCAG's website; and copies were provided for review throughout the region by special request; and

WHEREAS, to the extent that SCAG has received any written comments on the draft Amendment 2, those comments have been responded to, and those comments along with responses are summarized in the final version of the Amendment; and

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. section 134 and 23 C.F.R. section 450; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendment development process; and

WHEREAS, the Amendment 2 includes a financial plan identifying the financial impact of the changes contained in the Amendment 2; and

WHEREAS, the Amendment 2 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by CARB and found to be adequate or approved by US EPA, this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, the transportation conformity analysis of Amendment 2 has been conducted simultaneously with that for the 2027 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, SCAG analyzed the potential environmental impacts of Amendment 2 and appropriately addressed these potential impacts in Addendum 2 to the PEIR, and Addendum 2 concluded

that modifications to the Project List would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the environmental analysis; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2027 FTIP and the proposed final Amendment 2 were considered by SCAG's Energy and Environment Committee (EEC). At its September 3, 2026 meeting, SCAG's EEC recommended that the Regional Council approve the transportation conformity determinations of the proposed final 2027 FTIP and the proposed final Amendment 2 and direct staff to submit to the FHWA and FTA; and

WHEREAS, SCAG's Regional Council has reviewed the Amendment 2 and related staff reports and materials, which are incorporated herein by this reference.

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, as follows:

1. The Regional Council approves Amendment 2 to Connect SoCal 2024 for the purpose of complying with the requirements of the IJIA, FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows:
 - a. Amendment 2 to Connect SoCal 2024 complies with all applicable federal and state requirements, including the IJIA, FAST Act and MAP-21 planning provisions and CEQA; and
 - b. Amendment 2 to Connect SoCal 2024 complies with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) et seq. by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and
 - c. Amendment 2 to Connect SoCal 2024 is consistent with the policies, programs, and projects in the federally approved Connect SoCal 2024 as amended and meet all federal and state requirements and regulations.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment 2 to Connect SoCal 2024. In making this determination, the Regional Council finds as follows:
 - a. Amendment 2 to Connect SoCal 2024 pass the four federal tests and analyses required for transportation conformity, namely: regional emissions analysis, timely implementation of Transportation Control Measures, interagency consultation and public involvement, and financial constraint analysis.
3. SCAG's Executive Director or his designee is authorized to transmit Amendment 2 to Connect SoCal 2024 and associated transportation conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and applicable US EPA Transportation Conformity Regulations, 23 CFR Part 450, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 3rd day of September 2026.

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

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Transportation Commission

RESOLUTION NO. 26-684-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE 2026-27 THROUGH 2031-32 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2027 FTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. section 134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. section 134 et seq., 49 U.S.C. section 5303 et seq., and 23 C.F.R. Part 450; and

WHEREAS, under state law, SCAG is the multicounty designated transportation planning agency and, as such, is responsible for preparation of the RTP/SCS under California Government Code section 65080 et seq., and the FTIP under California Government Code section 65082 and Public Utilities Code section 130301 et seq.; and

WHEREAS, the FTIP lists projects to be funded with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, and local funds for the next four-year period, and the FTIP is a key component in the process by which the RTP/SCS is implemented; and

WHEREAS, the FTIP advances the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements, including specific requirements for the scheduling of projects, financing, and the timely implementation of transportation control measures to help reduce air pollution; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. section 134 et seq. and implementing regulations under 23 C.F.R. Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years and submitted to the United States Secretary of Transportation (Secretary) so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2024/25 – 2029/30 FTIP (2025 FTIP) in September 2024; and

WHEREAS, the 2027 FTIP is an update to the 2025 FTIP, and it is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2026-27, 2027-28, 2028-29, and 2029-30) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional two years (2030-31 and 2031-32) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2027 FTIP is composed of approximately 1,836 transportation projects with \$48.5 billion dollars programmed in fiscal years FY 2026-27 to FY 2029-30; and

WHEREAS, in a nonattainment or maintenance area designated by the U.S. Environmental Protection Agency (US EPA) for one or more transportation-related criteria pollutants, the MPO, as well as the FHWA and FTA, must make a transportation conformity determination on the RTP and FTIP in accordance with the federal Clean Air Act to ensure that federally supported transportation plans, programs, and projects activities conform to the purpose of the applicable State Implementation Plan (SIP); and

WHEREAS, transportation conformity for the 2027 FTIP complies with all applicable federal Clean Air Act and US EPA transportation conformity requirements, and satisfies five federally required transportation conformity tests as described in 40 C.F.R Part 93 and 23 CFR Section 450, including: consistency with the adopted RTP/SCS as amended, regional emissions analysis, timely implementation of Transportation Control Measures (TCMs), financial constraint, and interagency consultation and public involvement; and

WHEREAS, SCAG prepared a Program Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act (CEQA) for the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), and on April 4, 2024, the SCAG Regional Council certified the PEIR and adopted the 2024-2050 RTP/SCS, including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, the federally required transportation conformity analysis for the 2027 FTIP relies on and updates the federally approved transportation conformity analysis for 2024-2050 RTP/SCS, which received final federal approval on May 10, 2024, as well as updates the federally approved transportation conformity analysis for the 2025 FTIP and Connect SoCal 2024 Amendment 1, which received final federal approval on December 16, 2024; and

WHEREAS, 23 U.S.C. section 134 and 23 C.F.R. Part 450 requires each project or project phase in the 2027 FTIP to be consistent with the 2024-2050 RTP/SCS as amended; and the potential environmental impacts of the projects in the 2024-2035 RTP/SCS as amended have been programmatically reviewed in the PEIR and subsequent addendums; and

WHEREAS, 42 U.S.C. section 7506 and 23 C.F.R. Part 450 also requires the 2027 FTIP to conform with the applicable SIPs developed for the federal nonattainment and maintenance areas in the SCAG region; and

WHEREAS, SCAG staff has conducted an analysis of the 2027 FTIP and found that it complies with federal and state metropolitan planning requirements and is consistent with the 2024-2050 RTP/SCS as amended and its policies, programs, strategies, and projects; and

WHEREAS, the latest planning assumptions, transportation modeling, and emissions modeling for the 2027 FTIP are identical to those for the 2024-2050 RTP/SCS as amended and updates the regional emissions analysis for the 2024-2050 RTP/SCS; and

WHEREAS, the regional emissions analyses for the 2027 FTIP are identical to the regional emissions analyses for the 2024-2050 RTP/SCS, as amended. The regional emissions analyses used the latest US EPA-approved EMFAC2021 model with the adjustment factors developed by the California Air Resources Board (CARB) and approved by US EPA for regional transportation conformity analysis in California on November 21, 2025 and then the EMFAC2021 Heavy-Duty Inspection and Maintenance (HD I/M) off-model adjustment factors that were developed by CARB and approved by U.S. EPA on May 6, 2026 for MPOs to use for regional emissions analyses in transportation plan and Transportation Improvement Program conformity

determinations. The interim EMFAC2021 HD I/M off-model adjustment factors previously approved by US EPA on May 26, 2023 are not used. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. Part 450 and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, the 2027 FTIP includes a Financial Plan that indicates estimated available resources including resources from public and private sources which are reasonably expected to be available to carry out the 2027 FTIP as required by 23 U.S.C. section 134 and 23 C.F.R. Part 450; and

WHEREAS, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative, and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

WHEREAS, 23 C.F.R. Part 450 requires each MPO to adopt a public participation program. The SCAG's Regional Council adopted an updated Public Participation Plan on February 5, 2026, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures, and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, in accordance with the interagency consultation requirements, 23 C.F.R. Part 450 as well as SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies throughout the 2027 FTIP development process, which involved discussion of a draft of the 2027 FTIP and a proposed final 2027 FTIP with the Transportation Conformity Working Group (the primary regional forum for on-going interagency consultation). In addition, on July 2, 2026 the Transportation Committee and SCAG's Regional Council authorized the release of the Draft 2027 FTIP for a 30-day public review and comment period. The Draft 2027 FTIP was available for public review and comment from July 6th to August 4th during which time SCAG held two (2) public hearings regarding the Draft 2027 FTIP on July 21, 2026 and July 28, 2026 respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2027 FTIP; and

WHEREAS, projects in the 2027 FTIP satisfy the transportation conformity provisions of 40 C.F.R. section 93.122 and all applicable transportation planning requirements per 23 C.F.R. Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

WHEREAS, the transportation conformity analysis of the 2027 FTIP has been conducted simultaneously with that for the Amendment No. 2 to the 2024-2050 RTP/SCS in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2027 FTIP and the proposed final Amendment No. 2 to the 2024-2050 RTP/SCS were considered by SCAG's Energy and Environment Committee (EEC). At its September 3, 2026 meeting, SCAG's EEC approved staff's recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2027 FTIP and the proposed final Amendment No. 2 to the 2024-2050 RTP/SCS and direct staff to submit to the FHWA and FTA for approvals; and

WHEREAS, SCAG's Regional Council has reviewed the final 2027 FTIP and related staff reports and materials, which are incorporated herein by this reference; and

WHEREAS, the Regional Council has accepted delegation of authority from Caltrans to allow SCAG's Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans.

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the 2027 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2027 FTIP, the Regional Council finds as follows:
 - a. The 2027 FTIP complies with all applicable federal and state requirements and regulations, including 23 U.S.C. section 134 and 23 C.F.R. Part 450, California Government Code section 65082 and Public Utilities Code section 130301 et seq, and CEQA.; and
 - b. The 2027 FTIP is consistent with and implements SCAG's 2024-2050 RTP/SCS as amended; and
 - c. The 2027 FTIP is financially constrained, as demonstrated in the Financial Plan, in that programmed expenditures do not exceed reasonably available revenues; and
 - d. The 2027 FTIP demonstrates positive transportation conformity in accordance with the federal Clean Air Act and applicable US EPA transportation conformity requirements and regulations; and
 - e. The 2027 FTIP evaluates whether projected transportation network emissions fall below the allowable limits established in the applicable SIPs for nonattainment or maintenance areas.
 - f. The 2027 FTIP lists TCMs that are subject to timely implementation.
 - g. The 2027 FTIP has been developed in accordance with performance-based planning requirements and is designed to make progress toward achieving established federal performance targets; and
 - h. The 2027 FTIP was developed in accordance with SCAG's adopted Public Participation Plan and applicable interagency consultation requirements.

- i. Because the 2027 FTIP programs the projects contained in the 2024–2050 RTP/SCS, as amended, which has been reviewed pursuant to CEQA in the PEIR and its addendums; no further CEQA review is necessary for the 2027 FTIP (excluding project level review).
2. In approving the 2027 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.
3. SCAG’s Executive Director or his designee shall transmit the 2027 FTIP and associated transportation conformity determination to Caltrans for inclusion in the Federal Statewide Transportation Improvement Program, and to the FHWA and FTA for final approval in accordance with the federal Clean Air Act and applicable federal regulations.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of September 2026.

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

2027 Federal Transportation Improvement Program

Type	Comment Date; Method	Submitter	Comment Summary	SCAG Response
General	7/21/2026; Verbal comment at Public Hearing 1	Karen Reside	Hi, I just wanted to congratulate SCAG on, working with more, interdepartmental, specifically Metro. We just went through the World Cup. And all the comments on the transportation were overwhelmingly positive. And, as I represent the older adults, I got reappointed to the LA County Commission on Aging. A lot of those benefits will be lasting for the region. And I was really happy to see that Metro is having a centralized bus stop committee. And so, this gives me lots of hope for the future and better plans that are more inclusive. Because it's a...that's exactly what we need as a region. Yeah, so we fit on the worldwide stage. So, thank you for all your hard work.	Comment noted. Your comment has been forwarded to the Los Angeles County Metropolitan Transportation Authority.
General	7/21/2026; Verbal comment at Public Hearing 1	Brian Yanity	Hello! Good evening, thank you for this opportunity to speak. My name is Brian Yanity, I'm... excuse me, Vice President South of the Rail Passenger Association of California and Nevada, or RAILPAC. And I am just, concerned in the, the draft amendment 2...the project timelines on some very critical rail projects. For example, in LA County, this is LA Metro-led projects, Lilac Rancho double track on the San Bernardino line is delayed till 2029. Well, the Brighton to Roxford double track and Balboa double track on the Antelope Valley line, they're delayed for at least 10 more years until the later 2030s. For the Brighton to Roxford double track, we're talking about until 2037, and	Comment noted. Your comment has been forwarded to Metrolink, the Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, and Orange County Transportation for consideration. As SCAG does not have a direct role in the implementation of these rail projects, SCAG's ability to influence completion dates is limited.

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			then Balboa double track delayed until 2039. I just think that's kind of unacceptable, and I don't know if it's up to SCAG, but I just wanted to register that those need to be completed much sooner than that. These projects were supposed to be done by 2028 as part of the SCORE program. In Riverside County, the RCTC-led, 3rd and 4th mainline tracks on the BNSF in Riverside County between, basically between Fullerton, Riverside, San Bernardino. Those are delayed also until 2039, and they were partially funded already, and they're supposed to be done at least this decade. These rail projects, I could go on down the list, Orange County, the Sera Siding project, were supposed to be done by 2028, but they're getting pushed back, until more than a decade from now, and I think that SCAG should work with the county-level agencies to expedite these projects. So, thank you.	
General	7/22/2026; Email	Richard Sandbrook	Firstly, I must admit I did not read the entire draft (well over 1k pages!). Secondly, my comments are somewhat general in nature, and in a way may pertain to SCAG's philosophical approach to it's mission, rather than particular details. I agree that the mission of SCAG is a good thing, and that planning is a good thing, (and I hope you	State law requires that Connect SoCal 2024 meet targets for reducing greenhouse gas emissions from passenger vehicles. While high-occupancy toll (HOT) lanes (also known as express lanes) can generate revenue, the primary purpose of such managed lanes is to restrict access (e.g., via occupancy or tolls for vehicles not meeting the minimum occupancy) so that these lanes can operate

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			can get San Diego county on board someday), BUT, as a conservative American, feel it is important that individualism and freedom retain their place in our systems and our thinking, without attempting to manipulate our populace through propaganda or pressure. Having said that, I politely ask that policies and projects take into consideration that climate change may not be the boogie man that past or present administrations have made it to be, and fossil fuels not as bad as has been purported. Many, like me, do not believe “the science is settled”, and think it is not only OK, but a requirement that we the public ask questions of the experts on both sides of an issue. Please don’t get me wrong and think that I don’t like clean air/water/soil. I grew up in the 1950s in Long Beach and remember the smog then (much better now). But I do believe that AFTER listening to both sides, one makes a decision based on truth and facts. In regards to transportation, I would like to state that the public as a whole does not like HOT lanes, feeling that we pay for our highways with electric rates (for EVs) and fuel taxes (for ICE vehicles), and having to pay to use newer roads is not right. I urge you to minimize the addition of HOT or toll lanes. (Tell CalTrans)	efficiently even during peak demand periods (e.g., rush hour). The transportation system is not funded by electricity rates. SCAG has limited direct authority over transportation revenues sources identified in Connect SoCal 2024 or the 2027 FTIP, including those that would effectively encourage a shift of good movement from trucks to rail. SCAG does not have that type of regulatory authority. SCAG recognizes the important role that rail can play in improving goods movement efficiency, reducing roadway congestion, and supporting environmental goals. Connect SoCal 2024 includes strategies and investments intended to improve both passenger and freight transportation systems. However, SCAG has limited authority over many of the funding, operational, and regulatory decisions related to freight rail and goods movement infrastructure.

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			In addition, I urge SCAG to encourage (through funding) the implementation of vast improvements in our railway systems, especially in the freight area. Hundreds if not thousands of semi-trucks can be replaced by rail transport, which has less cost, less pollution, less highway impact. (Sorry teamsters). Lastly, I urge SCAG to attempt to minimize new regulations, possibly using the rule that for every new regulation, 2 must be eliminated. My apologies if you think these comments are lengthy.	
General	7/28/2026; Verbal comment at Public Hearing 2	Mike McCarthy, Vice Chair of Riverside Neighbors Opposing Warehouses and Vice Chair of the Freight Communities Action Coalition	My name is Mike McCarthy, I live in the City of Riverside. I'm the Vice Chair of Riverside Neighbors Opposing Warehouses, and also the Vice Chair of the Freight Communities Action Coalition. Thank you for the opportunity to provide comments on the FTIP. I am a co-author of a recently released Region in Crisis 2 report, authored by the Sierra Club, the Center for Community Action and Environmental Justice, the Robert Redford Conservancy for Southern California Sustainability at Pitzer College, and R-NOW. It describes how, in California's Inland Empire, aggressive industrial expansion is fueling impacts across environmental, economic, and quality of life issues, deepening the housing crisis, eroding community health, and	Comment noted. Staff will reach out to the coalition and consider the Region in Crisis reports in development of Connect SoCal 2050.

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			exacerbating environmental justice, mostly in low-income communities of color. Warehouse growth is outpacing population growth by at least a factor of 4. Multiple municipalities have as much warehouse space per resident as the size of a single-family home, and there are over 15 years of warehouses approved for construction, and another 10 years' worth of warehouses currently pending in environmental review. Compounding this harm, warehouse-related jobs are vulnerable due to automation and trade volatility, and that basically undermines the claims that these are lasting economic benefits from these types of land uses. SCAG is the regional planning agency responsible for sustainable growth and our regional transportation plan. This FTIP has a list of projects that prioritize logistics sprawl through freeway expansion and displacement of passenger vehicles in the toll lanes to make space for heavy-duty trucks. SCAG has no policies to reduce or mitigate logistics sprawl, which encourages higher truck VMT, higher greenhouse gas emissions, more traffic congestion, and more roadway damage. Regional freight development should be subject to the same compact growth guidelines as the residents of the region, with goals for industrial development in the coastal counties closest to the ports. Our coalition seeks meaningful community engagement and local and regional transportation planning to prioritize housing, health, and equity	

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			over a sprawling logistics expansion that harms our homes, neighborhoods, lives, and families. We will send a copy of the report to SCAG staff in the Goods Movement Division and the Environmental Justice Division, as well as the leaders of the organization. And we hope that key leaders and SCAG staff will reach out to us and discuss how to make this better in the future. We know that's not going to happen now, it's a long-term thing, but you've ignored us for the last 5 years. We've had a Region in Crisis 1 report we released 3 years ago, it's not even mentioned in your Goods Movement Technical Report. You continue to ignore communities and just prioritize, you know, multinational freight firms over the communities that live here, and we cannot continue to have this kind of growth unrestrained and 90% of it happening in the Inland Empire as opposed to the coastal counties. We need to have a more equitable growth pattern for freight if we're going to continue to try to grow it as fast as we are. Thank you so much for your time, and have a great day.	
General	7/28/2026; Verbal comment at Public Hearing 2	Eli Lipmen, Move California	Yes. Hi, my name is, Eli Lipman. I am, calling on behalf of Move California, we are an advocacy organization working on affordable housing and public transportation, funding, in the region. You know, let me start with, the Connect SoCal Draft Amendment 2. When we testified at Connect	With Amendment 2, Connect SoCal 2024 continues to meet the greenhouse gas emission reduction target established for the region. As indicated in the Connect SoCal 2024 Project List Technical Report , the Southern California Optimized Rail Expansion (SCORE) Program capital

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			SoCal, when it was originally passed, or approved two years ago, before SCAG, you know, I looked at all the members of the various cities around the region, and I said, you know, this is a great plan, it's transformative, but now it's up to you, as these local cities and county officials to implement it. And when I look at the list of projects in this draft amendment. I don't think that it looks as if, my advice, and my imploremet was not heeded, as many of these projects include, a significant, road enhancement projects, increasing of lanes, widenings of lanes, throughout the region. In multiple cities, in multiple county jurisdictions, and so you are not gonna...by approving these amendments, at the Council, at SCAG's Council, you are absolutely not going to achieve the, necessary reductions in greenhouse gas emissions. There are some bright spots in this draft amendment. I'd like to particularly call out the City of Long Beach, which has multiple projects in it. In its amendment, that would include traffic calming, Class 4 bike lanes, and reductions in lanes, to improve, the region. And we really want to congratulate Long Beach for showing that leadership on the issue. In terms of, in terms of the other piece of this. You know, there are multiple projects part of Metrolink's SCORE program that would deliver 30-	expenditures have a completion year of 2035 (RTP ID 720001), with SCORE operations spanning from 2035 to 2050 (RTP ID 720002). Delivery of individual projects is dependent on funding availability and project-specific implementation schedules.

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			minute system-wide service by 2028, but it appears that not a single Metrolink line will have that capacity by the deadline. And that's because of delays on multiple projects. I want to refer you to the letter, sent, to SCAG on June 28th, by the Californians for Electric Rail, which we support. And, you know, in particular, there's lack of any passenger rail capacity projects in Orange County, in the Draft 2 in the original plan. And so we're really disappointed there really is, no way for, this region to achieve its aggressive greenhouse gas emission goals, its aggressive goals in the Sustainable Community Plan by it without these projects and without investing in the key, the key pieces that need to be, invested in. So, we're disappointed with this, with this draft and the Draft FTIP and the draft amendments, and we'd like to see you go back, to the planning and remove projects that are only going to increase car capacity and increase greenhouse gas emissions.	
General	7/28/2026; Verbal comment at Public Hearing 2	Jacob Wasserman	Thanks so much. Yes, my name is Jacob Wasserman. I am a transportation researcher and a Planning Commissioner of the City of Santa Monica but speaking for myself only here. I want to echo all of Eli's comments and just say, I know that this plan is kind of the aggregation of a lot of individual cities and jurisdictions projects, so in some sense, you don't have that much control. But I will say, just looking at the overall numbers.	Comment noted. With Amendment 2, Connect SoCal 2024 continues to meet emission budgets for criteria air pollutants under transportation conformity and greenhouse gas emission reduction targets established for the region under Senate Bill 375. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal

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			Doing the math in terms of programmed money, it's 48% toward roadway improvements, whereas the emissions in California, 70% to 80%, come from cars and trucks, whereas less than 3% come from rail, bus, and other transit. And so I think that those numbers, in terms of spending should be much more in alignment with their emission reduction potential. Spending half on roadways, I mean, it's an improvement from the way it used to be, but it's still not nearly where it needs to be, and claims about adding, you know, lanes to highways, reducing emissions are total bunk, and yet they still continue to happen. So, whatever you can do in the plan to work with jurisdictions to create policies at the MPO level to move more money toward active transportation, public transit, even housing projects support, and move it away from freeway expansion that other commenters had mentioned as well that do not get us to where we need to be in our emissions goals. Thanks.	funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed. State and federal transportation revenue sources are not eligible to fund housing.
General	7/28/2026; Verbal comment at Public Hearing 2	Martha Masters, Riverside County Transportation Commission	Good morning, my name is Martha Masters from the Riverside County Transportation Commission, or RCTC. Thank you for allowing me to speak. RCTC appreciates the significant time, effort, and collaboration that SCAG's staff invested in developing the 2027 Federal Transportation Improvement Program and Connects SoCal 2024 Draft Amendment Number 2.	Comment noted. The FTIP and Connect SoCal are the result of significant agency efforts at the city, county, region, state, and federal levels, along with input from the public, elected officials, and other stakeholders.

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			RCTC recognizes the extensive coordination required to compile, review, and program transportation programs that support the region's mobility, safety, and sustainability goals. RCTC works closely with agencies throughout Riverside County to coordinate and incorporate all city priorities into both the FTIP and Connect SoCal. We thank SCAG for its leadership and commitment throughout this process, and appreciate the opportunity to participate in the development of the 2027 FTIP and Connect SoCal amendment. RCTC looks forward to continuing our partnership with SCAG and local agencies to successfully deliver critical transportation improvements for Riverside County and the Southern California region. Thank you.	
Financial	7/29/2026; Email	Peter Kang, PE FTIP/FSTIP Coordinator Office of Federal Programming & Data Management Division of	Thank you very much for providing us the opportunity to review the SCAG's Draft 2027 FTIP. Please include responses to the comments below from the Office of Federal Programming and Data Management, and the comments from the Air Quality Branch from the Division of Transportation Planning in the Final 2027 FTIP to Caltrans. 1. Financial Summary / Financial Plan (Technical	Comment noted.

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		Financial Programming California Department of Transportation (Caltrans)	Appendix Vol. II, Section VIII) The Financial Plan overview, Table 1 (Summary by Funding Source), and Table 2 (Summary by Program) in Section VIII (pp. 177–179) are internally consistent: the federal/state/local shares and modal shares tie to the reported totals, and the “\$48.5 billion” regional total cited in the narrative is consistent with the underlying tables.																																														
Financial	7/29/2026; Email	Peter Kang, PE FTIP/FSTIP Coordinator Office of Federal Programming & Data Management Division of Financial Programming Caltrans	1.1 Attachment C – Transit Operator Financial Data: Revenue/Expenditure Imbalances Attachment C (pp. 196–218) presents individual four-year revenue and expenditure tables for each transit operator in the region. Cross-checking each operator's “Revenue Total” against its “Expenditures Total” row shows that most operators are balanced (Access Services, Foothill Transit, Long Beach Transit, Santa Clarita Transit, Santa Monica Big Bule Bus, Riverside Transit Agency, SunLine Transit Agency, Omnitrans, Simi Valley Transit, and — within rounding — Mountain Area Regional Transit Authority and VCTC Intercity). However, eight operators show a material mismatch between revenues and expenditures at the “First 4 Years Total” level: <table border="1"> <thead> <tr> <th>Transit Operator</th><th>Revenue Total (4-Yr, \$000s)</th><th>Expenditures Total (4-Yr, \$000s)</th><th>Difference (\$000s)</th><th>% Variance</th></tr> </thead> <tbody> <tr> <td>Antelope Valley Transit Authority</td><td>148,469,817</td><td>238,429,083</td><td>89,959,266</td><td>+60.6%</td></tr> <tr> <td>Norwalk Transit System</td><td>205,476,242</td><td>(102,630,683)</td><td>(308,106,925)</td><td>sign error</td></tr> <tr> <td>Torrance Transit</td><td>159,409</td><td>245,066</td><td>85,657</td><td>+53.7%</td></tr> <tr> <td>Los Angeles Dept. of Transportation</td><td>897,848</td><td>1,046,186</td><td>148,338</td><td>+16.5%</td></tr> <tr> <td>Montebello Bus Lines</td><td>169,438</td><td>197,504</td><td>28,066</td><td>+16.6%</td></tr> <tr> <td>Gold Coast Transit District</td><td>179,136</td><td>205,607</td><td>26,471</td><td>+14.8%</td></tr> <tr> <td>G Trans</td><td>163,084</td><td>170,491</td><td>7,407</td><td>+4.5%</td></tr> <tr> <td>Victor Valley Transit Authority</td><td>291,918,188</td><td>289,992,359</td><td>(1,925,829)</td><td>-0.7%</td></tr> </tbody> </table>	Transit Operator	Revenue Total (4-Yr, \$000s)	Expenditures Total (4-Yr, \$000s)	Difference (\$000s)	% Variance	Antelope Valley Transit Authority	148,469,817	238,429,083	89,959,266	+60.6%	Norwalk Transit System	205,476,242	(102,630,683)	(308,106,925)	sign error	Torrance Transit	159,409	245,066	85,657	+53.7%	Los Angeles Dept. of Transportation	897,848	1,046,186	148,338	+16.5%	Montebello Bus Lines	169,438	197,504	28,066	+16.6%	Gold Coast Transit District	179,136	205,607	26,471	+14.8%	G Trans	163,084	170,491	7,407	+4.5%	Victor Valley Transit Authority	291,918,188	289,992,359	(1,925,829)	-0.7%	Comment noted: Antelope Valley Transit Authority (AVTA) provided an updated Expenditure Report to be included in the Final 2027 FTIP. The top portion of “revenues” are what was estimated to receive only; AVTA did not add what was expected to spend, any FTA carryover, TIRCP, jurisdictional contributions, or AVTA reserve dollars. Those amounts were included in the bottom portion of cap/ops budget projections. Also, at the time of this submission, AVTA had not held their 2027 capital budget meeting yet. Updated data shows the additional monies noted above and updated the ops & cap budgets. There is still a deficit - specifically the reason AVTA was forced to look at new/different ways to maintain services. AVTA is planning to reduce from 187k operating hours, down to 163k next year – and still looking at enhancements beyond. The new route and planned service expansion has been squashed – the AVTA
Transit Operator	Revenue Total (4-Yr, \$000s)	Expenditures Total (4-Yr, \$000s)	Difference (\$000s)	% Variance																																													
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			Recommend SCAG confirm and correct the following, in order of materiality: - Antelope Valley Transit Authority (p. 197): Expenditures Total (\$238.4M) exceeds Revenue Total (\$148.5M) by \$89.96M (60.6%) and the gap holds in every individual fiscal year (e.g., FY26/27 alone shows \$59.9M programmed against \$35.9M in identified revenue). This is the largest and most consistent imbalance in Attachment C and should be resolved before the FTIP is finalized, since 23 CFR 450.324(e) requires programming to be limited to available/committed funds in the first two years. - Norwalk Transit System (p. 204): The Expenditures Total is shown as a negative number, (\$102,630,683), against a positive Revenue Total of \$205,476,242 and it is an apparent \$308.1M discrepancy. On inspection, the underlying Capital and Operating expenditure line items are entered as negative values whose magnitudes are actually close to the corresponding revenue subtotals (e.g., Capital: revenue subtotal \$30,028,743 vs. expenditure -\$30,028,743). This reads as a sign/formatting error in the source workbook rather than a true funding gap — recommend SCAG correct the sign on the Capital and Operating expenditure rows and re-verify the corrected total.	budget has doubled in the last 5-6 years – it’s unsustainable. Norwalk Transit has provided an updated financial table showing the revised Expenditures as absolute values rather than negative values. The revised table is included in the Final 2027 FTIP document. Gold Coast Transit projected expenditures exceed projected revenues because the financial table reflects Gold Coast Transit’s current forecasted operating deficit. The agency is actively evaluating additional revenue sources and/or expenditure reductions to address the projected funding shortfall. At this time, the projections accurately reflect the agency’s current financial outlook. Victor Valley Transit Authority’s revenue exceeds expenditures in the current year due to the infusion of SB 125 funds. These funds are currently being held in reserve. The agency is in the process of updating its Short Range Transit Plan (S RTP), which will identify how the SB 125 funds will be programmed and put into service. Specific uses of the funds are still to be determined. Torrance Transit provided an updated financial table. The Torrance Transit

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			- Torrance Transit (p. 207): Expenditures exceed revenues by \$85,657K (53.7%). - Los Angeles Department of Transportation (p. 202): Expenditures exceed revenues by \$148,338K (16.5%). - Montebello Bus Lines (p. 203): Expenditures exceed revenues by \$28,066K (16.6%). - Gold Coast Transit District (p. 214): Expenditures exceed revenues by \$26,471K (14.8%). - G Trans (p. 199): Expenditures exceed revenues by \$7,407K (4.5%). - Victor Valley Transit Authority (p. 213): Expenditures are \$1.93M (0.7%) below revenues — immaterial, but noted for completeness. Please have SCAG verify each of these against the source operator budgets/TDA claims and either correct Attachment C or provide an explanatory note (e.g., use of reserves, timing of local match) for any that are intentional, consistent with the documentation standard applied elsewhere in Attachment C (several operators already include a "Comments" column explaining variability).	operating budget is proposed to increase due to salaries and employee benefits as a net result of changes in the department's budgeted staffing levels, approved and anticipated pay and benefit adjustments, CalPERS rates, and other various employee-related cost elements. Additionally, Torrance Transit began operating a microtransit program, known as Connect Torrance. A new grant currently pending award is anticipated to cover 9 months of the FY 2026-27 operating costs outside of the operating budget, for a total of 24 months of operating the service. The proposed budget has been carefully developed with a focus on reducing the negative impact on the Transit fund's structural deficit position, which will continue to be closely monitored over the future budget cycles with additional reductions anticipated.
General	7/29/2026; Email	Peter Kang, PE FTIP/FSTIP Coordinator Office of Federal Programming & Data	2. Performance Measures (Technical Appendix Vol. II, Section X) PM 1 (Safety), PM 2 (Pavement/Bridge), and PM 3 (System Performance/Freight/CMAQ) are all addressed with current targets and are internally consistent, with one exception:	Comment noted. The indicated narrative on PM2 NHS Bridge Condition will be revised as needed.

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		Management Division of Financial Programming Caltrans	PM 2 – NHS Bridge Condition narrative/table discrepancy: On p. 238, the narrative states that “48.1 percent of NHS bridges in the SCAG region were considered in ‘Good’ condition in 2023,” attributed to Table 6. Table 6 itself (SCAG Region row) and Table 5 on p. 238 both report the SCAG region NHS bridge “Good” share as 42.1 percent, not 48.1 percent. The Fair (45.8%) and Poor (12.1%) figures in the same sentence do match the tables. Recommend SCAG correct the narrative figure to 42.1 percent. Table 2 (Highway Safety Investments, p. 233) and Table 7 (Pavement & Bridge Investments, p. 239) both foot correctly (project counts, costs, and percentages all reconcile to their stated totals), so no correction is needed there.	
General	7/29/2026; Email	Peter Kang, PE FTIP/FSTIP Coordinator Office of Federal Programming & Data Management Division of Financial Programming Caltrans	3. Grouped Listings and Project Listings (Volume III) A sample of grouped project listings (e.g., Imperial County HBP and SHOPP grouped listings) correctly cite the applicable 40 CFR 93.126/93.127 exempt table category by grouping type (bridge rehabilitation, safety, pavement resurfacing), consistent with the guide’s grouped-listing check. No discontinued-program fund types (e.g., HES/HR3-superseded codes) were identified in the fund source legend (Vol. III, Fund Sources) reviewed; the High Risk Rural Roads program (HRRR/HR3) reference found is a current, active	Comment noted.

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			federal-aid category, not a discontinued one, so no comment is warranted there.	
Financial	7/29/2026; Email	Peter Kang, PE FTIP/FSTIP Coordinator Office of Federal Programming & Data Management Division of Financial Programming Caltrans	4. Summary of Requested Actions - Correct or explain the eight Attachment C revenue/expenditure imbalances identified in Section 1.1, prioritizing Antelope Valley Transit Authority (largest dollar gap) and Norwalk Transit System (likely sign error). - Correct the NHS bridge "Good" condition narrative figure on p. 239 (48.1% → 42.1%) to match Tables 5 and 6.	Comment noted. Please see responses above.
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D.	Introduction Coalition for Clean Air provides these comments on the Southern California Association of Governments (SCAG) Draft 2027 Federal Transportation Improvement Program (FTIP). Comment 1: Unsupported Exogenous Assumptions on Work-from-Home, Hybrid Work, and Telemedicine SCAG's regional travel modeling relies heavily on exogenous off-model trip reduction assumptions rather than endogenous behavioral feedback loops, creating significant vulnerabilities under 40 CFR § 93.110 (latest planning assumptions). A. Static Telework and Hybrid Reductions (2026–2050)	The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended. SCAG's work-from-home (WFH) assumptions were developed using multiple data sources, including American Community Survey (ACS), the National Household Travel Survey (NHTS), California Household Travel Survey (CHTS), UC Davis

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			- SCAG applies a constant 14.48% reduction for hybrid/telework (1–4 days/week) across all forecast years from 2026 through 2050. - Applying an unvarying 14.48% reduction factor exogenously over a 25-year horizon fails to account for structural shifts in regional employment sectors or employer mandate revisions. - Suppressing work tours off-model distorts peak-period congestion dynamics and fails to model how workers reallocate freed travel time to non-work travel.	Transportation Survey, and the Survey of Working Arrangement and Attitudes (SWAA). These data sources indicate that WFH patterns experienced significant volatility during and immediately after the COVID-19 pandemic, but also suggest an eventual stabilization characterized by a mix of remote and hybrid work arrangements. SCAG has updated its WFH analysis using the latest available data, and the 14.48% hybrid WFH rate was developed through an evaluation of pre-pandemic, pandemic and post pandemic work patterns.
			B. Unsubstantiated Telemedicine Lookup Tables - SCAG applies exogenous telemedicine reduction factors that subtract up to 22.9% of personal maintenance trips for demographics aged 18–29 by 2050. - SCAG’s documentation explicitly acknowledges that predicting trip substitution due to telemedicine is beyond the scope of a travel demand model yet relies on an uncalibrated lookup table anyway. - Removing up to 23% of personal maintenance activities off-model violates 40 CFR § 93.110(a), which mandates that travel estimates be grounded in scientifically sound behavioral modeling rather than speculative policy tables.	The assumption of a constant 14.48% hybrid/telework rate (1-4 days/week) from 2024 to 2050 was not intended to imply that workplace practices will remain unchanged over the forecast horizon, rather, it reflects a conservative modeling assumption adopted in response to the limited availability of reliable long-range forecasts for future telework behavior, industry composition, and employer mandates. Please note that for the long-range forecast, SCAG differentiated between remote workers and hybrid workers. The share of fully remote workers is projected to continuously evolve based on historical trend analysis, while the hybrid component is held constant after 2024 due to the high

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			SCAG's own documentation notes that work-at-home workers exhibit "rebound effects" (increased non-work trips), yet the off-model telemedicine deductions fail to model corresponding trip-chaining or off-peak VMT additions.	degree of uncertainty surrounding future employer policies and workplace practices. SCAG continues to monitor emerging data sources, including SWAA and regional travel surveys, and will refine WFH assumptions in future model updates as additional evidence on long-term workplace behavior becomes available. SCAG regional travel demand model, the Activity-Based Model (ABM), has incorporated WFH assumption in its modeling framework, and explicitly captured changes in behavior associated with WFH arrangements. The model sensitivity testing documented that reductions in commute travel are partially offset by increases in non-work trips, such as shopping and discretionary travel. Therefore, the rebound effects are not ignored but are reflected in model output through the ABM framework, which simulates individual activity-travel decisions across all trip purposes. Telemedicine analysis was developed using multiple empirical data sources including National household travel survey (NHTS), California health interview survey (CHIS) data. The analysis first estimated the healthcare trip shares by age cohort, then estimated telemedicine utilization by age

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				group and subsequently projected future telemedicine adoption using a logistic growth model. The resulting telemedicine inputs are therefore based on observed travel, healthcare utilization data rather than arbitrary lookup values. Furthermore, the resulting reductions do not imply that 23% of all personal maintenance trips are removed. The telemedicine is applied only to the healthcare maintenance activities and is scaled on observed and projected telemedicine participation rates by age cohort. SCAG ABM has incorporated the telemedicine assumption in its modeling framework. SCAG has conducted model sensitivity tests to evaluate the impact of telemedicine on overall travel behavior. The results indicate that the model captures both behavioral substitution and rebound effects associated with telemedicine. While increased telemedicine adoption reduces health-care related maintenance tours, it also leads to modest increase in other activity and travel purposes, including visiting, discretionary and work, and school related travels.
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D.	Comment 2: Speculative Pricing Assumptions and Inflated Auto Operating Costs	The parking pricing analysis focuses on 16 designated job centers where existing market conditions support potential future

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			SCAG’s travel forecasts rely on uncommitted local pricing policies and escalating Auto Operating Costs (AOC) to artificially suppress auto ownership and Vehicle Miles Traveled (VMT). <table><tr><th>Forecast Year</th><th>Modeled AOC Escalation (2011 Constant Cents / Mile)</th></tr><tr><td>2019 Base Year</td><td>20.36¢ / mi</td></tr><tr><td>2026 Build</td><td>23.05¢ / mi</td></tr><tr><td>2035 Build</td><td>26.85¢ / mi</td></tr><tr><td>2050 Build</td><td>28.59¢ / mi</td></tr></table> A. Unenforceable Parking Fees and Cordon Pricing • The 2027 FTIP modeling assumes a 100% increase (doubling) of parking costs across 21 designated job centers in the region. • The forecast assumes Cordon Tolls in Downtown Los Angeles and West Los Angeles starting after 2035. • Under 40 CFR § 93.108 and § 93.110, transportation plan assumptions cannot depend on speculative municipal policies that lack binding local regulatory commitments or enacted ordinances. • Including double parking fees and cordon pricing in the "Build" scenario artificially shifts trips to transit without legal	Forecast Year	Modeled AOC Escalation (2011 Constant Cents / Mile)	2019 Base Year	20.36¢ / mi	2026 Build	23.05¢ / mi	2035 Build	26.85¢ / mi	2050 Build	28.59¢ / mi	parking rate increases. SCAG evaluated the existing parking rates within these job centers and determined a gradual increase in parking cost, reaching approximately 50% by 2035 over time, represents a reasonable planning assumption to evaluate traveler's responses, including shifts to transit, car-pooling and other modes. Similarly, the cordon pricing analysis focuses on high-congestion areas, including downtown Los Angeles and west Los Angeles, to evaluate the potential travel and emissions impacts of future pricing programs consistent with efforts underway by regional partners. These approaches are intended to assess the potential effectiveness of pricing as transportation demand management strategy rather than to predict future implementation of specific parking fees or cordon pricing programs. These pricing assumptions are only considered in the "Plan" scenario, but not in the "Baseline" scenario of the planning horizon. Pricing and other transportation demand management policies are integral to the planned projects and programs approved as part of Connect SoCal 2024.
Forecast Year	Modeled AOC Escalation (2011 Constant Cents / Mile)													
2019 Base Year	20.36¢ / mi													
2026 Build	23.05¢ / mi													
2035 Build	26.85¢ / mi													
2050 Build	28.59¢ / mi													

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			assurance that the pricing mechanisms will ever be implemented. B. AOC Escalation Damping Model VMT - Artificially escalating real auto operating costs from 20.36¢/mile in 2019 to 28.59¢ in 2050 depresses modeled long-term vehicle ownership and trip lengths across the 30-year planning horizon. - Using inflated travel costs as a baseline assumption masks underlying travel demand driven by regional population and employment growth.	The auto operating cost (AOC) assumptions were developed using established data sources and documented methodology that incorporates fuel price, fuel efficiency and maintenance costs, as well as vehicle fleet composition by fuel type. These inputs are derived from the following data sources: U.S Energy Information Administration (EIA), the California Energy Commission (CEC), CARB's AOC calculator and EMFAC fleet forecasts. SCAG conducted extensive sensitivity tests to evaluate the relationship between AOC and travel behavior. The tests compared model responses against published research on vehicle miles traveled (VMT) elasticity with respect to fuel price and fuel efficiency. The results demonstrated that the model-estimated VMT in response to the change in AOC aligns with published literature. AOC assumptions are reviewed and updated during every RTP/SCS development cycle using the most recent data and forecasts; they represent planning assumptions based on the best available evidence rather than fixed or speculative estimates.
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D. President & CEO, Coalition for Clean Air	Comment 3: Legal Inconsistencies and Procedural Flaws in Transportation Conformity The draft conformity analysis exhibits procedural timeline conflicts and relies on unapproved Motor Vehicle Emissions Budgets (MVEBs).	The transportation conformity analysis complies with EPA Transportation Conformity Regulations by using the latest planning assumptions (40 CFR §93.110), the latest emissions model (40 CFR §93.111),

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			A. Chronological Conflict in Modeling Start - SCAG explicitly states that the regional emissions modeling began in March 2026. - EPA did not issue final approval for the Heavy-Duty Inspection and Maintenance (HD I/M) off-model adjustment factors until May 6, 2026. - Incorporating post-start adjustment factors without formal documentation of complete re-runs across all nonattainment sub-basins creates a procedural violation under 40 CFR § 93.110(a), which dictates conformity must be based on assumptions in force when modeling begins. B. Reliance on Unapproved SIP Budgets - Across multiple nonattainment areas, SCAG relies on MVEBs from 2022 AQMPs/SIPs that remain under EPA review and are not yet approved. Because the "Build" scenario embeds uncommitted, speculative travel reduction assumptions (e.g., double parking fees, static 14.48% hybrid telework), the "Build" emissions are artificially depressed, invalidating the integrity of the interim Build vs. No-Build comparison required by 40 CFR § 93.119.	approved interagency consultation procedures (40 CFR §93.105), and EPA-approved or adequate motor vehicle emissions budgets (MVEBs) as required by 40 CFR §§93.118 and 93.119. The draft 2027 FTIP Technical Appendix Volume II states that the regional emissions analysis began in March 2026. EPA partially approved California's HD I/M Regulation on February 6, 2026, and approved the EMFAC2021 HD I/M off-model adjustment factors on May 6, 2026. Under 40 CFR §93.110(a), new data that become available after an analysis begins may be incorporated where appropriate through the interagency consultation process. Accordingly, the draft 2027 FTIP and Amendment 2 to Connect SoCal 2024 conformity determinations appropriately use EMFAC2021 with EPA-approved HD I/M adjustment factors as the latest planning assumptions and emissions modeling inputs. The conformity determination also satisfies 40 CFR §93.111 because EMFAC2021 with the EPA-approved adjustment factors represents the latest approved emissions modeling approach available for California transportation conformity analyses.

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				SCAG reviewed the modeling assumptions and use of the HD I/M adjustment factors through its Transportation Conformity Working Group (TCWG), consistent with the interagency consultation requirements of 40 CFR §93.105. TCWG discussions occurred throughout the conformity analysis development process, including meetings on April 28, 2026, and May 26, 2026, where SCAG staff presented the proposed emissions modeling approach and use of the forthcoming HD I/M adjustment factors. The approved meeting minutes document this review. Therefore, the use of the EPA-approved adjustment factors does not constitute reliance on unsupported post-start planning assumptions and presents no procedural conformity flaw. The draft conformity analysis also complies with federal MVEB requirements. Because the 2015 8-hour ozone MVEBs contained in the 2022 Ventura County AQMP, 2022 South Coast AQMP, and 2022 Western Mojave Desert Ozone Attainment Plan remain under EPA review, they were not used in the regional emissions analysis, consistent with 40 CFR §93.118. In the absence of approved or adequate MVEBs, SCAG appropriately conducted interim emissions tests under 40 CFR §93.119. These tests require the Build scenario emissions to be less than or equal

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				to the No-Build scenario emissions and/or the applicable baseline year emissions. The draft 2027 FTIP analysis applies these requirements and incorporates transportation modeling assumptions, including work purpose travel reductions such as work-from-home and parking cost effects. The draft conformity analysis applies the Build and No-Build scenarios consistent with 40 CFR §93.119. The inputs and framework for SCAG's travel demand model are documented in Section II: Latest Planning Assumptions and Transportation Modeling. Federal conformity regulations require the analysis to rely on the latest planning assumptions and best available information at the time the analysis begins, and SCAG revisits these assumptions through each RTP/SCS cycle. The Build scenario appropriately reflects the transportation plan and programmed transportation network for conformity testing, while the No-Build scenario provides the required comparison case; fiscal constraint under 40 CFR §93.108 is a separate conformity requirement that ensures transportation projects are grounded in reasonably expected funding, while planning assumptions are evaluated through the latest planning assumptions requirements of the conformity regulations.

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				References: Draft 2027 FTIP Technical Appendix, Volume II, Sections 1.4, 2.4, II.1, II.6, III.2, and VII.4; TCWG-approved meeting minutes dated April 28, 2026, and May 26, 2026.																				
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D.	Comment 4: Heavy-Duty Truck Model Failures and "Fudged" Adjustments SCAG’s computer model drastically undercounts how many large commercial trucks are on the road and where they are going, completely failing reality checks. <table><tr><th>Screenline* Location / ID</th><th>Observed Heavy-Duty Count</th><th>Model Estimated Count</th><th>Model / Count Ratio</th></tr><tr><td>San Bernardino EW (Line 7)</td><td>118,149</td><td>56,099</td><td>0.475</td></tr><tr><td>San Bernardino / Riverside NS (Line 9)</td><td>62,296</td><td>28,501</td><td>0.458</td></tr><tr><td>Riverside NS (Line 12)</td><td>36,820</td><td>12,243</td><td>0.333</td></tr><tr><td>Imperial EW (Line 23)</td><td>16,341</td><td>2,148</td><td>0.131</td></tr></table>	Screenline* Location / ID	Observed Heavy-Duty Count	Model Estimated Count	Model / Count Ratio	San Bernardino EW (Line 7)	118,149	56,099	0.475	San Bernardino / Riverside NS (Line 9)	62,296	28,501	0.458	Riverside NS (Line 12)	36,820	12,243	0.333	Imperial EW (Line 23)	16,341	2,148	0.131	Comment 4A notes differences between observed truck counts and model-estimated heavy-duty truck (HDT) volumes at several screenline locations. The screenline comparisons cited in the comment do not demonstrate that the HDT model "completely fails reality checks." Rather, they represent a diagnostic component of a structured calibration and validation program conducted in accordance with accepted transportation modeling practice and federal guidance. This is clarified in the following four points. Screenline comparisons are a diagnostic validation tool, not a standalone pass/fail test. The cited truck count comparisons come from the model validation process and were intentionally documented by SCAG as part of a transparent assessment of model performance. Consistent with FHWA and State travel model validation guidelines, individual screenlines are used as diagnostic tools to identify locations where model improvements may be warranted; they are not intended to serve as the sole criterion
Screenline* Location / ID	Observed Heavy-Duty Count	Model Estimated Count	Model / Count Ratio																					
San Bernardino EW (Line 7)	118,149	56,099	0.475																					
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			* A screenline is an imaginary boundary drawn across a specific road, corridor, or geographic region. A. Drastic Undercounting of Real-World Traffic - Unadjusted Heavy-Duty Truck screenline assignments undercount actual observed truck volumes by 52% to 87% across major inland freight corridors. - In Imperial County, the model predicted only about 13% of the trucks that were observed on the road, proving the unreliability and inaccuracy of the underlying formulas used to predict commercial truck movements. B. Outdated Data and Synthetic Manipulation - The model is built on outdated freight surveys from 2018 and 2019 that do not reflect current supply chain behaviors. - Because the base predictions are so low, SCAG applies a complex mathematical manipulation (Origin-Destination Matrix Estimation, or ODME) to forcibly scale up the numbers to match reality. - This mathematical "Band-Aid" forces the spreadsheet to show the correct total number of trucks, but because the model's underlying logic does not understand <i>why</i> or <i>where</i> those trucks are driving, it fails to accurately place them on the map.	for determining model adequacy. The guidelines emphasize that model validation should be assessed using multiple measures, including network assignment validation, systemwide volumes, trip patterns, VMT validation, reasonableness checks, and sensitivity testing, rather than relying on isolated locations or individual statistics. As documented in the Model Validation Report, SCAG evaluates truck model performance using multiple indicators, including gateway counts, screenline volumes, HPMS-based VMT validation, GPS-derived freight movement data, and regional assignment statistics. The cited screenline results therefore represent one diagnostic element within a much broader validation framework. <i>A deliberate regional tradeoff, not an arbitrary adjustment.</i> SCAG's HDT model treats the six-county region as a single, internally consistent freight system in which truck trip generation, distribution, and assignment interact across the entire network. While SCAG could potentially tighten agreement at particular screenlines through localized adjustments, doing so could degrade model performance elsewhere and reduce the accuracy of regional truck VMT estimates used to

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				support RTP/SCS analyses and transportation conformity determinations. For this reason, SCAG's calibration approach prioritizes overall regional consistency and systemwide validation performance rather than forcing exact agreement at every individual screenline. This is a recognized and accepted modeling practice consistent with FHWA validation guidance and MPO modeling practice throughout California and the nation. <i>Unified regional truck trip generation rates create known calibration tradeoffs.</i> A key reason these tradeoffs occur is that the HDT model uses a unified, regionwide truck trip generation framework based on industry-sector employment and land-use characteristics. The current model applies a common set of truck trip generation rates across the entire SCAG region, regardless of whether the activity occurs in Imperial County, Riverside County, Los Angeles County, or elsewhere in the region. Consequently, adjusting a truck generation rate to better match a particular screenline, e.g., the Imperial County screenline indicated in the comment, would proportionally increase truck trips across all locations associated with that industry sector, including locations that already validate well.

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				Improving performance at one location may therefore worsen performance elsewhere. <i>Validation targets are established at the regional and sub-air-basin level. For RTP/SCS and transportation conformity purposes, SCAG's principal validation target is not each individual screenline. Rather, heavy-duty truck travel is reconciled and validated against observed travel activity and Highway Performance Monitoring System (HPMS) information at broader geographic levels, including the sub-air-basin level used for emissions analysis.</i> This approach is consistent with both federal and state guidance, which focus on the model's ability to reasonably reproduce regional travel and VMT patterns that support planning, conformity, and emissions analyses. Individual screenlines serve as diagnostic checks that help identify opportunities for refinement, but they are not individually treated as the pass/fail criterion for determining model suitability. The comment 4B raises two related concerns: (1) the HDT model relies on 2019-era freight data and (2) Origin-Destination Matrix Estimation (ODME) is used to "forcibly" scale truck trips without ensuring trucks are correctly distributed across the network.

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				With respect to data vintage, the current HDT model was validated as part of the 2024 RTP/SCS development process using a 2019 base year, consistent with standard state and federal travel demand modeling practice. Model validation is performed on a planning-cycle basis tied to RTP updates, which occur every four years. The use of a 2019 base year also reflects the most recent comprehensive pre-pandemic dataset available when the model was developed and validated. The characterization of ODME as a mathematical "Band-Aid" is not accurate. ODME is a standard and widely accepted transportation modeling technique used by MPOs, state DOTs, and other transportation agencies. It is an iterative calibration tool that balances two objectives: improving agreement with observed traffic counts while preserving the underlying travel patterns represented in the model. Importantly, ODME does not replace the freight model or arbitrarily scale truck trips. The process begins with a seed origin-destination matrix derived from employment data, land use characteristics, external gateway activity, and sector-specific truck trip generation procedures. ODME then

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				makes constrained adjustments to improve consistency with observed counts while maintaining the underlying spatial structure of the seed matrix. In addition to ODME, the model is subject to a separate VMT reconciliation process using Highway Performance Monitoring System (HPMS) data. Federal conformity regulations (40 CFR Part 93, Subpart A) require regional travel demand models supporting air quality conformity determination to produce VMT estimates consistent with HPMS-reported travel activity. Because ODME and HPMS reconciliation operate at different geographic scales and rely on independently derived datasets, consistency between the two provides an additional level of validation beyond screenline count matching alone.
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D. President & CEO, Coalition for Clean Air	Comment 5: Passenger Vehicle Network Assignment Distortions In addition to heavy-duty trucks, the model systematically misplaces where everyday passenger cars are driving, distorting congestion outputs and skewing pollution data. A. Mismatch with Real-World Observations High Occupancy Vehicle (HOV) Lanes: The model predicts 26% less traffic using HOV facilities than what is actually observed on the road.	SCAG acknowledges that the 2019 validation results identify facility-specific differences between modeled and observed traffic volumes for the facility types indicated in the comment. These results are transparently documented in the Model Validation Report and were identified as part of the model validation process. Federal and State travel model validation guidelines emphasize that model validity should not be evaluated based on isolated

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			- Major Collectors: The model predicts 29% less traffic on major local streets than real-world counts indicate. - Mixed-Flow Freeways: By artificially removing vehicles from carpool lanes and local streets, the model incorrectly shifts that traffic onto regular freeway lanes, overestimating their use by 5%. B. False Congestion and Speed Outputs - Dumping too many cars onto regular freeway lanes distorts the volume-delay functions, predicting inaccurate and overly congested vehicle speeds. Because air pollution estimates are highly dependent on vehicle speed, these underlying speed distortions directly compromise the speed-binned emissions factors generated by the EMFAC2021 software.	facility-level statistics. Rather, model performance should be assessed using a comprehensive set of system-level measures, including traffic volumes, screenline counts, VMT, speed validation, sensitivity testing, and reasonableness checks. Both FHWA and California guidance recognize that the purpose of model validation is to determine whether a model reasonably reproduces observed travel behavior and transportation system performance, not whether it precisely matches every individual traffic count location to avoid risk of overfitting. Within this context, the observed under-assignment on HOV facilities and major collectors does not indicate that the model fails to represent regional travel patterns, network utilization, or congestion conditions. Regarding the comment that passenger vehicle assignment distortions result in inaccurate congestion and speed estimates that compromise emissions analysis, SCAG would like to clarify that the ABM does not rely solely on traffic volume validation to assess network performance or travel speeds. Rather, SCAG validates model-estimated speeds separately against observed National Performance Management Research Data Set (NPMRDS) speeds for both freeway and arterial facilities

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				during the AM and PM peak periods. As documented in Figures 16-5 through 16-12 of the Model Validation Report, modeled speed patterns are directly compared with observed NPMRDS data to evaluate whether congestion levels and travel speeds are being reasonably represented across the regional transportation network. This validation process is separate from and complementary to traffic volume validation. Therefore, the assertion that freeway speed estimates are necessarily inaccurate due to facility-specific volume discrepancies is not supported by the documented speed validation results. With respect to emissions analysis, SCAG agrees that vehicle speed is an important input to emissions modeling. For this reason, speed validation is a key component of the overall model validation process. In addition to the speed validation and calibration discussed above, emissions analyses are based on regionwide vehicle activity measures, including VMT and speed distributions across the transportation network, rather than isolated comparisons on individual facility types. The Model Validation Report concludes that the model reasonably replicates observed regional travel conditions, including traffic volumes, speeds, and overall network performance,

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				and is therefore suitable for RTP/SCS forecasting, conformity analysis, and air quality assessment. While SCAG continues to improve model performance through ongoing calibration and enhancement efforts, neither the validation results nor the extensive sensitivity testing support the conclusion that assignment differences observed on certain facility types invalidate the regional speed distributions estimated in the model or the resulting EMFAC-based emissions estimates.
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D. President & CEO, Coalition for Clean Air	Comment 6: Mathematical Manipulation Masks Severe Environmental Justice Impacts The modeling flaws detailed in Comments 4 and 5 are not just mathematical errors; they directly obscure the disproportionate health and pollution burdens placed on environmental justice (EJ) communities. 1. Historical Context and Disproportionate Exposure - Historically, urban planning and freeway siting have concentrated vehicle emissions directly in or adjacent to communities of color and low-income neighborhoods.¹ - Research demonstrates a severe "production vs. exposure" disparity:	SCAG includes a Title VI analysis to explore disparate impacts as a result of the region's near-term transportation investments funded within the FTIP on protected populations, namely low-income and non-white populations. For more details, see Section XII: Title VI starting on page 273 of the Technical Appendix - Volume II of III. Additionally, since 2027 FTIP is consistent with the policies, programs and projects included in Connect SoCal 2024, the analysis included as part of Connect SoCal 2024 appropriately serves as the analysis for the transportation investments in the 2027 FTIP. The Connect SoCal 2024 Equity Analysis Technical Report includes an in-depth analysis of Emissions Impacts (starts on page 116) where SCAG assesses the distribution of

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			minority and low-income populations tend to drive less, yet they breathe more vehicular air pollution. - Commuters from majority-white and high-socioeconomic status census tracts disproportionately travel through majority non-white areas to drive to work, transferring the pollution burden onto these vulnerable neighborhoods. 2. Masking Localized Spikes Through Post-Hoc Scaling - California's CalEnviroScreen tool confirms that people of color, particularly Latino and Black populations, disproportionately reside in the state's most highly impacted communities. - Exposure to this localized vehicle pollution causes severe health disparities, putting these populations at a greater risk for chronic diseases and premature death from fine particulates (PM2.5) and ground-level ozone. - By relying on mathematical "fudge factors"—such as ODME to scale up heavy-duty trucks and Highway Performance Monitoring System (HPMS) adjustments to force passenger VMT to match reality—SCAG is applying top-down scaling that overwrites underlying structural network errors.	CO and PM2.5 emissions by race/ethnicity, income, and other priority population criteria. The results are summarized to the regional level, in Priority Equity Communities, and in freeway-adjacent areas (within 500 feet of freeways and high-traffic roads) and show "localized spikes" in areas where CO and PM2.5 emissions could be worse. In conclusion, there are no valid corrective actions. The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended. As explained in the response to Comment 1 above, telework and telemedicine assumptions incorporated in the SCAG ABM framework are neither arbitrary nor unverified off-model reductions. As discussed in SCAG's response to Comment 2A, the pricing assumptions are part of the package of projects, programs, and strategies incorporated in Connect SoCal 2024 and

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			This post-hoc manipulation artificially smooths out the data, erasing the localized emissions spikes that EJ communities are breathing every day, thereby rendering the FTIP's environmental justice analysis invalid. ¹ See, for example, SCAG Resolution No. 20-623-2, dated July 2, 2020, "... SCAG acknowledges the historic role government and the planning profession have played in systematically driving and perpetuating societal inequities along racial lines that have resulted in vastly different living and social conditions and access to opportunities ..." and SCAG Racial Equity: Baseline Conditions Report, March 2021, "The [California Highway] Commission determined project locations, and both state and local officials routed new freeways through existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was explicitly segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services" (p. 2). Proposed Remedies & Requested Actions Before submitting the 2027 FTIP for final federal transportation conformity approval, SCAG should take the following corrective actions:	evaluated through the regional planning process. As explained in the response to Comment 4, the current HDT model was validated as part of the 2024 RTP/SCS development process using a 2019 base year, consistent with standard state and federal travel demand modeling practice. As noted in response to Comment 3, SCAG reviewed the modeling assumptions and use of the HD I/M adjustment factors through its Transportation Conformity Working Group (TCWG), consistent with the interagency consultation requirements of 40 CFR §93.105.

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			1. Eliminate Unverified Off-Model Reductions: Remove arbitrary exogenous telework (14.48%) and telemedicine lookup reductions from the model baseline. 2. Remove Uncommitted Pricing Policies: Remove double parking fees and cordon pricing assumptions from the "Build" network scenario unless backed by binding municipal resolutions. 3. Re-Validate Network and Freight Distribution: Re-calibrate internal Heavy-Duty Truck trip generation rates and passenger vehicle assignments using current probe data. SCAG must eliminate 50%+ screenline errors prior to applying ODME or HPMS adjustments to ensure localized EJ impacts are accurately modeled. 4. Document Conformity Modeling Timelines: Provide Transportation Conformity Working Group interagency consultation documentation confirming that the May 6, 2026, EPA-approved HD I/M adjustment factors were fully integrated across all model runs without procedural violation of 40 CFR § 93.110(a).	
General	8/3/2026; Email	Sean Noonan	General Comments: The Draft FTIP relies heavily on long-range demographic, economic, and travel demand forecasts that are inherently uncertain. Recent population, housing, and employment trends suggest that growth assumptions should be continually reevaluated to ensure	The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment

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			transportation investments reflect current realities rather than outdated forecasts. - Transportation models are only as reliable as the assumptions on which they are based. Future travel behavior, technology adoption, economic conditions, land use patterns, and demographic trends cannot be predicted with certainty. The FTIP should acknowledge these limitations and avoid overreliance on model outputs when prioritizing major capital investments. - Given these uncertainties, SCAG should emphasize flexible, incremental transportation investments that can be adapted over time rather than major infrastructure projects whose benefits depend on assumptions about conditions several decades into the future. Fiscal Stewardship and System Preservation - The region's highest transportation priority should be preserving, rehabilitating, and modernizing the transportation infrastructure already in place. Roads, bridges, transit facilities, sidewalks, bicycle facilities, and streetscape improvements represent decades of public investment and should be maintained before expanding the transportation network. - The FTIP should strengthen its commitment to a "fix-it-first" strategy that prioritizes state-of-good-repair investments over projects that increase system capacity.	2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended. Both the FTIP and Connect SoCal are updated on a regular basis to reflect applicable changes. The FTIP is a dynamic document, with amendments occurring monthly. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in fix-it-first, active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed.

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			• Every new lane mile, roadway segment, interchange, or transportation facility creates long-term maintenance and replacement obligations. Project evaluation should fully account for these future costs before new infrastructure is constructed. • Funding should prioritize projects that make existing infrastructure safer, more reliable, and more efficient rather than expanding the overall footprint of the transportation system. Complete Streets and Corridor Modernization • Existing transportation corridors should be modernized and retrofitted into complete streets wherever feasible. Many communities would benefit more from safer and more accessible streets than from additional roadway capacity. • Projects that add Single Occupancy Vehicle capacity should be carefully reevaluated and, where possible, redesigned as complete streets projects that improve safety and access for pedestrians, bicyclists, transit riders, and motorists without adding general-purpose travel lanes. • Transportation funding should prioritize sidewalk infill, bicycle connectivity, intersection improvements, transit-supportive infrastructure, ADA upgrades, corridor safety enhancements, and operational improvements that maximize the effectiveness of existing facilities.	

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			- The greatest return on investment often comes from improving transportation facilities that already serve established communities rather than constructing entirely new infrastructure. Congestion and Induced Demand - The FTIP continues to place significant emphasis on congestion management and capacity expansion despite decades of evidence demonstrating that roadway widening frequently induces additional demand and often results in congestion returning over time. - Southern California should move beyond a transportation strategy centered on relieving congestion through roadway expansion. Instead, transportation investments should focus on safety, accessibility, reliability, connectivity, and stewardship of existing assets. - Transportation success should be measured by how effectively people can access jobs, services, schools, and community destinations, rather than by how many seconds of vehicle delay are removed from a travel demand model. - Projects whose primary purpose is increasing Single Occupancy Vehicle roadway capacity should receive lower priority than projects that improve safety, system preservation, and multimodal access.	

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			Evaluation of Capacity-Expansion Projects • The FTIP should establish a more rigorous review process for projects that increase Single Occupancy Vehicle capacity. Agencies should demonstrate that lower-cost alternatives, operational improvements, complete streets retrofits, transportation demand management measures, and transit investments cannot reasonably achieve similar outcomes. • The Draft FTIP should provide a clear explanation for the \$50 million threshold used to evaluate Single Occupancy Vehicle capacity-increasing projects. The basis for this threshold is not apparent and appears arbitrary without further justification. • Project evaluation criteria should place greater emphasis on lifecycle costs, maintenance liabilities, fiscal sustainability, safety outcomes, and return on public investment. Technology and Travel Assumptions • The Draft FTIP appears to assume that telemedicine and similar technological changes will meaningfully reduce vehicle travel demand. Such assumptions should be supported by empirical evidence and sensitivity testing. • While telemedicine may reduce some healthcare-related trips, its long-term	

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			influence on overall regional vehicle travel remains uncertain and should not be relied upon as a significant transportation demand reduction strategy absent supporting data. Recommended Policy Direction • Prioritize maintenance before expansion. • Implement a stronger fix-it-first investment strategy. • Convert existing corridors into complete streets wherever feasible. • Redirect funding from Single Occupancy Vehicle capacity expansion projects toward safety, accessibility, and multimodal improvements. • Reduce reliance on congestion reduction as a primary performance metric. • Evaluate projects based on lifecycle costs and fiscal sustainability. • Require stronger justification for roadway capacity-expansion projects. • Focus on improving the transportation system already in place rather than continually expanding it. Conclusion SCAG should refocus the 2027 FTIP on stewardship of the transportation system Southern California already owns. In an era of constrained resources and increasing uncertainty regarding future growth and travel behavior, the most fiscally responsible strategy is to maintain	

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			existing infrastructure, invest in state-of-good-repair projects, retrofit corridors into complete streets, and improve safety and accessibility for all users. The region will be better served by making its existing transportation network work better than by continuing to expand infrastructure with uncertain long-term benefits.	
General	8/4/2026; Letter via email	Adriana Rizzo, Founding Member, Californians for Electric Rail; Eli Lipmen, Director, Move California; David Diaz, Executive Director, ActiveSGV; Carter Rubin, Senior Transportation Advocate, NRDC	The undersigned represent transit riders and environmentalists throughout Southern California. We are writing to express concern about the considerably slower timeline for numerous critical rail projects expressed in Draft Amendment 2 in the 2024 Connect SoCal Regional Transportation Plan. These projects are necessary for enhanced Metrolink service and a critical component of California's climate goals. Many of the projects are part of Metrolink's SCORE program to deliver 30 minute systemwide service by 2028 for the Olympics. It now appears that not a single Metrolink line will have the capacity for full 30 minute service by the deadline for the games, with some projects delayed by more than 10 years. These projects include: The Brighton to Roxford Double Track was set in 2024 to be complete by 2025, but has now been extended to 2037 - a timeline jumping 12 years in just two years. This project eliminates a bottleneck between Sylmar and Burbank on the Antelope Valley Line and is critical for reliability.	As indicated in the Connect SoCal 2024 Project List Technical Report , the Southern California Optimized Rail Expansion (SCORE) Program capital expenditures have a completion year of 2035 (RTP ID 720001) with SCORE operations spanning from 2035 to 2050 (RTP ID 720002). Delivery of individual projects is dependent on funding availability and project-specific implementation schedules.

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			• The Balboa Double Track project, a SCORE project, will not be complete until 2039, 11 years after SCORE's 2028 goal. This project fixes a bottleneck between the San Fernando Valley and Santa Clarita, essential for more service to a rapidly growing region. • Rancho Cucamonga Double Track, a SCORE project needed for reliable 30 minute service all the way to San Bernardino on the San Bernardino Line, has been delayed by four years until 2029 - missing the 2028 goal. Cost continues to escalate despite a decrease in scope that has shortened the project to just 0.7 miles. • The 3rd/4th track on the BNSF San Bernardino Subdivision in Corona and Riverside (project 111), needed for more reliable and frequent service on the 91/Perris Valley and Inland Empire/Orange County Lines, is delayed 9 years until 2039. This route parallels one of Southern California's most congested freeways, and RCTC has completed multiple major freeway widening projects in the same area within the last 10 years. • The 91 line extension to San Jacinto, a State Rail Plan project, is now delayed until 2050. This extension serves some of the fastest-growing communities in the state, yet a planned widening of SR 79 is advancing considerably faster than this extension.	

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			We also call attention to the lack of passenger rail capacity projects in Orange County in both Draft 2 and the original plan. The SCORE program includes four capacity-increasing projects in Orange County: the Fullerton Interlocker and Atwood-Esperanza 3rd track, which increases capacity and service on the 91/Perris Valley Line, the Orange County Maintenance Facility in Irvine, which is needed for reliability in case of track obstruction and for more service throughout Riverside and Orange Counties, the Irvine Station Improvements, which include additional passing tracks at Irvine station to enhance service on the Orange County and Inland Empire-Orange County Lines, the Surfliner, and perhaps future high-speed rail, and the Serra Siding in Dana Point. The Serra Siding in particular is a crucial bottleneck for all rail travel between greater Los Angeles and San Diego, as well as for beach access via the IE/OC and OC lines and Surfliner. All of these projects are missing from all versions of the plan, suggesting a lack of commitment to delivering these transformative projects or the associated service enhancements. This is SCAG's third regional transportation plan since the SCORE program was introduced in 2017. In that time, the region has failed to fund the required capital projects necessary for 30 minute service for a single line on Metrolink. Instead small	

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			amounts of funding have been disbursed to some constitutive projects on different lines. As a result, a few projects may advance but the complete suite of projects necessary to enable a phased service improvement is stuck. That means the projects SCAG does fund are stranded assets - investments made by SCAG and its member local governments that are not providing benefits to riders and the public. The regional transportation plan practice of extreme deference to locally-generated priorities is a key driver of this dynamic. A project like the Serra Siding has beneficiaries for the entire region in terms of Metrolink and Surfliner riders, but is not an Orange County priority. As a result investments are made elsewhere in the corridor, SCAG region and SANDAG region that cannot be fully operationalized in terms of capacity and reliability without the Serra Siding. The common thread here is that the Regional Transportation Plan fails to account for transportation plans (e.g. SCORE, LOSSAN Optimization Study, State Rail Plan) and investment that requires coordination across county and MPO boundaries. This isn't just hurting Southern California: it extends to rail planning in Northern California where programs like Valley Rail and the Capitol Corridor Vision Plan languish as MPOs prioritize local priorities	

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			rather than phased regional and intercity rail service delivery. There is no prohibition in state or federal law that requires SCAG to operate without regard for regional and intercity rail planning. In fact, the spirit of state and federal law with regards to MPOs and regional transportation plans intends to solve exactly these coordination problems. CalSTA's Draft SB 1098 Report identifies that MPOs consistently fail to prioritize intercity rail that crosses MPO boundaries in their modeling, planning and investment and makes key recommendations for reform.	

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			CHALLENGE Regional Transportation Plans (RTPs) travel demand models do not consistently or accurately account for the benefits of intercity passenger rail, which often accrue beyond the boundaries of any single metropolitan planning region. This means that the Pacific Surfliner service, as the second busiest intercity service in the country, is often undercounted in single-region planning processes. RECOMMENDATIONS 1. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated. 2. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs. CHALLENGE There is a need to better integrate intercity passenger rail in regional planning processes. RECOMMENDATIONS 1. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs. 2. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs. The undersigned would go further: MPOs like SCAG underweigh regional rail plans even within MPO boundaries. The practice of deference and prioritization for locally-generated project lists within regional transportation plans is conducive to improvements to a highway network and local roads. An improved interchange at one location in	

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			one county does not depend on improvements in another county to realize most of its benefits. This system, however, has failed to mesh with global best practice of service-led planning for regional and intercity rail - ie SCORE, LOSSAN Optimization Study and the State Rail Plan. A county like San Bernardino or San Diego that prioritizes SCORE/LOSSAN double tracking projects is dependent on other counties prioritizing double tracking or other improvements in its borders to realize the benefits. Meanwhile Orange or Los Angeles counties have often de-prioritized SCORE/LOSSAN plans for capacity projects in favor of local transit or highway projects in their regional transportation plan advocacy. The result under the regional transportation plan process is a Prisoners' Dilemma where cooperation almost always fails and regional and intercity rail improvements languish. MPOs like SCAG must work to improve their regional transportation planning to account for the need for phased regional and intercity rail service improvements across county or MPO lines. That requires MPOs to: • Incorporate service-led planning into their regional transportation plan processes • Work with Caltrans Division of Rail to assess the readiness of State Rail Plan projects	

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			necessary for phased service delivery (ie Network States, per 2025 State Rail Plan Update) of regional and intercity rail improvements • Prioritize capital projects within the regional transportation plans that can collectively deliver phased service improvements for lines, irrespective of whether they cross county or MPO borders The current approach has failed to deliver regional rail services for the 2028 Olympics. That is unavoidable. It has wasted nearly ten years and stranded hundreds of millions of dollars in investment and assets since SCORE and LOSSAN Optimization studies debuted with no Metrolink or Surfliner service improvements to show for it. What is still within SCAG's control is learning from this lesson. That requires openness to new concepts, working with Caltrans, local advocates, rail operators, local governments and performing coordination work within the region and beyond.	
General	8/4/2026; Letter via email	David Martinez, State Policy Manager, Streets for All	Streets For All is a transportation and land use advocacy organization that is engaged in work that promotes sustainable multi-modal transportation solutions, street safety, and smart land use decision making throughout California. We are committed to crafting policies that allow communities to benefit everyone. We appreciate	Comment noted. Connect SoCal 2024 as amended and the 2027 FTIP meet emission budgets for criteria air pollutants under transportation conformity and greenhouse gas emission reduction targets established for the region under Senate Bill 375. Due to transportation conformity and transportation programming requirements,

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			the opportunity to comment on Draft Amendment 2 to Connect SoCal 2024 and the Draft 2027 FTIP. Connect SoCal establishes an ambitious vision for Southern California centered on improving mobility, reducing greenhouse gas emissions, expanding transportation choice, and creating safer, healthier communities. The Executive Summary similarly describes a multimodal transportation system intended to improve safety, reduce emissions, and advance equitable mobility through investments in transit, rail, and active transportation. Yet Draft Amendment 2 raises serious concerns that the implementation of this vision is increasingly moving in the opposite direction. While some projects have appropriately advanced or been completed, the overall pattern of project schedule changes is troubling. Many transit, passenger rail, and complete streets projects have been delayed by several years, while roadway widening projects continue to move forward or receive substantial new investment. The result is a transportation program that risks prioritizing additional automobile capacity over the very investments that Connect SoCal identifies as necessary to meet the region's climate, safety, and mobility goals. This concern extends beyond any individual project. Amendment 2 reveals a broader	projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed. Tables 1 and 2 in Amendment 2 to Connect SoCal 2024 detail by project, which projects are experiencing delays. Delivery of individual projects is dependent on funding availability and project-specific implementation schedules. The recommendations will be considered in development of Connect SoCal 2050.

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			implementation trend that should concern SCAG and every jurisdiction in the region. We are particularly concerned by delays affecting projects that directly improve multimodal transportation and transit service. These include bicycle networks, complete streets projects, passenger rail improvements, and projects that increase transit reliability and capacity. Many of these projects have already spent years in planning and environmental review, yet their completion dates continue to slip farther into the future. Among the examples are: • The Downtown Long Beach 6th Street Bikeway has been delayed from 2027 to 2030 despite providing a protected cycle track and major safety improvements. • The Studebaker Road Complete Streets project in Long Beach, which includes protected bikeways, transit boarding islands, pedestrian improvements, and resurfacing, has been delayed from 2028 to 2032. • Downey's implementation of approximately 17 miles of Class II bicycle lanes has been pushed from 2025 to 2027. • Numerous SCORE and other passenger rail capacity improvements identified elsewhere in Amendment 2 continue to move well beyond their originally anticipated completion dates,	

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			reducing the region's ability to expand frequent rail service. • Operating and capital assistance for a countywide transit system in Imperial County delayed from 2024 to 2027. • Transit-supportive projects, including transit operations, signal priority, and multimodal corridor improvements, continue to experience schedule delays across the region. At the same time, roadway expansion projects continue to receive substantial investment. While some include bicycle or pedestrian components, many remain fundamentally oriented toward increasing vehicle capacity through lane additions, roadway widenings, interchange expansions, or turn-lane projects. These investments consume limited regional transportation resources while generating additional vehicle travel that makes achieving the region's climate objectives more difficult. We recognize that many project schedule changes originate from local agencies. However, SCAG is not simply a clearinghouse for local priorities. As the Metropolitan Planning Organization for Southern California, SCAG has a statutory responsibility to develop a regional transportation plan that advances regional mobility, air quality, climate, and equity objectives. Those objectives sometimes require balancing local priorities against broader regional goals.	

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			The Executive Summary notes that the FTIP exists to implement Connect SoCal and reduce transportation-related air pollution and greenhouse gas emissions while improving safety and multimodal mobility. It also identifies active transportation projects as a key component of the regional transportation system and highlights the importance of multimodal performance measures, including non-single-occupant mode share and reductions in non-motorized fatalities and serious injuries. However, the investment patterns described in the Executive Summary tell a different story. The document itself notes that federally programmed active transportation investment has decreased compared to the previous FTIP, even before considering the schedule delays contained in Amendment 2. While future ATP awards may partially offset this decline, relying on future competitive grants is not a substitute for delivering the multimodal projects already included in the regional transportation plan. Similarly, Amendment 2 states that Connect SoCal's project list is intended to improve safety, mobility, air quality, sustainability, and the regional economy. Yet many of the schedule revisions appear inconsistent with those objectives, particularly where multimodal projects	

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			are deferred while roadway capacity projects continue to advance. Streets For All respectfully recommends that SCAG: • Conduct and publicly release an analysis summarizing which transportation modes experienced schedule delays or accelerations under Amendment 2, including total years of delay by project type. • Evaluate whether the cumulative schedule changes remain consistent with Connect SoCal's greenhouse gas reduction, mode shift, safety, and equity objectives. • Prioritize the delivery of projects that increase walking, bicycling, transit, and passenger rail capacity before advancing projects that primarily expand roadway capacity. • Better coordinate implementation of regionally significant passenger rail improvements including SCORE, LOSSAN, and State Rail Plan projects whose benefits depend on coordinated investment across county boundaries. • Develop stronger regional policies to prevent repeated delays to active transportation, transit, and rail projects while ensuring that limited regional funding advances the transportation system envisioned by Connect SoCal rather than simply maintaining existing travel patterns.	

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			Connect SoCal presents an ambitious vision for Southern California. That vision will not be realized if the projects most critical to reducing driving, improving safety, and expanding transportation choice are continually postponed while automobile capacity projects continue We urge SCAG to revise Amendment 2 and future amendments to better align project delivery with the goals established in Connect SoCal and to ensure that the projects most important for reducing emissions, improving safety, and expanding transportation options become the region's highest implementation priority.	
Project Specific	8/4/2026 and Amended comment on 8/5/2026 (bold text); Email	Michael Richmai, Senior Manager, Transportation Improvement Program, Los Angeles County Metropolitan Transportation Authority (Metro)	We would like to amend our request to provide revised Station to Station Distance miles shown in the table directly below. The total distance now adds up to 4.7 miles to match the Metro Board approved LPA (IOS). All other requests from yesterday, 8/4/2026, are still valid. Please accept this email as Metro's request during the 2027 FTIP #27-00 public comment period to make necessary adjustments to the Eastside Phase 2 project to be consistent with our July 2026 Board approval of the project IOS and a maintenance storage facility. Per Jill Liu, Metro's PM, the adjustments are needed in #27-00 for Metro to obtain FTA approval in December 2026 for both a CIG grant and to enter into project	Project Scope has been updated. Any changes to scope for activities exempt from conformity may be done via a formal FTIP amendment. FROM: Metro E Line Eastside Extension from its terminus at Atlantic Station in East Los Angeles to Lambert Station in the City of Whittier, with the 4.6-mile Initial Operating Segment to Greenwood Station. TO: Metro E Line Eastside Extension from its terminus at Atlantic Station in East Los Angeles to Lambert Station in the City of Whittier, with the 4.7-mile Initial Operating Segment to Greenwood Station.

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			development. The updates would be as follows: 1. Change of ESP2 project LPA (IOS) alignment length from 4.6 miles to 4.7 miles. 2. Remove three SR-60 NSDV stations: the Garfield Ave Station, The Shops at Montebello, and Santa Anita Ave Station in South El Monte. SR-60 Alternative was eliminated by the Metro Board when the Board selected the Washington alignment in December 2022, and the certified Final EIR (May 2025) only included the full 9-mile Washington Alignment to Whittier. 3. Add a brief description for the new maintenance storage facility (MSF) site location: July 2026 Metro Board approved a new 9-acre maintenance and storage facility (MSF) in the City of Commerce for maintenance and storage of up to 39 vehicles and 55 employee parking stalls, located south of Gayhart Street and east of Saybrook Avenue. 4. Update IOS station names, station-to-station distances, and station-to-station travel times for consistency with the May 2026 EA as shown below:	Prior to allowing the change, SCAG Modeling staff confirmed that change the number of miles from 4.6 to 4.7 does not affect the Regional Level model output and conformity. LA Metro also retracted the ask to include "The maintenance storage facility (MSF)" as part of the project scope as submitted under #3 (shown crossed out).

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			<table><tr><th>Station names/From</th><th>Station to Station Distance (center to center)</th><th>Station to Station travel time (average peak LRT travel time in minutes)</th></tr><tr><td>Atlantic/Pomona station (relocated underground station) Same station location as currently in FTIP as "Redesigned Atlantic Station in Los Angeles)</td><td>0.4 miles east of the existing Civic Center station) Unchanged as currently in FTIP</td><td>2.0 Unchanged</td></tr><tr><td>Atlantic/Whittier station</td><td>0.9 miles south of Atlantic/Pomona station) Changed from 0.7</td><td>2.3 Changed from 2.6</td></tr><tr><td>Commerce Citadel station</td><td>1.2 miles south of the Atlantic/Whittier station) Unchanged as currently in FTIP</td><td>2.4 Changed from 2.2</td></tr><tr><td>Greenwood/Washington station</td><td>1.8 miles east of Commerce Citadel station Changed from 1.9</td><td>3.2 Changed from 3.0</td></tr><tr><td>Tail track (east of terminus station)</td><td>0.4 miles</td><td></td></tr><tr><td>Total</td><td>4.7 miles</td><td></td></tr></table> Let us know if you have any questions on the requested adjustments in #27-00.	Station names/From	Station to Station Distance (center to center)	Station to Station travel time (average peak LRT travel time in minutes)	Atlantic/Pomona station (relocated underground station) Same station location as currently in FTIP as "Redesigned Atlantic Station in Los Angeles)	0.4 miles east of the existing Civic Center station) Unchanged as currently in FTIP	2.0 Unchanged	Atlantic/Whittier station	0.9 miles south of Atlantic/Pomona station) Changed from 0.7	2.3 Changed from 2.6	Commerce Citadel station	1.2 miles south of the Atlantic/Whittier station) Unchanged as currently in FTIP	2.4 Changed from 2.2	Greenwood/Washington station	1.8 miles east of Commerce Citadel station Changed from 1.9	3.2 Changed from 3.0	Tail track (east of terminus station)	0.4 miles		Total	4.7 miles		
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Project Specific	8/4/2026; Email	Vanessa Guerra Management Analyst Capital Projects Department, San Gabriel Valley Council of Governments	COMMENT #1: SGVCOG respectfully requests that SCAG add the San Gabriel Valley Greenway Network Project as a new regional active transportation project in Connect SoCal 2024 and, as appropriate, include its near-term phases in the 2027 FTIP. The San Gabriel Valley Greenway Network is a regional initiative to transform approximately 130 miles of existing flood-control channels, rivers, creeks, and other public rights-of-way into a connected network of pedestrian, bicycle, and multi-use pathways. The planned network extends across 31 cities and adjacent unincorporated communities in the San Gabriel Valley. The project would provide the following regional benefits:	Please work with the Los Angeles County Metropolitan Transportation Authority to program "ENG" phase work via a formal amendment to the 2027 FTIP and submit the project to Connect SoCal 2050.																					

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			- Establish safe and continuous walking and bicycling connections among neighborhoods, schools, parks, transit stations, employment centers, and commercial districts. - Improve first- and last-mile access to transit and close gaps in the regional active transportation network. - Support greenhouse-gas and vehicle-miles-traveled reductions by providing practical alternatives to automobile travel. - Expand transportation and recreational access for disadvantaged and historically underserved communities. - Provide opportunities to integrate active transportation facilities with stormwater improvements, shade, landscaping, habitat enhancements, pocket parks, and other green infrastructure. - Improve public health, roadway safety, climate resilience, and quality of life throughout the San Gabriel Valley. Full implementation is currently estimated to cost approximately \$500 million to \$600 million, including planning, environmental clearance, design, right-of-way improvements, and construction. Because of the project's size and multi-jurisdictional nature, it will be implemented in phases using a combination of local, regional, state, and federal funding. SGVCOG specifically requests that SCAG:	

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			1. Add the San Gabriel Valley Greenway Network Project to the Connect SoCal 2024 regional project list as a long-range, multimodal active transportation investment through the 2050 planning horizon. 2. Coordinate with SGVCOG and the Los Angeles County Metropolitan Transportation Authority to establish the appropriate project identification, scope, cost, schedule, and funding information necessary to include eligible near-term Greenway phases in the 2027 FTIP. 3. If the entire network cannot be added to the 2027 FTIP as a single project, recognize the overall Greenway Network in Connect SoCal and provide for individual segments to be programmed in the FTIP as their scopes, schedules, funding commitments, and delivery phases are established. 4. If inclusion cannot be completed through the current amendment and FTIP adoption process, treat this comment as a formal request to initiate the necessary coordination for the next available FTIP amendment and the next Connect SoCal update. The project directly supports Connect SoCal's goals of improving mobility, accessibility, equity, sustainability, safety, public health, and regional connectivity. Its inclusion would also strengthen SGVCOG's and its member agencies' ability to pursue competitive funding and advance	

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			individual Greenway segments toward implementation. Additional project information is available at: https://sgvgreenway.org/	
Project Specific	8/4/2026	Vanessa Guerra Management Analyst Capital Projects Department, San Gabriel Valley Council of Governments	COMMENT #2: On behalf of the San Gabriel Valley Council of Governments (SGVCOG), in coordination with the City of Baldwin Park, please accept this email as our formal public comment requesting that the Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project be added as a new project to both the Draft 2027 Federal Transportation Improvement Program and the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 2. The proposed project would eliminate the existing at-grade crossing of Ramona Boulevard and the Metrolink San Bernardino Line at approximately railroad milepost 18.92 in the City of Baldwin Park. The project would construct a roadway-rail grade separation, reconstruct portions of Ramona Boulevard, and reconfigure the intersection of Ramona Boulevard and Downing Avenue. The crossing is located immediately adjacent to the Baldwin Park Metrolink Station and currently experiences more than 40 Metrolink and freight train movements per day.	Please work with the Los Angeles County Metropolitan Transportation Authority to program "ENG" phase work via a formal amendment to the 2027 FTIP and submit the project to Connect SoCal 2050.

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			The project would improve safety, emergency access, traffic circulation, pedestrian and bicycle connectivity, transit reliability, and rail operations. It would also eliminate conflicts and delays associated with the existing skewed at-grade crossing and support improved service along the Metrolink San Bernardino Line. Key project information is summarized below: • Project title: Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project • Location: Ramona Boulevard at the Metrolink San Bernardino Line, City of Baldwin Park, Los Angeles County • Railroad milepost: Approximately MP 18.92 • Lead applicant: City of Baldwin Park • Joint applicant/implementing agency: San Gabriel Valley Council of Governments • Estimated total project cost: Approximately \$167.836 million • Proposed funding: TIRCP Cycle 8 and other future funding sources • Environmental phase: Through approximately 2028 • Final design and right-of-way: Through approximately 2030 • Construction: Approximately 2031 through 2033 • Project closeout: Approximately 2034 • Electronic PPR identification: ePPR-6303-2023-0005 v0	

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			We respectfully request that SCAG: 1. Add the project as a new regionally significant project in the Connect SoCal 2024 Amendment 2 Project List; 2. Include the appropriate near-term project phases in the 2027 FTIP, consistent with the project schedule and applicable financial-constraint requirements; and 3. Carry the later project phases and full project scope, cost, and schedule in Connect SoCal, as appropriate. We understand that Los Angeles County FTIP programming is coordinated through Los Angeles County Metropolitan Transportation Authority. SGVCOG and the City of Baldwin Park are prepared to work with SCAG and Metro to provide any additional programming information, funding assumptions, project identifiers, or documentation needed to complete the requested additions. If the project cannot be incorporated before adoption of the final documents, we request that SCAG advise us of the earliest available amendment process. Attached for reference is the project's 2026 Transit and Intercity Rail Capital Program application, including the project narrative, cost estimate, schedule, and Electronic Project Programming Request.	

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			Thank you for your consideration and assistance. Also attached is the adoption of the projects by our Governing Board. Please let us know if these projects should instead be submitted for consideration as part of the RTP/SCS Connect 2050 planning process, or if there are any additional steps, documentation, or coordination needed to pursue their inclusion.	

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Amendment 2 to Connect SoCal 2024

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General	Karen Reside	Hi, I just wanted to congratulate SCAG on, working with more, interdepartmental, specifically Metro. We just went through the World Cup. And all the comments on the transportation were overwhelmingly positive. And, as I represent the older adults, I got reappointed to the LA County Commission on Aging. A lot of those benefits will be lasting for the region. And I was really happy to see that Metro is having a centralized bus stop committee. And so, this gives me lots of hope for the future and better plans that are more inclusive. Because it's a...that's exactly what we need as a region. Yeah, so we fit on the worldwide stage. So, thank you for all your hard work.	Comment noted. Your comment has been forwarded to the Los Angeles County Metropolitan Transportation Authority.
General and Project Specific	Brian Yanity	Hello! Good evening, thank you for this opportunity to speak. My name is Brian Yanity, I'm... excuse me, Vice President South of the Rail Passenger Association of California and Nevada, or RAILPAC. And I am just, concerned in the, the draft amendment 2...the project timelines on some very critical rail projects. For example, in LA County, this is LA Metro-led projects, Lilac Rancho double track on the San Bernardino line is delayed till 2029. Well, the Brighton to Roxford double track and Balboa double track on the Antelope Valley line, they're delayed for at least 10 more years until the later 2030s. For the Brighton to Roxford double track, we're talking about until 2037, and then Balboa double track delayed until 2039. I just think that's kind of unacceptable, and I don't know if it's up to SCAG, but I just wanted to register that those need to be completed much sooner than that. These projects were supposed to be done by 2028 as part of the SCORE program. In Riverside County. the RCTC-led, 3rd and 4th mainline tracks on the BNSF in Riverside County between, basically between Fullerton, Riverside, San Bernardino. Those are delayed also until 2039, and they were partially funded already, and they're supposed to be done at least this decade.	Comment noted. Your comment has been forwarded to Metrolink, the Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, and Orange County Transportation for consideration. As SCAG does not have a direct role in the implementation of these rail projects, SCAG's ability to influence completion dates is limited.

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		These rail projects, I could go on down the list, Orange County, the Sera Siding project, were supposed to be done by 2028, but they're getting pushed back, until more than a decade from now, and I think that SCAG should work with the county-level agencies to expedite these projects. So, thank you.	
General	Richard Sandbrook	Firstly, I must admit I did not read the entire draft (well over 1k pages!). Secondly, my comments are somewhat general in nature, and in a way may pertain to SCAG's philosophical approach to it's mission, rather than particular details. I agree that the mission of SCAG is a good thing, and that planning is a good thing, (and I hope you can get San Diego county on board someday), BUT, as a conservative American, feel it is important that individualism and freedom retain their place in our systems and our thinking, without attempting to manipulate our populace through propaganda or pressure. Having said that, I politely ask that policies and projects take into consideration that climate change may not be the boogie man that past or present administrations have made it to be, and fossil fuels not as bad as has been purported. Many, like me, do not believe "the science is settled", and think it is not only OK, but a requirement that we the public ask questions of the experts on both sides of an issue. Please don't get me wrong and think that I don't like clean air/water/soil. I grew up in the 1950s in Long Beach and remember the smog then (much better now). But I do believe that AFTER listening to both sides, one makes a decision based on truth and facts. In regards to transportation, I would like to state that the public as a whole does not like HOT lanes, feeling that we pay for our highways with electric rates (for EVs) and fuel taxes (for ICE vehicles), and having to pay to use newer roads is not right. I urge you to minimize the addition of HOT or toll lanes. (Tell CalTrans)	State law requires that Connect SoCal 2024 meet targets for reducing greenhouse gas emissions from passenger vehicles. While high-occupancy toll (HOT) lanes (also known as express lanes) can generate revenue, the primary purpose of such managed lanes is to restrict access (e.g., via occupancy or tolls for vehicles not meeting the minimum occupancy) so that these lanes can operate efficiently even during peak demand periods (e.g., rush hour). The transportation system is not funded by electricity rates. SCAG has limited direct authority over transportation revenues sources identified in Connect SoCal 2024 or the 2027 FTIP, including those that would effectively encourage a shift of good movement from trucks to rail. SCAG does not have that type of regulatory authority. SCAG recognizes the important role that rail can play in improving goods movement efficiency, reducing roadway congestion, and supporting

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		In addition, I urge SCAG to encourage (through funding) the implementation of vast improvements in our railway systems, especially in the freight area. Hundreds if not thousands of semi-trucks can be replaced by rail transport, which has less cost, less pollution, less highway impact. (Sorry teamsters). Lastly, I urge SCAG to attempt to minimize new regulations, possibly using the rule that for every new regulation, 2 must be eliminated. My apologies if you think these comments are lengthy.	environmental goals. Connect SoCal 2024 includes strategies and investments intended to improve both passenger and freight transportation systems. However, SCAG has limited authority over many of the funding, operational, and regulatory decisions related to freight rail and goods movement infrastructure.
General	Mike McCarthy, Vice Chair of Riverside Neighbors Opposing Warehouses and Vice Chair of the Freight Communities Action Coalition	My name is Mike McCarthy, I live in the City of Riverside. I'm the Vice Chair of Riverside Neighbors Opposing Warehouses, and also the Vice Chair of the Freight Communities Action Coalition. Thank you for the opportunity to provide comments on the FTIP. I am a co-author of a recently released Region in Crisis 2 report, authored by the Sierra Club, the Center for Community Action and Environmental Justice, the Robert Redford Conservancy for Southern California Sustainability at Pitzer College, and R-NOW. It describes how, in California's Inland Empire, aggressive industrial expansion is fueling impacts across environmental, economic, and quality of life issues, deepening the housing crisis, eroding community health, and exacerbating environmental justice, mostly in low-income communities of color. Warehouse growth is outpacing population growth by at least a factor of 4. Multiple municipalities have as much warehouse space per resident as the size of a single-family home, and there are over 15 years of warehouses approved for construction, and another 10 years' worth of warehouses currently pending in environmental review. Compounding this harm, warehouse-related jobs are vulnerable due to automation and trade volatility, and that basically undermines the claims that these are lasting economic benefits from these types of land uses. SCAG is the regional planning agency responsible for sustainable growth and our	Comment noted. Staff will reach out to the coalition and consider the Region in Crisis reports in development of Connect SoCal 2050.

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		regional transportation plan. This FTIP has a list of projects that prioritize logistics sprawl through freeway expansion and displacement of passenger vehicles in the toll lanes to make space for heavy-duty trucks. SCAG has no policies to reduce or mitigate logistics sprawl, which encourages higher truck VMT, higher greenhouse gas emissions, more traffic congestion, and more roadway damage. Regional freight development should be subject to the same compact growth guidelines as the residents of the region, with goals for industrial development in the coastal counties closest to the ports. Our coalition seeks meaningful community engagement and local and regional transportation planning to prioritize housing, health, and equity over a sprawling logistics expansion that harms our homes, neighborhoods, lives, and families. We will send a copy of the report to SCAG staff in the Goods Movement Division and the Environmental Justice Division, as well as the leaders of the organization. And we hope that key leaders and SCAG staff will reach out to us and discuss how to make this better in the future. We know that's not going to happen now, it's a long-term thing, but you've ignored us for the last 5 years. We've had a Region in Crisis 1 report we released 3 years ago, it's not even mentioned in your Goods Movement Technical Report. You continue to ignore communities and just prioritize, you know, multinational freight firms over the communities that live here, and we cannot continue to have this kind of growth unrestrained and 90% of it happening in the Inland Empire as opposed to the coastal counties. We need to have a more equitable growth pattern for freight if we're going to continue to try to grow it as fast as we are. Thank you so much for your time, and have a great day.	
General	Eli Lipmen, Move California	Yes. Hi, my name is, Eli Lipman. I am, calling on behalf of Move California, we are an advocacy organization working on affordable housing and public transportation, funding, in the region.	With Amendment 2, Connect SoCal 2024 continues to meet the greenhouse gas emission reduction

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		You know, let me start with, the Connect SoCal Draft Amendment 2. When we testified at Connect SoCal, when it was originally passed, or approved two years ago, before SCAG, you know, I looked at all the members of the various cities around the region, and I said, you know, this is a great plan, it's transformative, but now it's up to you, as these local cities and county officials to implement it. And when I look at the list of projects in this draft amendment. I don't think that it looks as if, my advice, and my imploremment was not heeded, as many of these projects include, a significant, road enhancement projects, increasing of lanes, widenings of lanes, throughout the region. In multiple cities, in multiple county jurisdictions, and so you are not gonna...by approving these amendments, at the Council, at SCAG's Council, you are absolutely not going to achieve the, necessary reductions in greenhouse gas emissions. There are some bright spots in this draft amendment. I'd like to particularly call out the City of Long Beach, which has multiple projects in it. In its amendment, that would include traffic calming, Class 4 bike lanes, and reductions in lanes, to improve, the region. And we really want to congratulate Long Beach for showing that leadership on the issue. In terms of, in terms of the other piece of this. You know, there are multiple projects part of Metrolink's SCORE program that would deliver 30-minute system-wide service by 2028, but it appears that not a single Metrolink line will have that capacity by the deadline. And that's because of delays on multiple projects. I want to refer you to the letter, sent, to SCAG on June 28th, by the Californians for Electric Rail, which we support. And, you know, in particular, there's lack of any passenger rail capacity projects in Orange County, in the Draft 2 in the original plan. And so we're really disappointed there really is, no way for, this region to achieve its aggressive greenhouse gas emission goals, its aggressive goals	target established for the region. As indicated in the Connect SoCal 2024 Project List Technical Report, the Southern California Optimized Rail Expansion (SCORE) Program capital expenditures have a completion year of 2035 (RTP ID 720001), with SCORE operations spanning from 2035 to 2050 (RTP ID 720002). Delivery of individual projects is dependent on funding availability and project-specific implementation schedules.

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		in the Sustainable Community Plan by it without these projects and without investing in the key, the key pieces that need to be, invested in. So, we're disappointed with this, with this draft and the Draft FTIP and the draft amendments, and we'd like to see you go back, to the planning and remove projects that are only going to increase car capacity and increase greenhouse gas emissions.	
General	Jacob Wasserman	Thanks so much. Yes, my name is Jacob Wasserman. I am a transportation researcher and a Planning Commissioner of the City of Santa Monica but speaking for myself only here. I want to echo all of Eli's comments and just say, I know that this plan is kind of the aggregation of a lot of individual cities and jurisdictions projects, so in some sense, you don't have that much control. But I will say, just looking at the overall numbers. Doing the math in terms of programmed money, it's 48% toward roadway improvements, whereas the emissions in California, 70% to 80%, come from cars and trucks, whereas less than 3% come from rail, bus, and other transit. And so I think that those numbers, in terms of spending should be much more in alignment with their emission reduction potential. Spending half on roadways, I mean, it's an improvement from the way it used to be, but it's still not nearly where it needs to be, and claims about adding, you know, lanes to highways, reducing emissions are total bunk, and yet they still continue to happen. So, whatever you can do in the plan to work with jurisdictions to create policies at the MPO level to move more money toward active transportation, public transit, even housing projects support, and move it away from freeway expansion that other commenters had mentioned as well that do not get us to where we need to be in our emissions goals. Thanks.	Comment noted. With Amendment 2, Connect SoCal 2024 continues to meet emission budgets for criteria air pollutants under transportation conformity and greenhouse gas emission reduction targets established for the region under Senate Bill 375. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed. State and federal transportation revenue sources are not eligible to fund housing.
General	Martha Masters,	Good morning, my name is Martha Masters from the Riverside County Transportation Commission, or RCTC. Thank you for allowing me to speak.	Comment noted. The FTIP and Connect SoCal are the result of

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	Riverside County Transportation Commission	RCTC appreciates the significant time, effort, and collaboration that SCAG's staff invested in developing the 2027 Federal Transportation Improvement Program and Connects SoCal 2024 Draft Amendment Number 2. RCTC recognizes the extensive coordination required to compile, review, and program transportation programs that support the region's mobility, safety, and sustainability goals. RCTC works closely with agencies throughout Riverside County to coordinate and incorporate all city priorities into both the FTIP and Connect SoCal. We thank SCAG for its leadership and commitment throughout this process, and appreciate the opportunity to participate in the development of the 2027 FTIP and Connect SoCal amendment. RCTC looks forward to continuing our partnership with SCAG and local agencies to successfully deliver critical transportation improvements for Riverside County and the Southern California region. Thank you.	significant agency efforts at the city, county, region, state, and federal levels, along with input from the public, elected officials, and other stakeholders.
General	Joseph K. Lyou, Ph.D. President & CEO, Coalition for Clean Air	Introduction Coalition for Clean Air provides these comments on the Southern California Association of Governments (SCAG) Draft 2027 Federal Transportation Improvement Program (FTIP). Comment 1: Unsupported Exogenous Assumptions on Work-from-Home, Hybrid Work, and Telemedicine SCAG's regional travel modeling relies heavily on exogenous off-model trip reduction assumptions rather than endogenous behavioral feedback loops, creating significant vulnerabilities under 40 CFR § 93.110 (latest planning assumptions). A. Static Telework and Hybrid Reductions (2026–2050)	The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal

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		• SCAG applies a constant 14.48% reduction for hybrid/telework (1–4 days/week) across all forecast years from 2026 through 2050. • Applying an unvarying 14.48% reduction factor exogenously over a 25-year horizon fails to account for structural shifts in regional employment sectors or employer mandate revisions. • Suppressing work tours off-model distorts peak-period congestion dynamics and fails to model how workers reallocate freed travel time to non-work travel. B. Unsubstantiated Telemedicine Lookup Tables • SCAG applies exogenous telemedicine reduction factors that subtract up to 22.9% of personal maintenance trips for demographics aged 18–29 by 2050. • SCAG’s documentation explicitly acknowledges that predicting trip substitution due to telemedicine is beyond the scope of a travel demand model yet relies on an uncalibrated lookup table anyway. • Removing up to 23% of personal maintenance activities off-model violates 40 CFR § 93.110(a), which mandates that travel estimates be grounded in scientifically sound behavioral modeling rather than speculative policy tables. • SCAG’s own documentation notes that work-at-home workers exhibit "rebound effects" (increased non-work trips), yet the off-model telemedicine deductions fail to model corresponding trip-chaining or off-peak VMT additions. Comment 2: Speculative Pricing Assumptions and Inflated Auto Operating Costs SCAG’s travel forecasts rely on uncommitted local pricing policies and escalating Auto Operating Costs (AOC) to artificially suppress auto ownership and Vehicle Miles Traveled (VMT). A. Unenforceable Parking Fees and Cordon Pricing • The 2027 FTIP modeling assumes a 100% increase (doubling) of parking costs across 21 designated job centers in the region.	2024 as amended. There are no valid corrective actions. See 2027 FTIP responses for additional details.

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		• The forecast assumes Cordon Tolls in Downtown Los Angeles and West Los Angeles starting after 2035. • Under 40 CFR § 93.108 and § 93.110, transportation plan assumptions cannot depend on speculative municipal policies that lack binding local regulatory commitments or enacted ordinances. • Including double parking fees and cordon pricing in the "Build" scenario artificially shifts trips to transit without legal assurance that the pricing mechanisms will ever be implemented. B. AOC Escalation Damping Model VMT • Artificially escalating real auto operating costs from 20.36¢/mile in 2019 to 28.59¢ in 2050 depresses modeled long-term vehicle ownership and trip lengths across the 30-year planning horizon. • Using inflated travel costs as a baseline assumption masks underlying travel demand driven by regional population and employment growth. <table><tr><th>Forecast Year</th><th>Modeled AOC Escalation (2011 Constant Cents / Mile)</th></tr><tr><td>2019 Base Year</td><td>20.36¢ / mi</td></tr><tr><td>2026 Build</td><td>23.05¢ / mi</td></tr><tr><td>2035 Build</td><td>26.85¢ / mi</td></tr><tr><td>2050 Build</td><td>28.59¢ / mi</td></tr></table> Comment 3: Legal Inconsistencies and Procedural Flaws in Transportation Conformity The draft conformity analysis exhibits procedural timeline conflicts and relies on unapproved Motor Vehicle Emissions Budgets (MVEBs). A. Chronological Conflict in Modeling Start • SCAG explicitly states that the regional emissions modeling began in March 2026.	Forecast Year	Modeled AOC Escalation (2011 Constant Cents / Mile)	2019 Base Year	20.36¢ / mi	2026 Build	23.05¢ / mi	2035 Build	26.85¢ / mi	2050 Build	28.59¢ / mi	
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		- EPA did not issue final approval for the Heavy-Duty Inspection and Maintenance (HD I/M) off-model adjustment factors until May 6, 2026. - Incorporating post-start adjustment factors without formal documentation of complete re-runs across all nonattainment sub-basins creates a procedural violation under 40 CFR § 93.110(a), which dictates conformity must be based on assumptions in force when modeling begins. B. Reliance on Unapproved SIP Budgets - Across multiple nonattainment areas, SCAG relies on MVEBs from 2022 AQMPs/SIPs that remain under EPA review and are not yet approved. - Because the "Build" scenario embeds uncommitted, speculative travel reduction assumptions (e.g., double parking fees, static 14.48% hybrid telework), the "Build" emissions are artificially depressed, invalidating the integrity of the interim Build vs. No-Build comparison required by 40 CFR § 93.119. Comment 4: Heavy-Duty Truck Model Failures and "Fudged" Adjustments SCAG's computer model drastically undercounts how many large commercial trucks are on the road and where they are going, completely failing reality checks. <table border="1"> <thead> <tr> <th>Screenline* Location / ID</th><th>Observed Heavy-Duty Count</th><th>Model Estimated Count</th><th>Model / Count Ratio</th></tr> </thead> <tbody> <tr> <td>San Bernardino EW (Line 7)</td><td>118,149</td><td>56,099</td><td>0.475</td></tr> <tr> <td>San Bernardino / Riverside NS (Line 9)</td><td>62,296</td><td>28,501</td><td>0.458</td></tr> <tr> <td>Riverside NS (Line 12)</td><td>36,820</td><td>12,243</td><td>0.333</td></tr> <tr> <td>Imperial EW (Line 23)</td><td>16,341</td><td>2,148</td><td>0.131</td></tr> </tbody> </table> * A screenline is an imaginary boundary drawn across a specific road, corridor, or geographic region. A. Drastic Undercounting of Real-World Traffic	Screenline* Location / ID	Observed Heavy-Duty Count	Model Estimated Count	Model / Count Ratio	San Bernardino EW (Line 7)	118,149	56,099	0.475	San Bernardino / Riverside NS (Line 9)	62,296	28,501	0.458	Riverside NS (Line 12)	36,820	12,243	0.333	Imperial EW (Line 23)	16,341	2,148	0.131	
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		- Unadjusted Heavy-Duty Truck screenline assignments undercount actual observed truck volumes by 52% to 87% across major inland freight corridors. - In Imperial County, the model predicted only about 13% of the trucks that were observed on the road, proving the unreliability and inaccuracy of the underlying formulas used to predict commercial truck movements. B. Outdated Data and Synthetic Manipulation - The model is built on outdated freight surveys from 2018 and 2019 that do not reflect current supply chain behaviors. - Because the base predictions are so low, SCAG applies a complex mathematical manipulation (Origin-Destination Matrix Estimation, or ODME) to forcibly scale up the numbers to match reality. - This mathematical "Band-Aid" forces the spreadsheet to show the correct total number of trucks, but because the model's underlying logic does not understand <i>why</i> or <i>where</i> those trucks are driving, it fails to accurately place them on the map. Comment 5: Passenger Vehicle Network Assignment Distortions In addition to heavy-duty trucks, the model systematically misplaces where everyday passenger cars are driving, distorting congestion outputs and skewing pollution data. A. Mismatch with Real-World Observations - High Occupancy Vehicle (HOV) Lanes: The model predicts 26% less traffic using HOV facilities than what is actually observed on the road. - Major Collectors: The model predicts 29% less traffic on major local streets than real-world counts indicate. - Mixed-Flow Freeways: By artificially removing vehicles from carpool lanes and local streets, the model incorrectly shifts that traffic onto regular freeway lanes, overestimating their use by 5%. B. False Congestion and Speed Outputs	

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		• Dumping too many cars onto regular freeway lanes distorts the volume-delay functions, predicting inaccurate and overly congested vehicle speeds. • Because air pollution estimates are highly dependent on vehicle speed, these underlying speed distortions directly compromise the speed-binned emissions factors generated by the EMFAC2021 software. Comment 6: Mathematical Manipulation Masks Severe Environmental Justice Impacts The modeling flaws detailed in Comments 4 and 5 are not just mathematical errors; they directly obscure the disproportionate health and pollution burdens placed on environmental justice (EJ) communities. A. Historical Context and Disproportionate Exposure • Historically, urban planning and freeway siting have concentrated vehicle emissions directly in or adjacent to communities of color and low-income neighborhoods.¹ • Research demonstrates a severe "production vs. exposure" disparity: minority and low-income populations tend to drive less, yet they breathe more vehicular air pollution. • Commuters from majority-white and high-socioeconomic status census tracts disproportionately travel through majority non-white areas to drive to work, transferring the pollution burden onto these vulnerable neighborhoods. B. Masking Localized Spikes Through Post-Hoc Scaling • California's CalEnviroScreen tool confirms that people of color, particularly Latino and Black populations, disproportionately reside in the state's most highly impacted communities. • Exposure to this localized vehicle pollution causes severe health disparities, putting these populations at a greater risk for chronic diseases and premature death from fine particulates (PM2.5) and ground-level ozone. • By relying on mathematical "fudge factors"—such as ODME to scale up heavy-duty trucks and Highway Performance Monitoring	

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		System (HPMS) adjustments to force passenger VMT to match reality—SCAG is applying top-down scaling that overwrites underlying structural network errors. - This post-hoc manipulation artificially smooths out the data, erasing the localized emissions spikes that EJ communities are breathing every day, thereby rendering the FTIP's environmental justice analysis invalid. ¹ See, for example, SCAG Resolution No. 20-623-2, dated July 2, 2020, "... SCAG acknowledges the historic role government and the planning profession have played in systematically driving and perpetuating societal inequities along racial lines that have resulted in vastly different living and social conditions and access to opportunities ..." and SCAG Racial Equity: Baseline Conditions Report, March 2021, "The [California Highway] Commission determined project locations, and both state and local officials routed new freeways through existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was explicitly segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services" (p. 2). Proposed Remedies & Requested Actions Before submitting the 2027 FTIP for final federal transportation conformity approval, SCAG should take the following corrective actions: 1. Eliminate Unverified Off-Model Reductions: Remove arbitrary exogenous telework (14.48%) and telemedicine lookup reductions from the model baseline. 2. Remove Uncommitted Pricing Policies: Remove double parking fees and cordon pricing assumptions from the "Build" network scenario unless backed by binding municipal resolutions. 3. Re-Validate Network and Freight Distribution: Re-calibrate internal Heavy-Duty Truck trip generation rates and passenger vehicle assignments using current probe data. SCAG must eliminate 50%+	

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		screenline errors prior to applying ODME or HPMS adjustments to ensure localized EJ impacts are accurately modeled. 4. Document Conformity Modeling Timelines: Provide Transportation Conformity Working Group interagency consultation documentation confirming that the May 6, 2026, EPA-approved HD I/M adjustment factors were fully integrated across all model runs without procedural violation of 40 CFR § 93.110(a).	
General	Sean Noonan	General Comments: - The Draft FTIP relies heavily on long-range demographic, economic, and travel demand forecasts that are inherently uncertain. Recent population, housing, and employment trends suggest that growth assumptions should be continually reevaluated to ensure transportation investments reflect current realities rather than outdated forecasts. - Transportation models are only as reliable as the assumptions on which they are based. Future travel behavior, technology adoption, economic conditions, land use patterns, and demographic trends cannot be predicted with certainty. The FTIP should acknowledge these limitations and avoid overreliance on model outputs when prioritizing major capital investments. - Given these uncertainties, SCAG should emphasize flexible, incremental transportation investments that can be adapted over time rather than major infrastructure projects whose benefits depend on assumptions about conditions several decades into the future. Fiscal Stewardship and System Preservation - The region's highest transportation priority should be preserving, rehabilitating, and modernizing the transportation infrastructure already in place. Roads, bridges, transit facilities, sidewalks, bicycle facilities, and streetscape improvements represent decades of public investment and should be maintained before expanding the transportation network.	The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended. Both the FTIP and Connect SoCal are updated on a regular basis to reflect applicable changes. The FTIP is a dynamic document, with amendments occurring monthly. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations.

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		- The FTIP should strengthen its commitment to a "fix-it-first" strategy that prioritizes state-of-good-repair investments over projects that increase system capacity. - Every new lane mile, roadway segment, interchange, or transportation facility creates long-term maintenance and replacement obligations. Project evaluation should fully account for these future costs before new infrastructure is constructed. - Funding should prioritize projects that make existing infrastructure safer, more reliable, and more efficient rather than expanding the overall footprint of the transportation system. Complete Streets and Corridor Modernization - Existing transportation corridors should be modernized and retrofitted into complete streets wherever feasible. Many communities would benefit more from safer and more accessible streets than from additional roadway capacity. - Projects that add Single Occupancy Vehicle capacity should be carefully reevaluated and, where possible, redesigned as complete streets projects that improve safety and access for pedestrians, bicyclists, transit riders, and motorists without adding general-purpose travel lanes. - Transportation funding should prioritize sidewalk infill, bicycle connectivity, intersection improvements, transit-supportive infrastructure, ADA upgrades, corridor safety enhancements, and operational improvements that maximize the effectiveness of existing facilities. - The greatest return on investment often comes from improving transportation facilities that already serve established communities rather than constructing entirely new infrastructure. Congestion and Induced Demand - The FTIP continues to place significant emphasis on congestion management and capacity expansion despite decades of evidence	While policies in Connect SoCal 2024 do support investments in fix-it-first, active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed.

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		demonstrating that roadway widening frequently induces additional demand and often results in congestion returning over time. • Southern California should move beyond a transportation strategy centered on relieving congestion through roadway expansion. Instead, transportation investments should focus on safety, accessibility, reliability, connectivity, and stewardship of existing assets. • Transportation success should be measured by how effectively people can access jobs, services, schools, and community destinations, rather than by how many seconds of vehicle delay are removed from a travel demand model. • Projects whose primary purpose is increasing Single Occupancy Vehicle roadway capacity should receive lower priority than projects that improve safety, system preservation, and multimodal access. Evaluation of Capacity-Expansion Projects • The FTIP should establish a more rigorous review process for projects that increase Single Occupancy Vehicle capacity. Agencies should demonstrate that lower-cost alternatives, operational improvements, complete streets retrofits, transportation demand management measures, and transit investments cannot reasonably achieve similar outcomes. • The Draft FTIP should provide a clear explanation for the \$50 million threshold used to evaluate Single Occupancy Vehicle capacity-increasing projects. The basis for this threshold is not apparent and appears arbitrary without further justification. • Project evaluation criteria should place greater emphasis on lifecycle costs, maintenance liabilities, fiscal sustainability, safety outcomes, and return on public investment. Technology and Travel Assumptions • The Draft FTIP appears to assume that telemedicine and similar technological changes will meaningfully reduce vehicle travel	

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		demand. Such assumptions should be supported by empirical evidence and sensitivity testing. - While telemedicine may reduce some healthcare-related trips, its long-term influence on overall regional vehicle travel remains uncertain and should not be relied upon as a significant transportation demand reduction strategy absent supporting data. Recommended Policy Direction - Prioritize maintenance before expansion. - Implement a stronger fix-it-first investment strategy. - Convert existing corridors into complete streets wherever feasible. - Redirect funding from Single Occupancy Vehicle capacity expansion projects toward safety, accessibility, and multimodal improvements. - Reduce reliance on congestion reduction as a primary performance metric. - Evaluate projects based on lifecycle costs and fiscal sustainability. - Require stronger justification for roadway capacity-expansion projects. - Focus on improving the transportation system already in place rather than continually expanding it. Conclusion - SCAG should refocus the 2027 FTIP on stewardship of the transportation system Southern California already owns. In an era of constrained resources and increasing uncertainty regarding future growth and travel behavior, the most fiscally responsible strategy is to maintain existing infrastructure, invest in state-of-good-repair projects, retrofit corridors into complete streets, and improve safety and accessibility for all users. The region will be better served by making its existing transportation network work better than by continuing to expand infrastructure with uncertain long-term benefits.	
General	Adriana Rizzo, Founding Member,	The undersigned represent transit riders and environmentalists throughout Southern California. We are writing to express concern about the considerably slower timeline for numerous critical rail projects	As indicated in the Connect SoCal 2024 Project List Technical Report , the Southern California Optimized Rail

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
	Californians for Electric Rail; Eli Lipmen, Director, Move California; David Diaz, Executive Director, ActiveSGV; Carter Rubin, Senior Transportation Advocate, NRDC	expressed in Draft Amendment 2 in the 2024 Connect SoCal Regional Transportation Plan. These projects are necessary for enhanced Metrolink service and a critical component of California's climate goals. Many of the projects are part of Metrolink's SCORE program to deliver 30 minute systemwide service by 2028 for the Olympics. It now appears that not a single Metrolink line will have the capacity for full 30 minute service by the deadline for the games, with some projects delayed by more than 10 years. These projects include: • The Brighton to Roxford Double Track was set in 2024 to be complete by 2025, but has now been extended to 2037 - a timeline jumping 12 years in just two years. This project eliminates a bottleneck between Sylmar and Burbank on the Antelope Valley Line and is critical for reliability. • The Balboa Double Track project, a SCORE project, will not be complete until 2039, 11 years after SCORE's 2028 goal. This project fixes a bottleneck between the San Fernando Valley and Santa Clarita, essential for more service to a rapidly growing region. • Rancho Cucamonga Double Track, a SCORE project needed for reliable 30 minute service all the way to San Bernardino on the San Bernardino Line, has been delayed by four years until 2029 - missing the 2028 goal. Cost continues to escalate despite a decrease in scope that has shortened the project to just 0.7 miles. • The 3rd/4th track on the BNSF San Bernardino Subdivision in Corona and Riverside (project 111), needed for more reliable and frequent service on the 91/Perris Valley and Inland Empire/Orange County Lines, is delayed 9 years until 2039. This route parallels one of Southern California's most congested freeways, and RCTC has completed multiple major freeway widening projects in the same area within the last 10 years. • The 91 line extension to San Jacinto, a State Rail Plan project, is now delayed until 2050. This extension serves some of the fastest-growing communities in the state, yet a planned widening of SR 79 is advancing considerably faster than this extension.	Expansion (SCORE) Program capital expenditures have a completion year of 2035 (RTP ID 720001) with SCORE operations spanning from 2035 to 2050 (RTP ID 720002). Delivery of individual projects is dependent on funding availability and project-specific implementation schedules.

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		We also call attention to the lack of passenger rail capacity projects in Orange County in both Draft 2 and the original plan. The SCORE program includes four capacity-increasing projects in Orange County: the Fullerton Interlocker and Atwood-Esperanza 3rd track, which increases capacity and service on the 91/Perris Valley Line, the Orange County Maintenance Facility in Irvine, which is needed for reliability in case of track obstruction and for more service throughout Riverside and Orange Counties, the Irvine Station Improvements, which include additional passing tracks at Irvine station to enhance service on the Orange County and Inland Empire-Orange County Lines, the Surfliner, and perhaps future high-speed rail, and the Serra Siding in Dana Point. The Serra Siding in particular is a crucial bottleneck for all rail travel between greater Los Angeles and San Diego, as well as for beach access via the IE/OC and OC lines and Surfliner. All of these projects are missing from all versions of the plan, suggesting a lack of commitment to delivering these transformative projects or the associated service enhancements. This is SCAG's third regional transportation plan since the SCORE program was introduced in 2017. In that time, the region has failed to fund the required capital projects necessary for 30 minute service for a single line on Metrolink. Instead small amounts of funding have been disbursed to some constitutive projects on different lines. As a result, a few projects may advance but the complete suite of projects necessary to enable a phased service improvement is stuck. That means the projects SCAG does fund are stranded assets - investments made by SCAG and its member local governments that are not providing benefits to riders and the public. The regional transportation plan practice of extreme deference to locally-generated priorities is a key driver of this dynamic. A project like the Serra	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		Siding has beneficiaries for the entire region in terms of Metrolink and Surfliner riders, but is not an Orange County priority. As a result investments are made elsewhere in the corridor, SCAG region and SANDAG region that cannot be fully operationalized in terms of capacity and reliability without the Serra Siding. The common thread here is that the Regional Transportation Plan fails to account for transportation plans (e.g. SCORE, LOSSAN Optimization Study, State Rail Plan) and investment that requires coordination across county and MPO boundaries. This isn't just hurting Southern California: it extends to rail planning in Northern California where programs like Valley Rail and the Capitol Corridor Vision Plan languish as MPOs prioritize local priorities rather than phased regional and intercity rail service delivery. There is no prohibition in state or federal law that requires SCAG to operate without regard for regional and intercity rail planning. In fact, the spirit of state and federal law with regards to MPOs and regional transportation plans intends to solve exactly these coordination problems. CalSTA's Draft SB 1098 Report identifies that MPOs consistently fail to prioritize intercity rail that crosses MPO boundaries in their modeling, planning and investment and makes key recommendations for reform.	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		CHALLENGE Regional Transportation Plans (RTPs) travel demand models do not consistently or accurately account for the benefits of intercity passenger rail, which often accrue beyond the boundaries of any single metropolitan planning region. This means that the Pacific Surfliner service, as the second busiest intercity service in the country, is often undercounted in single-region planning processes. RECOMMENDATIONS 1. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated. 2. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs. CHALLENGE There is a need to better integrate intercity passenger rail in regional planning processes. RECOMMENDATIONS 1. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs. 2. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs. The undersigned would go further: MPOs like SCAG underweigh regional rail plans even within MPO boundaries. The practice of deference and prioritization for locally-generated project lists within regional transportation plans is conducive to improvements to	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		a highway network and local roads. An improved interchange at one location in one county does not depend on improvements in another county to realize most of its benefits. This system, however, has failed to mesh with global best practice of service-led planning for regional and intercity rail - ie SCORE, LOSSAN Optimization Study and the State Rail Plan. A county like San Bernardino or San Diego that prioritizes SCORE/LOSSAN double tracking projects is dependent on other counties prioritizing double tracking or other improvements in its borders to realize the benefits. Meanwhile Orange or Los Angeles counties have often de-prioritized SCORE/LOSSAN plans for capacity projects in favor of local transit or highway projects in their regional transportation plan advocacy. The result under the regional transportation plan process is a Prisoners' Dilemma where cooperation almost always fails and regional and intercity rail improvements languish. MPOs like SCAG must work to improve their regional transportation planning to account for the need for phased regional and intercity rail service improvements across county or MPO lines. That requires MPOs to: • Incorporate service-led planning into their regional transportation plan processes • Work with Caltrans Division of Rail to assess the readiness of State Rail Plan projects necessary for phased service delivery (ie Network States, per 2025 State Rail Plan Update) of regional and intercity rail improvements • Prioritize capital projects within the regional transportation plans that can collectively deliver phased service improvements for lines, irrespective of whether they cross county or MPO borders The current approach has failed to deliver regional rail services for the 2028 Olympics. That is unavoidable. It has wasted nearly ten years and stranded hundreds of millions of dollars in investment and assets since	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		SCORE and LOSSAN Optimization studies debuted with no Metrolink or Surfliner service improvements to show for it. What is still within SCAG's control is learning from this lesson. That requires openness to new concepts, working with Caltrans, local advocates, rail operators, local governments and performing coordination work within the region and beyond.	
General	David Martinez, State Policy Manager, Streets for All	Streets For All is a transportation and land use advocacy organization that is engaged in work that promotes sustainable multi-modal transportation solutions, street safety, and smart land use decision making throughout California. We are committed to crafting policies that allow communities to benefit everyone. We appreciate the opportunity to comment on Draft Amendment 2 to Connect SoCal 2024 and the Draft 2027 FTIP. Connect SoCal establishes an ambitious vision for Southern California centered on improving mobility, reducing greenhouse gas emissions, expanding transportation choice, and creating safer, healthier communities. The Executive Summary similarly describes a multimodal transportation system intended to improve safety, reduce emissions, and advance equitable mobility through investments in transit, rail, and active transportation. Yet Draft Amendment 2 raises serious concerns that the implementation of this vision is increasingly moving in the opposite direction. While some projects have appropriately advanced or been completed, the overall pattern of project schedule changes is troubling. Many transit, passenger rail, and complete streets projects have been delayed by several years, while roadway widening projects continue to move forward or receive substantial new investment. The result is a transportation program that risks prioritizing additional automobile capacity over the very investments that Connect SoCal identifies as necessary to meet the region's climate, safety, and mobility goals.	Comment noted. Connect SoCal 2024 as amended and the 2027 FTIP meet emission budgets for criteria air pollutants under transportation conformity and greenhouse gas emission reduction targets established for the region under Senate Bill 375. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed. Tables 1 and 2 in Amendment 2 to Connect SoCal 2024 detail which projects are experiencing delays. Delivery of individual projects is dependent on funding availability

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		This concern extends beyond any individual project. Amendment 2 reveals a broader implementation trend that should concern SCAG and every jurisdiction in the region. We are particularly concerned by delays affecting projects that directly improve multimodal transportation and transit service. These include bicycle networks, complete streets projects, passenger rail improvements, and projects that increase transit reliability and capacity. Many of these projects have already spent years in planning and environmental review, yet their completion dates continue to slip farther into the future. Among the examples are: • The Downtown Long Beach 6th Street Bikeway has been delayed from 2027 to 2030 despite providing a protected cycle track and major safety improvements. • The Studebaker Road Complete Streets project in Long Beach, which includes protected bikeways, transit boarding islands, pedestrian improvements, and resurfacing, has been delayed from 2028 to 2032. • Downey's implementation of approximately 17 miles of Class II bicycle lanes has been pushed from 2025 to 2027. • Numerous SCORE and other passenger rail capacity improvements identified elsewhere in Amendment 2 continue to move well beyond their originally anticipated completion dates, reducing the region's ability to expand frequent rail service. • Operating and capital assistance for a countywide transit system in Imperial County delayed from 2024 to 2027. • Transit-supportive projects, including transit operations, signal priority, and multimodal corridor improvements, continue to experience schedule delays across the region. At the same time, roadway expansion projects continue to receive substantial investment. While some include bicycle or pedestrian components, many remain fundamentally oriented toward increasing vehicle capacity through lane additions, roadway widenings, interchange	and project-specific implementation schedules. The recommendations will be considered in development of Connect SoCal 2050.

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		expansions, or turn-lane projects. These investments consume limited regional transportation resources while generating additional vehicle travel that makes achieving the region's climate objectives more difficult. We recognize that many project schedule changes originate from local agencies. However, SCAG is not simply a clearinghouse for local priorities. As the Metropolitan Planning Organization for Southern California, SCAG has a statutory responsibility to develop a regional transportation plan that advances regional mobility, air quality, climate, and equity objectives. Those objectives sometimes require balancing local priorities against broader regional goals. The Executive Summary notes that the FTIP exists to implement Connect SoCal and reduce transportation-related air pollution and greenhouse gas emissions while improving safety and multimodal mobility. It also identifies active transportation projects as a key component of the regional transportation system and highlights the importance of multimodal performance measures, including non-single-occupant mode share and reductions in non-motorized fatalities and serious injuries. However, the investment patterns described in the Executive Summary tell a different story. The document itself notes that federally programmed active transportation investment has decreased compared to the previous FTIP, even before considering the schedule delays contained in Amendment 2. While future ATP awards may partially offset this decline, relying on future competitive grants is not a substitute for delivering the multimodal projects already included in the regional transportation plan. Similarly, Amendment 2 states that Connect SoCal's project list is intended to improve safety, mobility, air quality, sustainability, and the regional economy. Yet many of the schedule revisions appear inconsistent with those objectives, particularly where multimodal projects are deferred while roadway capacity projects continue to advance.	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		Streets For All respectfully recommends that SCAG: • Conduct and publicly release an analysis summarizing which transportation modes experienced schedule delays or accelerations under Amendment 2, including total years of delay by project type. • Evaluate whether the cumulative schedule changes remain consistent with Connect SoCal's greenhouse gas reduction, mode shift, safety, and equity objectives. • Prioritize the delivery of projects that increase walking, bicycling, transit, and passenger rail capacity before advancing projects that primarily expand roadway capacity. • Better coordinate implementation of regionally significant passenger rail improvements including SCORE, LOSSAN, and State Rail Plan projects whose benefits depend on coordinated investment across county boundaries. • Develop stronger regional policies to prevent repeated delays to active transportation, transit, and rail projects while ensuring that limited regional funding advances the transportation system envisioned by Connect SoCal rather than simply maintaining existing travel patterns. Connect SoCal presents an ambitious vision for Southern California. That vision will not be realized if the projects most critical to reducing driving, improving safety, and expanding transportation choice are continually postponed while automobile capacity projects continue We urge SCAG to revise Amendment 2 and future amendments to better align project delivery with the goals established in Connect SoCal and to ensure that the projects most important for reducing emissions, improving safety, and expanding transportation options become the region's highest implementation priority.	
Project Specific	Vanessa Guerra Management Analyst	COMMENT #1: SGVCOG respectfully requests that SCAG add the San Gabriel Valley Greenway Network Project as a new regional active transportation project	Please work with the Los Angeles County Metropolitan Transportation Authority to program "ENG" phase

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

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	Capital Projects Department, San Gabriel Valley Council of Governments	in Connect SoCal 2024 and, as appropriate, include its near-term phases in the 2027 FTIP. The San Gabriel Valley Greenway Network is a regional initiative to transform approximately 130 miles of existing flood-control channels, rivers, creeks, and other public rights-of-way into a connected network of pedestrian, bicycle, and multi-use pathways. The planned network extends across 31 cities and adjacent unincorporated communities in the San Gabriel Valley. The project would provide the following regional benefits: • Establish safe and continuous walking and bicycling connections among neighborhoods, schools, parks, transit stations, employment centers, and commercial districts. • Improve first- and last-mile access to transit and close gaps in the regional active transportation network. • Support greenhouse-gas and vehicle-miles-traveled reductions by providing practical alternatives to automobile travel. • Expand transportation and recreational access for disadvantaged and historically underserved communities. • Provide opportunities to integrate active transportation facilities with stormwater improvements, shade, landscaping, habitat enhancements, pocket parks, and other green infrastructure. • Improve public health, roadway safety, climate resilience, and quality of life throughout the San Gabriel Valley. Full implementation is currently estimated to cost approximately \$500 million to \$600 million, including planning, environmental clearance, design, right-of-way improvements, and construction. Because of the project's size and multi-jurisdictional nature, it will be implemented in phases using a combination of local, regional, state, and federal funding. SGVCOG specifically requests that SCAG:	work via a formal amendment to the 2027 FTIP and submit the projects to Connect SoCal 2050.

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		5. Add the San Gabriel Valley Greenway Network Project to the Connect SoCal 2024 regional project list as a long-range, multimodal active transportation investment through the 2050 planning horizon. 6. Coordinate with SGVCOG and the Los Angeles County Metropolitan Transportation Authority to establish the appropriate project identification, scope, cost, schedule, and funding information necessary to include eligible near-term Greenway phases in the 2027 FTIP. 7. If the entire network cannot be added to the 2027 FTIP as a single project, recognize the overall Greenway Network in Connect SoCal and provide for individual segments to be programmed in the FTIP as their scopes, schedules, funding commitments, and delivery phases are established. 8. If inclusion cannot be completed through the current amendment and FTIP adoption process, treat this comment as a formal request to initiate the necessary coordination for the next available FTIP amendment and the next Connect SoCal update. The project directly supports Connect SoCal's goals of improving mobility, accessibility, equity, sustainability, safety, public health, and regional connectivity. Its inclusion would also strengthen SGVCOG's and its member agencies' ability to pursue competitive funding and advance individual Greenway segments toward implementation. Additional project information is available at: https://sgvgreenway.org/ COMMENT #2: On behalf of the San Gabriel Valley Council of Governments (SGVCOG), in coordination with the City of Baldwin Park, please accept this email as our formal public comment requesting that the Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project be added as a new project to both the Draft 2027 Federal Transportation Improvement Program and	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 2. The proposed project would eliminate the existing at-grade crossing of Ramona Boulevard and the Metrolink San Bernardino Line at approximately railroad milepost 18.92 in the City of Baldwin Park. The project would construct a roadway-rail grade separation, reconstruct portions of Ramona Boulevard, and reconfigure the intersection of Ramona Boulevard and Downing Avenue. The crossing is located immediately adjacent to the Baldwin Park Metrolink Station and currently experiences more than 40 Metrolink and freight train movements per day. The project would improve safety, emergency access, traffic circulation, pedestrian and bicycle connectivity, transit reliability, and rail operations. It would also eliminate conflicts and delays associated with the existing skewed at-grade crossing and support improved service along the Metrolink San Bernardino Line. Key project information is summarized below: • Project title: Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project • Location: Ramona Boulevard at the Metrolink San Bernardino Line, City of Baldwin Park, Los Angeles County • Railroad milepost: Approximately MP 18.92 • Lead applicant: City of Baldwin Park • Joint applicant/implementing agency: San Gabriel Valley Council of Governments • Estimated total project cost: Approximately \$167.836 million • Proposed funding: TIRCP Cycle 8 and other future funding sources • Environmental phase: Through approximately 2028 • Final design and right-of-way: Through approximately 2030 • Construction: Approximately 2031 through 2033 • Project closeout: Approximately 2034 • Electronic PPR identification: ePPR-6303-2023-0005 v0	

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		We respectfully request that SCAG: 4. Add the project as a new regionally significant project in the Connect SoCal 2024 Amendment 2 Project List; 5. Include the appropriate near-term project phases in the 2027 FTIP, consistent with the project schedule and applicable financial-constraint requirements; and 6. Carry the later project phases and full project scope, cost, and schedule in Connect SoCal, as appropriate. We understand that Los Angeles County FTIP programming is coordinated through Los Angeles County Metropolitan Transportation Authority. SGVCOG and the City of Baldwin Park are prepared to work with SCAG and Metro to provide any additional programming information, funding assumptions, project identifiers, or documentation needed to complete the requested additions. If the project cannot be incorporated before adoption of the final documents, we request that SCAG advise us of the earliest available amendment process. Attached for reference is the project's 2026 Transit and Intercity Rail Capital Program application, including the project narrative, cost estimate, schedule, and Electronic Project Programming Request. Thank you for your consideration and assistance. Also attached is the adoption of the projects by our Governing Board. Please let us know if these projects should instead be submitted for consideration as part of the RTP/SCS Connect 2050 planning process, or if there are any additional steps, documentation, or coordination needed to pursue their inclusion.	
General	J. Gross	Connecting the so-called 2.6 mile "Norwalk gap" between the Norwalk Metro and Metrolink stations should be a key transportation priority for the region.	RTP ID 1120005 in the Connect SoCal 2024 Project List Technical Report would close that gap by extending the Metro C (Green) Line to the Norwalk / Santa Fe Springs Metrolink station

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
			and is included in the financially constrained list of projects.
Project Specific	Riverside County Transportation Commission (RCTC)	RCTC would like to provide this public comment to add the following project to the UNCONSTRAINED LIST: Lead Agency: RCTC System: Highway Route #: I-15 From: SD County Line To: I-215 Construct two managed lanes in each direction on I-15 from I-15/I-215 to Riverside County/San Diego County line	The requested project has been included in Table 3. Modifications to Unconstrained Projects. This additional project is listed in the unconstrained project list and therefore does not impact the modeled transportation network or financial constraint.
General	J. Gross	Converting the LA County General Hospital Busway stop into a dual Metrolink station should be a high priority project. Thousands of hospital workers could potentially use the station to commute.	Your comment has been forwarded to Metrolink and the Los Angeles County Metropolitan Transportation Authority for consideration.
General	Ragsdale Madison	Los Angeles needs to declare a transportation AND environmental emergency and declare "private ownership usage" of urban resident's single occupant vehicle travel illegal in the future. May I humbly suggest 2030. I personally feel a timeline that is reasonable will never be truly adopted. It will be corrupted by many forces in this state and in this city. May I suggest that the "bullet train to nowhere" be an example of what happens in this state when a goal is longer than the terms of office of the people proposing that idea. One way of looking at your transportation challenge is to ask "experts" the simple question of how many empty seats are there on a local news traffic report showing bumper to bumper traffic? And is that the kind of society we want?	https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-mobility-final-040424.pdf SCAG recognizes the importance of reducing greenhouse gas emissions, improving transportation system efficiency, and expanding safe and convenient alternatives to driving alone. However, SCAG does not have regulatory authority over private vehicle ownership or use. Through Connect SoCal 2024 and the Mobility Technical Report, SCAG supports strategies that increase travel choices, including investments in public transit, active transportation, and other mobility

2027 FTIP and Amendment 2 to Connect SoCal 2024 Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
		Is private transportation a necessity our planet can afford another decade of? I am 68 and totally enjoyed thousands of miles of being alone in my own car with my radio blasting for most of those years. But at the turn of the millennium I started taking buses, trains, etc. in Seattle and then here in Los Angeles. It takes time to adjust. And now it's actually dangerous and a safety concern. I own two bicycles, and they are actually dangerous to use in a bike lane and are my biggest safety concern as most drivers are now dividing their attention with a cellphone in one hand while they are driving. What are your plans to keep a person like me (who doesn't even OWN a car anymore) safe, alive, and able to thrive.	options that can help reduce single-occupancy vehicle travel and its associated impacts.



AGENDA ITEM 10

REPORT

Southern California Association of Governments

September 3, 2026

To: CEHD - Community, Economic, and Human Development Committee
EEC - Energy and Environment Committee
TC - Transportation Committee

From: Camille Guiriba, Senior Regional Planner (PS)
213-236-1809, guiriba@scag.ca.gov

Subject: Connect SoCal 2050: Policy Development Framework

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Recommend that the Regional Council adopt the Connect SoCal 2050 Policy Development Framework.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

Under current law, SCAG must prepare and adopt a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, every four years. In April 2024, SCAG's Regional Council approved the most recent plan, Connect SoCal 2024. The next plan, Connect SoCal 2050, is being prepared for adoption by the Regional Council by spring 2028. The purpose of this staff report is to share the Connect SoCal 2050 Policy Development Framework which outlines the policy structure, areas of focus, and leadership roles for updating the key policy elements as part of the Connect SoCal 2050 process. At its August 2026 meeting, the Connect SoCal 2050 Subcommittee took action to recommend that the Regional Council adopt the framework.

BACKGROUND:

For the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy, SCAG needs to update policies and strategies considering recent trends analyses, changes in our policy landscape, emerging technology and other new information about transportation and land use issues.

Policy Development Framework

The Policy Development Framework outlines parameters, focus, and roles for updating the key policy elements as part of development of Connect SoCal 2050. The Draft Policy Development Framework was presented to and discussed with the Joint Policy Committee in April 2026.

A final version of the Policy Development Framework was presented to the Connect SoCal 2050 Subcommittee in August 2026. The Connect SoCal 2050 Subcommittee took action to recommend that the Regional Council adopt the framework with an addition to include consideration for resilience issues.

The revised Policy Development Framework attached to the staff report incorporates feedback from the Connect SoCal 2050 Subcommittee. It is organized in the following sections:

- Policy Structure
- Areas of Focus
- Policy Development Leadership

Policy Structure

Connect SoCal 2050 will continue the policy structure as adopted in Connect SoCal 2024:

- The **Vision and Goals** articulate where we want to be in the future.
- **Regional Planning Policies** provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. They serve as a compass for SCAG's planning and funding programs and help to set priorities for the agencies work. They can also serve as a resource for County Transportation Commissions (CTCs), local jurisdictions, and others, who can refer to specific policies to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs.
- **Implementations Strategies** articulate near-term priorities for SCAG efforts in fulfilling the Regional Planning Policies. These are areas where SCAG leads, such as through the administration of funding programs.

The policy structure will continue to represent a refinement of policies that carry over several planning cycles to promote multimodal transportation investments and local development that align with the regional growth vision. For these policy elements, the Policy Development Framework outlines for the Connect SoCal 2050 process:

- Maintaining the Vision and Goals as previously adopted: these represent evergreen and high-level aspirations for the Southern California region that can continue to guide SCAG across multiple planning cycles.
- Revisiting Regional Planning Policies and Implementation Strategies: Update and prioritize these to reflect emerging issues and challenges the region is expected to face in the near and long term.

Areas of Focus

Typical in our plan development process, SCAG identifies emerging issues that should be areas of focus for policy discussion. Informed by the input received from the Joint Policy Committee discussion, three salient and interconnected challenges facing our region are identified as areas of focus for Connect SoCal 2050:

- Demographics and Economic Implications
- Transportation Technology and the Future of Transit
- Complete Communities and Housing the Region

At its August 2026 meeting, the Connect SoCal 2050 Subcommittee directed staff to include in this Policy Development Framework the consideration of the ways resilience impacts all three areas of focus. Subcommittee members discussed how sea level rise, wildfire, extreme heat, floods, drought, water supply, and erosion are impacting their communities. Staff added a section describing how resilience issues will be used as a lens for consideration of the policy discussions regarding all areas of focus.

Detailed descriptions of each of these areas of focus and the added resilience lens are described in the attached revised Policy Development Framework.

Policy Development Leadership

This section of the Policy Development Framework outlines opportunities for SCAG members to shape long-range regional policy to address key issues and questions. This policy leadership structure is similar to last cycle. As a new component to this cycle, the Regional Council took action in May 2026 to create a special Connect SoCal 2050 Subcommittee. Minor edits were made to the description of the subcommittee to reflect its final composition which includes four ex-officio members.

NEXT STEPS

SCAG staff are seeking approval by the Regional Council of the Policy Development Framework to confirm the approach for the updating key policy elements over the next year in preparation of the draft Connect SoCal 2050 which is anticipated to be released in fall 2027.

FISCAL IMPACT:

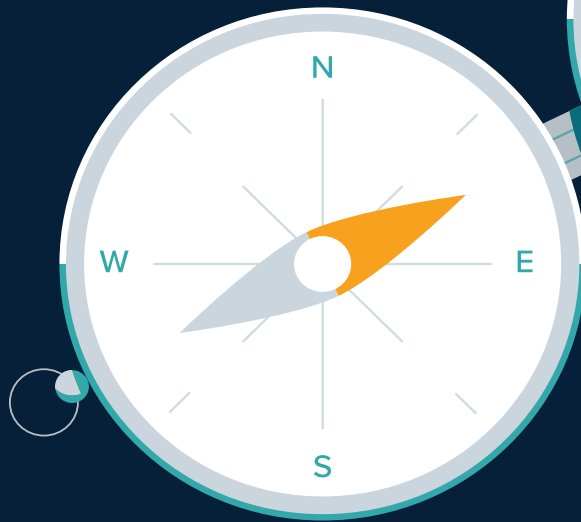
None

ATTACHMENT(S):

1. PowerPoint Presentation - Policy Development Framework
2. Final Policy Development Framework with revisions

Connect SoCal 2050: Policy Development Framework

September 3, 2026
Policy Committees



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

1



CONTEXT: PLAN ELEMENTS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2

Plan Elements

Regional Planning Policies
Provide guidance for integrating land use and transportation

Forecasted Regional Development Pattern
Demonstrates where the region can sustainably accommodate jobs and needed housing

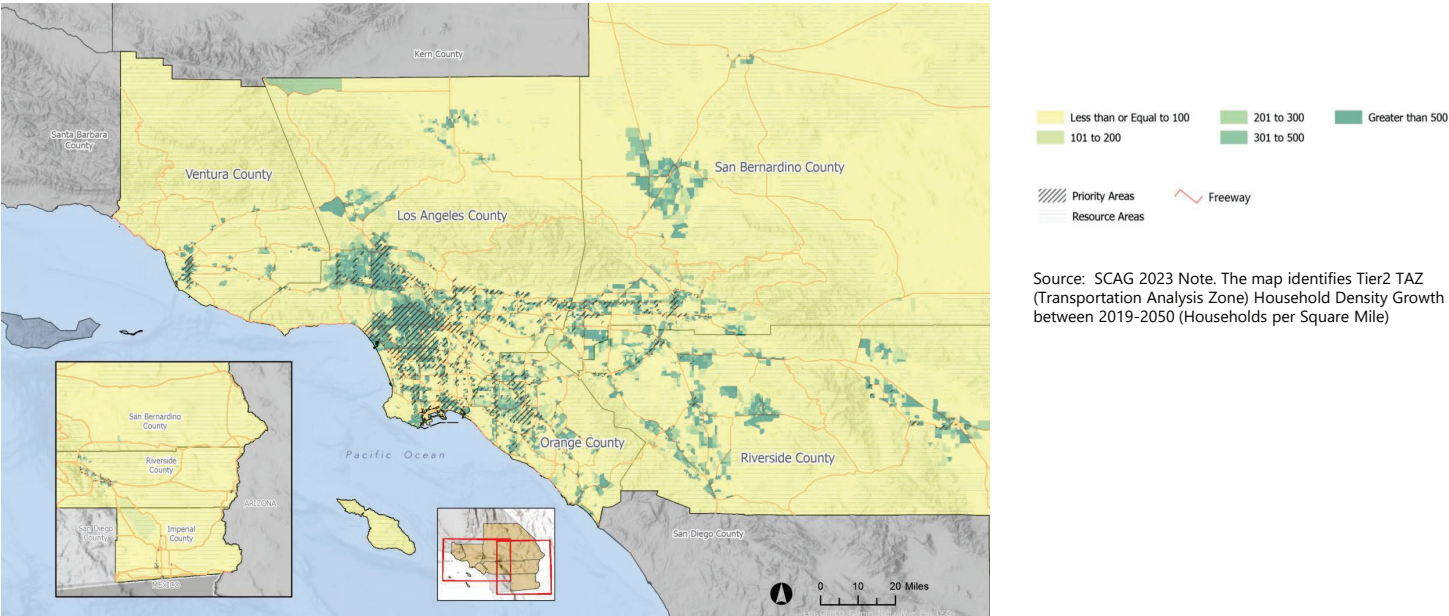
Project List
Details plan investments

Regional Strategic Investments
Address the gap between local plans and regional performance targets and goals

Financial Plan
Identifies federal, state, and local sources of revenues to pay for transportation

Implementation Strategies
Near-term SCAG actions towards plan implementation

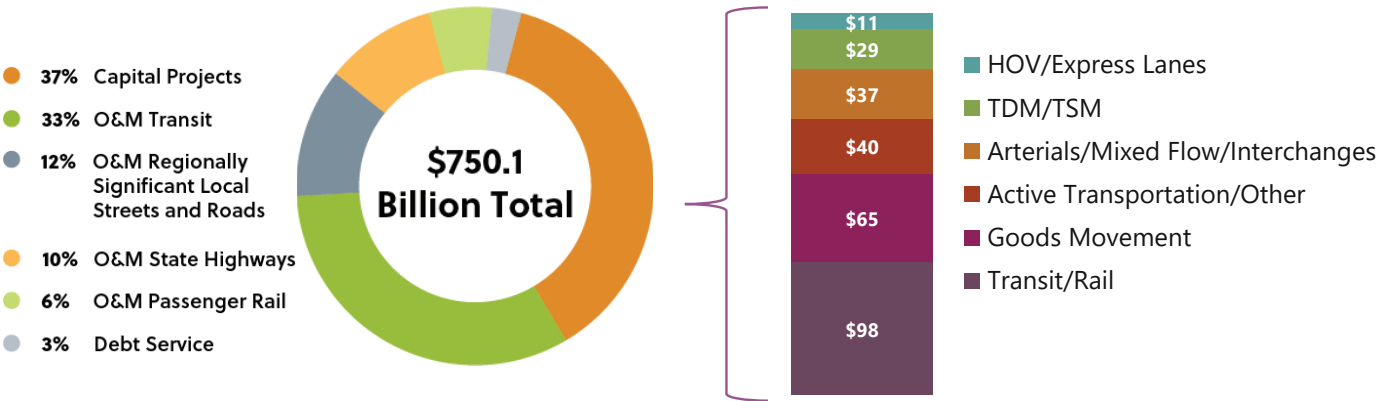
Connect SoCal 2024: Forecasted Regional Development Pattern



Connect SoCal 2024 Investments

Expenditures

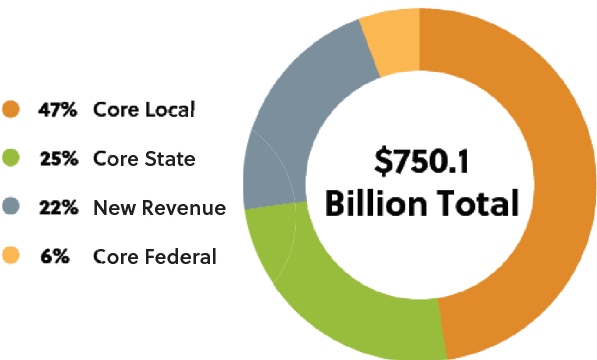
FY2025 – FY2050 (in Nominal Dollars, Billions)
\$750 Billion Total



Connect SoCal 2024 Financial Plan

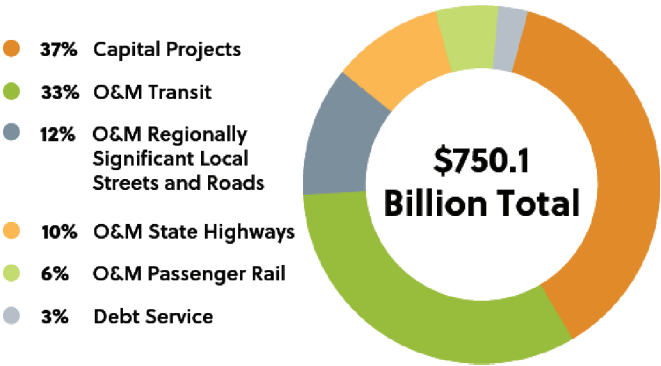
Revenues

FY2025 – FY2050 (in Nominal Dollars, Billions)
\$750 Billion Total



Expenditures

FY2025 – FY2050 (in Nominal Dollars, Billions)
\$750 Billion Total



Examples from Connect SoCal 2024

	Regional Planning Policy	Regional Strategic Investments
Mobility	System Preservation and Resilience: Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle	Highways, Local Streets & Roads Preservation
Communities	Priority Development Areas: Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities	Financing mechanisms to fund housing supportive infrastructure, such as transit and sidewalks.
Environment	Natural and Agricultural Land Preservation: Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region	Advanced mitigation programs
Economy	Goods Movement: Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable	Zero-emission freight vehicles and infrastructure



POLICY DEVELOPMENT FRAMEWORK

Policy Development Framework Overview



Areas of Focus



Leadership: Topic Areas by Policy Committee

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
<i>Regional Planning Policies</i>		
Mobility • System Preservation and Resilience • Complete Streets • Transit and Multimodal Integration • Transportation Demand Management • Transportation System Management • Technology Integration • Transportation Safety • Funding the System/User Fees	Communities • Housing the Region • Complete Communities • Equitable Engagement and Decision-Making Economy • Tourism • Economic Development	Environment • Air Quality • Clean Transportation • Natural and Agricultural Lands Preservation • Climate Resilience
<i>Environmental Compliance</i>		
Economy • Goods Movement • Tourism		• PEIR • Transportation Conformity • SB 375 Technical Methodology

Leadership: Policy Committees

Currently Scheduled Topic Area and Plan Development Items

	2026				2027			
	September	October	November	December	January	February	March	April
TC		Core Revenue Forecast	Operations & Maintenance Policy		Draft Performance Measures Public Outreach Activities	Draft Core Revenues and Costs Goods Movement & Aviation Framework Mobility Framework Travel & Tourism Framework LDX Results - A First Look		Draft New Funding Strategies Region and County Forecast, post-LDX Evaluation
CEHD	Local Data Exchange (LDX) Update & Last Chance to Meet				Draft Performance Measures Public Outreach Activities (R&F)	LDX Results - A First Look		Region and County Forecast, post-LDX Evaluation
EEC			Green Region Resource Areas Overview		Draft Performance Measures Public Outreach Activities			Region and County Forecast, post-LDX Evaluation

Policy Development Schedule



Recommended Action for Policy Committee

Recommend that the Regional Council adopt the Connect SoCal 2050 Policy Development Framework.



THANK YOU

For more information, contact:

ConnectSoCal@scag.ca.gov

Connect SoCal 2050: Policy Development Framework

September 2026

Connect SoCal 2050, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG in anticipation of a spring 2028 adoption. This Policy Development Framework presents the Policy Structure and the Areas of Focus to be expanded and refined through the planning process to advance the Vision and Goals. It also provides a Policy Development Leadership structure and outlook to foster policy education, engagement, consensus building, and decision-making among Regional Council members.

POLICY STRUCTURE

Connect SoCal 2050 will continue the policy structure as updated in Connect SoCal 2024.

VISION AND GOALS

The Vision captures what we want the region to be by 2050 and is supported by four Goals, each centered around a key theme. In the last plan cycle, staff conducted a major effort to engage stakeholders and the general public and consider them to remain evergreen pillars to the plan. For that reason, staff will not focus Connect SoCal 2050 policy update efforts on these elements but will consider changes if feedback is received through engagement with stakeholders and Regional Council members.

Vision

A healthy, prosperous, accessible and connected region for a more resilient and equitable future.

Goals

Mobility: Build and maintain a robust transportation network.

Communities: Develop, connect, and sustain livable and thriving communities.

Environment: Create a healthy region for the people of today and tomorrow.

Economy: Support a sustainable, efficient and productive regional environment that provides opportunities for all.

REGIONAL PLANNING POLICIES AND IMPLEMENTATION STRATEGIES

Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. They serve as a compass for SCAG's planning and funding programs and help to set priorities for the SCAG's work. They can also serve as a resource for County Transportation Commissions, local jurisdictions, and others as specific references to demonstrate alignment with Connect SoCal when seeking resources from state or federal programs.

Underneath each Regional Planning Policy are Implementations Strategies which articulate near-term priorities for SCAG efforts in fulfilling the Regional Planning Policies. These are areas where SCAG can lead, such as through the administration of funding programs.

Policy and Strategy Updates

The policy development process for Connect SoCal 2050 will focus on revising the Regional Planning Policies and Implementation Strategies to reflect emerging issues and challenges the region is expected to face in the near and long term. Draft updates to these policy elements are to be completed in summer 2027 in advance of releasing the draft plan in fall 2027. Following the public comment period on the draft plan, Regional Planning Policies and Implementation Strategies will then be finalized in winter 2028 in preparation for adoption of Connect SoCal 2050.

AREAS OF FOCUS

The areas of focus are key issues to guide the update of policies and strategies in Connect SoCal 2050.

Staff gathered multiple inputs to help identify the emerging issues to focus on for this planning cycle. This includes recent analysis like the State of the Region Report and other studies currently underway.

Staff also conducted early public outreach and engaged policy stakeholders in spring 2026 to understand which issues are most pressing to them. This included conducting a statistical survey of residents and discussions with the inaugural cohort of SCAG's Future Leaders Initiative.

Finally, staff is leading a project called Connect SoCal Futures. Connect SoCal Futures is engaging a diverse and representative group of key stakeholders across the SCAG region in identifying major trends and exploring a range of plausible futures beyond the expectations of standard planning analysis. These stakeholder perspectives are a new input to inform emerging issues and identify which policies are resilient in advancing the goals of the region in the face of plausible alternative futures.

There are three salient and interconnected challenges facing our region that will be areas of focus for policy development in Connect SoCal 2050:

Demographics and Economic Implications

As presented to the April 2026 Joint Policy Committee, SCAG staff developed a preliminary projection of population, household, and employment growth for Connect SoCal 2050's 2024-2050 time horizon for the region and its six counties. The latest information, modeling approaches, and top expert insights currently yield a long-range growth projection that is very different from prior RTP/SCS cycles in Southern California. Region-wide population change is expected to be minimal over the next twenty-five years, the combined effect of lower fertility rates, higher total mortality due to an older population, and changes to federal immigration policy. This flat population outlook will have implications on anticipated future tax revenues and the fiscal health of local jurisdictions and the region. In addition, the level of future job growth will also be constrained by a lower future population. However, in the long-run, the further integration of artificial intelligence (AI) and continued workplace automation suggest that the number of new jobs will bear a weaker relationship to economic growth and development.

Transportation Technology and the Future of Transit

Personal vehicles and commercial fleets continue to move toward automation, electrification, and AI. These technologies may offer new mobility options, improved connectivity, and increased accessibility for individuals, potentially transforming the way people move within and between communities. Policy questions remain regarding SCAG's role in ensuring that investments in emerging technologies advance safety, sustainability, and regional mobility outcomes while also preventing the exacerbation of disparities.

Complete Communities and Housing the Region

Complete Communities are neighborhoods and places that combine different types of land uses—such as housing, jobs, shops, services, and recreation—with convenient transportation options. Complete communities exist across the SCAG region and are an essential element of economic vitality, access to opportunity, and quality of life.

One essential element of complete communities is the availability of housing that meets the needs of the region. Housing affordability and supply remain critical regional issues, even as Southern California’s overall population growth is expected to plateau through 2050. SCAG’s role includes funding, data, technical assistance, policy dialogue, and consensus building to help cities and counties increase housing supply and affordability, support housing equity, expand housing diversity and choice, align housing with transportation, infrastructure planning and investments, and sustainability, and advance financial tools.

Building on these efforts, Connect SoCal 2050 can identify further policies that foster complete communities across the region, including those that lay the foundation for meeting the region’s housing needs. Areas of exploration include how complete communities foster economic vitality at the local level and the importance of infrastructure investments in setting the table for the necessary planning and investments.

Lens Across Areas of Focus: Resilience

Resilience requires comprehensive consideration in planning efforts. Resilience refers to the capacity of the 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 sustainable, thriving and equitable future. Shocks are sudden and acute events that threaten immediate safety and well-being, such as earthquakes and wildfires. Stressors are ongoing challenges, often known or foreseen, that weaken built, social, economic and natural systems, such as persistent air quality issues or transportation system disrepair. One major known challenge that contributes to the occurrence of acute shocks and chronic stressors is climate change. Staff used a lens of resilience in the development of Connect SoCal 2024 to consider and address the shocks and stressors facing the region. For Connect SoCal 2050, staff will build upon the policy work in Connect SoCal 2024 to continue to consider resilience within intersectional policy discussions and identify additional ways to reduce the impacts of shocks and stressors on the region’s systems.

POLICY DEVELOPMENT LEADERSHIP

Policy discussions that occur during SCAG’s Policy Committee meetings provide valuable direction to staff on areas for further research, potential strategies to address regional challenges, and priorities for what to include in the proposed plan.

MAIN POLICY COMMITTEES

Staff will bring forward informational and discussion items related to the relevant Regional Planning Policies and Implementation Strategies to each Policy Committee: highlighting context and data from staff research; perspectives from academics, researchers or policy experts; insights from local practitioners; and best practices to address Connect SoCal implementation. The plan topics to be discussed during development of Connect SoCal 2050 by each Policy Committee are outlined in the table below. These topics may change as part of the Connect SoCal 2050 Regional Planning Policies update process but illustrate the types of subject-specific topics that may be discussed at each Policy Committee this cycle.

Policy Committee Topic Areas for Connect SoCal 2050

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
Regional Planning Policies		
Mobility - System Preservation and Resilience - Complete Streets - Transit and Multimodal Integration - Transportation Demand Management - Transportation System Management - Technology Integration - Transportation Safety - Funding the System/User Fees Economy - Goods Movement - Tourism	Communities - Housing the Region - Complete Communities - Equitable Engagement and Decision-Making Economy - Tourism - Economic Development	Environment - Air Quality - Clean Transportation - Natural and Agricultural Lands Preservation - Climate Resilience Environmental Compliance - PEIR - Transportation Conformity - SB 375 Technical Methodology

JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic and Human Development; and Energy and Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

SPECIAL CONNECT SOCIAL 2050 SUBCOMMITTEE

To provide additional leadership on overarching policy development for Connect SoCal, ~~staff recommended the establishment of a special Connect SoCal 2050 Subcommittee.~~ the President of the Regional Council appointed members to the Connect SoCal 2050 Subcommittee at the June 2026 Executive Administrative Committee retreat.

The subcommittee is comprised of at least two members from each of the three Policy Committees with representation across the region and ~~may includes four up to three~~ ex-officio members to provide additional policy perspective. ~~The President of the Regional Council appointed members to the Connect SoCal 2050 Subcommittee at the June 2026 Executive Administrative Committee retreat.~~ The main responsibility of the subcommittee are to advance recommendations to SCAG Policy Committees on the following items:

- Final Policy Development Framework

Readers note: Edits since the August 2026 Connect SoCal 2050 Subcommittee meeting are marked within the document. However, minor grammatical or stylistic edits that did not affect the meaning of a sentence or paragraph are left unmarked.

- Draft Plan Policies: proposed updates to the Regional Planning Policies and Implementation Strategies prior to release of draft Connect SoCal 2050.
- Final Plan Policies: last updates to Regional Planning Policies and Implementation Strategies given feedback from public comment period of the draft plan.

In addition to the above responsibilities, the Subcommittee will also engage in discussions regarding the plan Performance Measures and updates on public outreach to inform the policy considerations. The Connect SoCal 2050 Subcommittee will convene between August 2026 and early 2028 and shall be dissolved when Connect SoCal 2050 is adopted by the Regional Council in spring 2028.



AGENDA ITEM 11

REPORT

Southern California Association of Governments
September 3, 2026

To: TC - Transportation Committee
From: Andres Carrasquillo, Principal Regional Planner (PS)
213-630-1401, carrasquillo@scag.ca.gov
Subject: Quick-Build Transportation Safety Projects

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

This item provides the Transportation Committee with an update on the Quick-Build Transportation Safety Portfolio, which comprises twelve (12) projects that improve safety on the region's transportation system and enhance connections to transit and key destinations. The quick-build projects were selected as part of SCAG's 2024 Sustainable Communities Program (SCP) – Active Transportation & Safety Call for Projects. In December 2024, the Regional Council approved the Recommended Award List and Contingency List, awarding funding to eleven (11) quick-build projects throughout the region. SCAG additionally pursued resources in partnership with the Los Angeles Department of Transportation to expand the program to include three roadways anticipated to accommodate high levels of pedestrian activity during the 2028 Olympic and Paralympic Games. The twelve projects are supported through a combination of federal and state funding sources that SCAG leveraged with Regional Active Transportation Program funds to expand the reach and impact of the 2024 SCP.

BACKGROUND:

Introduction

Quick-build projects are temporary installations that allow communities to create safer streets and public spaces using paint, plastic bollards, planters, and other materials. With these flexible materials, local jurisdictions can assess and adjust changes to the roadway through ongoing community engagement. SCAG is currently funding the design and implementation of twelve (12) quick-build transportation safety projects through two initiatives: the 2024 Sustainable Communities Program – Active Transportation and Safety (2024 SCP-ATS) and through a partnership with Los Angeles Department of Transportation to support mobility near 2028 Olympic and Paralympic Games (LA28 Games) venue areas and key destinations.

2024 Sustainable Communities Program – Active Transportation and Safety

On December 5, 2024, the SCAG Regional Council approved the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety (2024 SCP-ATS) Project List and Contingency List and authorized SCAG staff to award \$7.4 million to eleven (11) quick-build projects (Table 1).

Table 1. 2024 SCP-ATS Quick-Build Project List

County	Jurisdiction	Project Name	Award Amount
Los Angeles	Los Angeles County	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	\$803,000.00
Los Angeles	Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	\$790,000.00
Los Angeles	Pico Rivera	Pio Pico Bikeway Connector Project	\$900,000.00
Los Angeles	Santa Monica	Santa Monica Neighborhood Greenways Project	\$875,552.00
Los Angeles	Montebello	Montebello CycleSafe Bridge Project	\$362,500.00
Los Angeles	Burbank	Safer Downtown Burbank Mobility Network Improvement Project	\$900,000.00
Los Angeles	Monrovia	Monrovia Active Community Travel Vinculum Phase II	\$900,000.00
Orange	Westminster	City-wide Safe Routes to Schools Quick-Build Project	\$445,000.00
Riverside	Banning	Banning Two-Way Cycle Track Safety Project	\$895,000.00
San Bernardino	Victorville	La Paz Dr. / Seneca Rd. Traffic Circle	\$503,700.00
Ventura	Port Hueneme	Rectangular Rapid Flashing Beacons (RRFB) Citywide	\$70,150.00
Total			\$7,444,902.00

Through the 2024 SCP-ATS, SCAG provides technical assistance for design and engagement, supported by the creation of an on-call bench of architecture and engineering services, and pass-through funding for construction. Local jurisdictions will collect community feedback throughout the project life cycle and adjust as needed to effectively address safety needs and reflect community priorities.

The 2024 SCP-ATS quick-build awards are funded with \$4.4 million from the 2023 SS4A grant and \$3 million from state Active Transportation Program Cycle 7 and REAP 2.0, combined. SCAG procured

architectural and engineering consultants to support award recipients with planning, design, and engagement work, currently underway. Construction is expected to begin in summer 2027.

Pedestrianizing Roadways for the LA28 Games

SCAG received \$6 million from the 2024 SS4A grant program in partnership with the Los Angeles Department of Transportation (LADOT) to create a series of pilot events that will temporarily open roads to people during the LA28 Games. The project will pilot car-free demonstrations to improve safety and active transportation connections on roadways with significant history of collisions: Figueroa Street from Downtown Los Angeles to Expo Park; Hollywood Boulevard between Highland Avenue and Orange Drive; and Wilshire Boulevard along MacArthur Park. Once built, these projects will enhance connections to game venues, cultural celebration hubs, and key transit stations across the region.

SCAG has procured consultant support for design and engagement work through its on-call bench, with approximately \$2 million budgeted for the contract. Approximately \$3.8 million will be passed through to LADOT for project construction. LADOT and SCAG are both contributing towards the 20% local match requirement of the 2024 SS4A grant. Planning, design, and engagement work are anticipated to begin in late 2026. Construction is anticipated to begin in 2028 in advance of the LA28 Games.

FISCAL IMPACT:

Work associated with this item is included in the FY 2026-27 Overall Work Program (225.4955.01: 2023 SS4A - SCAG Go Human Regional Safety Action Plan & Strategies; 225.4955.02: 2024 SS4A - Pedestrianizing Roadways for the 2028 Games; 305.4926.01: REAP 2.0 - Transportation Partnership Program).

ATTACHMENT(S):

1. PowerPoint Presentation - Quick-Build Transportation Safety Projects



Quick-Build Transportation Safety Projects

September 3, 2026

www.scag.ca.gov

1

Quick-Build Project Portfolio comprises of twelve projects with four different funding sources.

Twelve (12) total demonstration projects

2024 Sustainable Communities Program (SCP) – Active Transportation and Safety quick-builds
(11 projects)

Pedestrianizing Roadways for the 2028 Olympic and Paralympic Games partnership with LADOT
(1 project)

Funding sources:

REAP 2.0

ATP
Cycle 7

FY23 SS4A

FY24 SS4A

2

Proposed interventions improve roadway safety and support a more resilient transportation network.

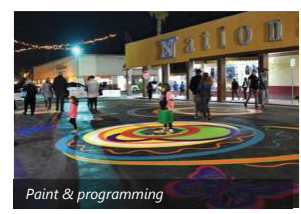
Traffic Calming Measures



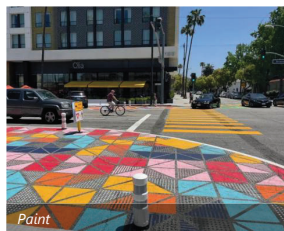
Improved Accessibility



Open Streets



Pedestrian Enhancements



Protected Bike Lanes

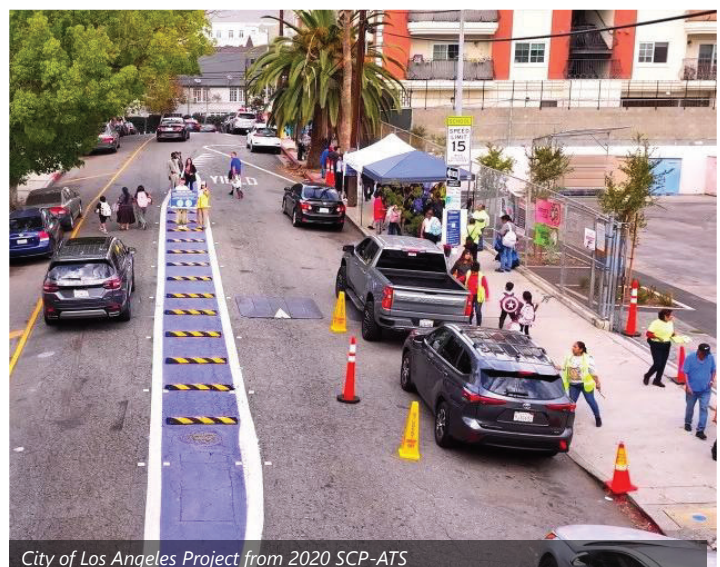


SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

3

2024 Sustainable Communities Program – Active Transportation and Safety

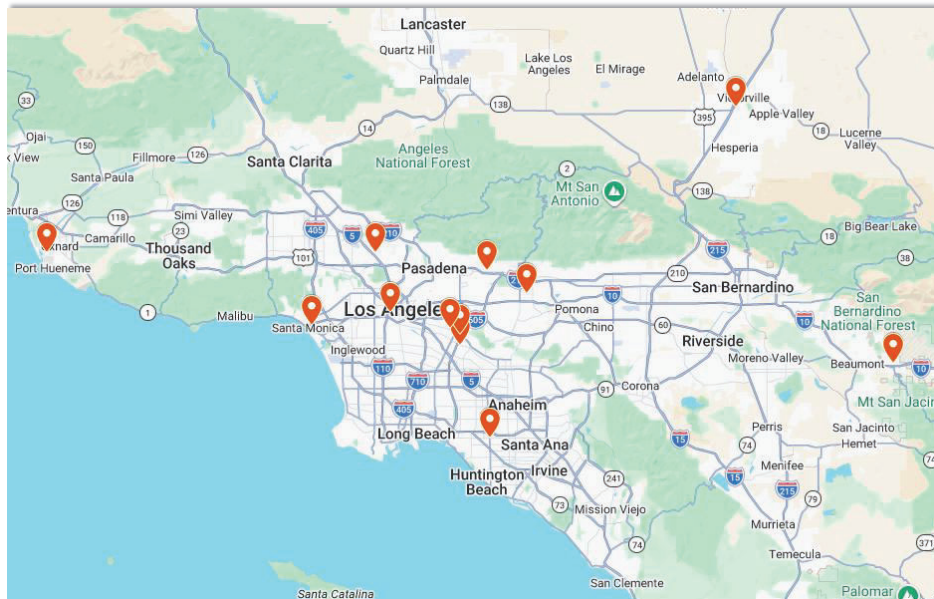
- 11 quick-build projects through the 2024 Sustainable Communities Program – Active Transportation and Safety
- Projects will address safety needs through surface-level treatments
- Cities can adjust concepts and designs through ongoing engagement
- \$7.4 million from 2023 SS4A grant award and non-federal match.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

4

Projects Span Five Counties



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

CITY/JURISDICTION	PROJECT NAME	FUNDING AMOUNT
Burbank	Safer Downtown Burbank Mobility Network Improvement Project	\$900,000
Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	\$790,000
LA County	Norwalk BI Vision Zero Quick-Build Pedestrian Safety Project	\$803,000
Monrovia	Monrovia Active Community Travel Vinculum Phase II	\$900,000
Montebello	Montebello CycleSafe Bridge Project	\$362,500
Pico Rivera	Pio Pico Bikeway Connector Project	\$900,000
Santa Monica	Santa Monica Neighborhood Greenways Project	\$875,552
Westminster	Citywide Safe Routes to Schools Quick-Build Project	\$445,000
Banning	Banning Two-Way Cycle Track Safety Project	\$895,000
Victorville	La Paz Dr. / Seneca Rd. Traffic Circle	\$503,700
Port Hueneme	Rectangular Rapid Flashing Beacons Citywide	\$70,150
LADOT	Pedestrianizing Roadways for the 2028 Olympic and Paralympic Games	\$6,500,000

Pedestrianizing Roadways for the LA28 Games

- Three (3) quick-build demonstrations through LADOT partnership
 - Figueroa Street
 - Wilshire Boulevard
 - Hollywood Boulevard
- Planning and design to begin in 2027, with construction taking place in 2028 before the LA28 Games
- \$7.5 million from 2024 SS4A grant award and non-federal match



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Coordination Across SCAG Programs

Safety Programs

- Regional Safety Action Plan
- Go Human Safety Program

LA28 Games Mobility Program

- Transportation Demand Management (TDM) Strategy
- Community Hubs



THANK YOU!

For more information, please visit:

scag.ca.gov/SCP

scag.ca.gov/LA28



AGENDA ITEM 12

REPORT

Southern California Association of Governments
September 3, 2026

To: TC - Transportation Committee

From: Rachel Om, Senior Regional Planner (MP and GM)
213-630-1550, om@scag.ca.gov

Subject: Planning for Main Streets Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

The Planning for Main Streets project (Project) is a project led by SCAG and funded through a Fiscal Year 2024/25 (FY24/25) Caltrans Sustainable Transportation Planning grant (Strategic Partnerships component). SCAG, in partnership with Caltrans Districts 7, 8, 11, and 12 and local jurisdictions, has been studying several State highways in the SCAG region that function as main streets, given their multimodal travel patterns and community destinations, but also have gaps in accessibility, safety, and comfort to adequately meet the needs of all roadway users. Through the Project, SCAG and its partners aim to help transform State highways into people-centered places that balance multimodal transportation needs and community well-being. By collaborating with local jurisdictions, community organizations, and the public, the Project will identify feasible improvements and implementation strategies that promote equity, health, and sustainability throughout the region. The Project kicked off in June 2025 and will be completed in June 2027.

BACKGROUND:

Caltrans' [*Main Street, California: A Guide for People-Centered State Highway Main Streets*](#) highlights the special importance of California State Highways (State highways) that function as community main streets by supporting multimodal travel and community events and activities. The guide is shaped by five principles that reflect the State's strategic goals:

- Foster people-centered transportation infrastructure.
 - Improve safety and public health.
 - Elevate equity and livability.
-

- Advance sustainability and climate action.
- Engage communities, partners, and stakeholders.

State highway main streets, including those in the SCAG region, serve two purposes that typically have conflicting design principles: (1) community streets that provide access to a variety of land uses and function as gathering places and (2) distributor streets, also known as arterials or collectors, which are often higher-speed roadways that prioritize moving vehicular traffic by limiting access to local destinations.

Project Overview

SCAG was awarded a \$500,000 FY24/25 Sustainable Transportation Planning grant, under the Strategic Partnerships component, with a \$125,000 local match, for a total Project budget of \$625,000. The Planning for Main Streets study corridors include:

- State Route (SR) 1 (Pacific Coast Highway) in Caltrans District 7 from Pennsylvania Avenue in the City of Lomita, passing through the City of Los Angeles, to Harbor Avenue/I-710 ramps in the City of Long Beach.
- SR 18 (Waterman Avenue) in Caltrans District 8 from Arrowhead Road to 30th Street in the City of San Bernardino.
- SR 86 (Main Street/1st Street/Brawley Avenue) in Caltrans District 11 from Las Flores Drive to Legion Road in the City of Brawley.
- SR 39 (Beach Boulevard) in Caltrans District 12 from Starr Street in the City of Stanton to Hazard Avenue in the City of Westminster.

These corridors reflect geographic spread across the region, diverse land use contexts, multi-jurisdictional collaboration, and coordination with local ongoing and upcoming efforts. While there are many State highway main street corridors that would benefit from multimodal planning and design, these corridors are intended to serve as case studies for future efforts across the region.

Project Update

SCAG kicked the Project off in June 2025. The Project team has completed the following since kickoff:

Fall – Winter 2025

- **Literature Review and Existing Conditions:** To establish a baseline, the Project team assessed traffic patterns, sidewalk and bike facility availability, transit access, crash data, environmental conditions, and the existing planning and policy context.
- **Technical and Community Advisory Committee Meeting #1:** The Technical Advisory Committee is comprised of Caltrans District and local agency staff. The Community Advisory Committee is comprised of community-based organizations and local residents.

The first set of advisory committee meetings developed project vision and goals, coordinated partnership opportunities, and identified key stakeholders.

- **Walk Audits and Community Survey:** Seven walk audits and community surveys (one per city) were completed to assess existing conditions, travel behavior, safety concerns, and priorities.

While the study corridors are located across the region, the corridors share several characteristics, such as posted speed limits of 40 miles per hour and above, overlap with the Regional High Injury Network, concentration of bicyclist- and pedestrian-involved collisions occurring in the evening, sidewalk gaps, and no dedicated bicycle infrastructure.

Spring 2026

- **Community Workshops:** Seven community workshops (one per city) were held virtually to introduce the project to a broader audience, review existing conditions, and discuss travel behavior, safety concerns, priorities, and long-term vision.
- **Technical/Community Advisory Committee Meeting #2:** The second set of advisory committee meetings reviewed community workshop findings and draft recommendations.

Given existing conditions, stakeholders from the various engagement activities expressed support for complete streets elements that accommodate multimodal travel, such as improved lighting, slower vehicle speeds, enhanced bicycle and pedestrian infrastructure, and landscaping. Completed reports and engagement summaries are available on the Project webpage (<https://scag.ca.gov/main-streets>).

Summer 2026

- **Draft Recommendations:** Conceptual designs for “high activity areas,” defined as segments along the project corridor with surrounding land uses and/or population density that generate relatively high travel activity, propose improvements that reflect community input and technical feasibility. These improvements foster complete streets and aim to better serve people walking, biking, and riding transit while still accommodating people driving. The recommendations include:
 - **Pedestrian Infrastructure:** high-visibility crosswalks to raise visibility of people crossing the street; curb bulbouts to shorten crossing distances and improve visibility of people walking; new pedestrian signals to provide people a designated place to safely cross the street; leading pedestrian intervals at signalized intersections to give people walking a head start before people driving receive a green light; and pedestrian-scale lighting to improve pedestrian safety and visibility in dark conditions.

- **Bicyclist Infrastructure:** separated bike lanes (either on the road or level with the sidewalk) to improve bicyclist safety by separating bicyclist and vehicle traffic and bike conflict striping to increase visibility of bicyclists at vehicle/bicycle crossing points.
- **Transit Infrastructure:** bus stop relocation (typically to the far side of an intersection) to improve transit operations; transit shelters to provide a comfortable and protected waiting area for transit riders; and bus boarding islands to provide a dedicated waiting area for transit riders and reduce conflicts between buses, bicyclist, and pedestrians along roadways with a bikeway and transit service.
- **Green Infrastructure:** landscaping to provide shade and cooling and landscaped medians to slow vehicle speeds and provide shade, cooling, and stormwater management.

Next Steps

The Project will continue community engagement and refining recommendations leading up to project completion in June 2027.

Fall 2026

- Community Workshops: The Project team will pop up at five existing community events to introduce the project and gather feedback on the draft recommendations. The workshops are intended to meet people where they are already gathering in order to engage with a diverse group of community members.
 - SR 1 Pop Ups
 - Long Beach: [DTLB Live!](#) on September 19, 2026, from 5 to 7 p.m. at The Promenade between Broadway and 3rd Street.
 - Los Angeles: [Wilmington Waterfront Concert](#) on September 26, 2026, from 5 to 7 p.m. at 100 East Water Street.
 - Lomita: Country Night at the [Railroad Museum](#) on October 3, 2026, from 5 to 7 p.m. at 2137 250th Street.
 - SR 39 Pop Ups
 - Stanton: [Central Park Splash Pad](#) on August 30, 2026, from 1 to 3 p.m. at 10660 Western Avenue.
 - Westminster: [Fall Festival](#) on September 27, 2026, from 5 to 7 p.m. at 8200 Westminster Boulevard.
- Kit of Parts Demonstrations and Community Workshop: The Project team will facilitate two *Go Human* [Kit of Parts](#) demonstrations during school arrival and dismissal to introduce the project, gather feedback on draft recommendations, and demonstrate complete streets elements. The Project team is finalizing the demonstration dates with nearby schools.
 - SR 18: End of September 2026 from 9 a.m. to 1 p.m. at Waterman Avenue and 38th Street in San Bernardino.

- SR 86: Mid-October 2026 from 9 a.m. to 1 p.m. at Brawley Avenue and K Street in Brawley.

Winter 2026

- **Refine Recommendations:** The Project team will refine recommendations based on input gathered from the Technical/Community Advisory Committee members and community workshops.
- **Technical/Community Advisory Committee Meeting #3:** The third set of advisory committee meetings will review and provide feedback on the refined recommendations.

Spring 2027

- **Draft and Final Report:** The final report will include preparing grant-ready materials, fact sheets, and a comprehensive report for each corridor. These will include detailed conceptual designs, cost estimates, and potential funding sources to support implementation.

SCAG staff will return to share project updates and the draft/final report. For the latest updates, please visit the Project webpage at <https://scag.ca.gov/main-streets>.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Planning for Main Streets Project Update

Planning for Main Streets Project Update

September 3, 2026

WWW.SCAG.CA.GOV

1

The Foundation: *Main Street, California*

- October 2023: Caltrans publishes fourth edition of *Main Street, California*.
- The guide highlights the special importance of **State highways** that function as **community main streets**.
- SCAG awarded a FY24/25 Caltrans Sustainable Transportation Planning Grant (Strategic Partnerships):
 - Transform State highways into **people-centered places** that balance **multimodal transportation** needs with community well-being.



2

Study Corridors

Coordinated with Caltrans Headquarters, Districts, and local jurisdictions to define study corridors:

SR 1



SR 18



SR 39



SR 86



3

Project Timeline

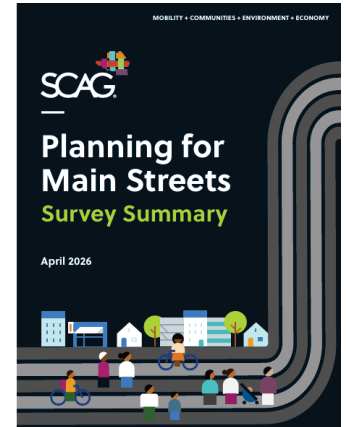


Robust community engagement occurs throughout, including community workshops, advisory meetings, pop-up events, surveys, walk audits, and more!

4

Project Activities: Fall – Winter 2025

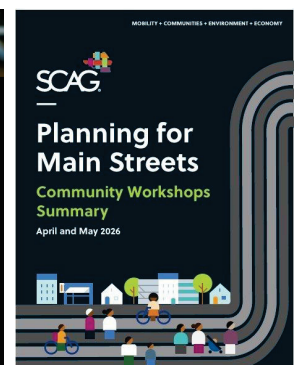
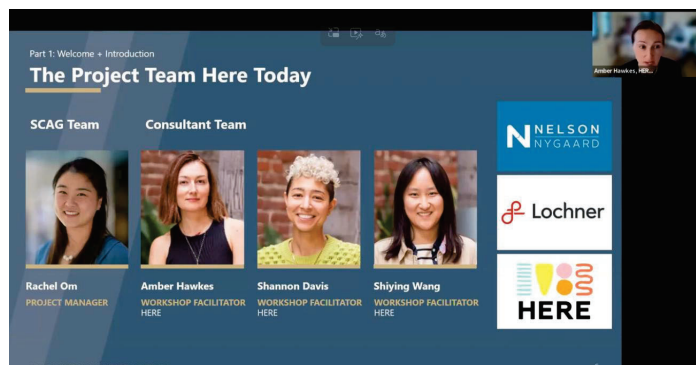
- Literature Review
- Existing Conditions
- Walk Audits
- Community Survey
- Technical Advisory Committee Meeting
- Community Advisory Committee Meeting



5

Project Activities: Spring 2026

- Community Workshops
- Technical Advisory Committee Meeting
- Community Advisory Committee Meeting



6

Project Activities: Summer 2026

- Draft Recommendations: Intended to foster complete streets for safe and accessible travel by walking, biking, riding transit, and driving.



Curb Bulbouts

Shortens crossing distances and improves visibility of people walking



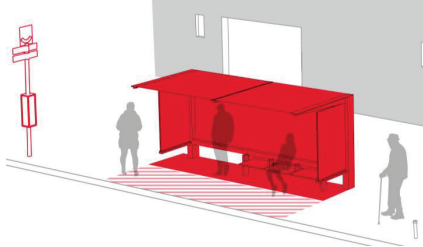
New Pedestrian Signal

Provides people a designated place to safely cross the street



Separated Bike Lane

Improves bicyclist safety by separating bicyclist and vehicle traffic



Bus Stop Relocation and/or Transit Shelter Installation

Improves transit operations and provides a more comfortable and protected waiting area for transit riders



Landscaping & Pedestrian-Scale Lighting

Provides shade and lighting to improve safety and comfort for people walking

**Note: these recommendations are a sample of the full set of recommendations.*

7

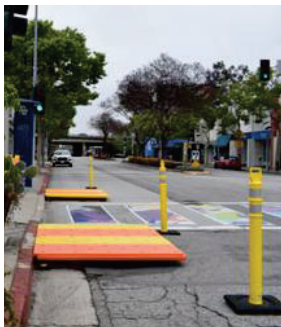
Next Steps

2026

- Fall
 - In-Person Workshops, Kit of Parts Demonstrations, and Survey
- Winter
 - Refine recommendations
 - Technical/Community Advisory Committee Meeting #3

2027

- Spring
 - Draft and Final Report



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THANK YOU!

For more information, please visit:

<https://scag.ca.gov/main-streets>